

uld be fixed at " Philston " It did happen, however, in the earlier stages of sylvania Railroad, occupying the most eligible and advantageous ground, will at once supply a comenterprise, and when volumeer opinions aboun. among the hesitating and slow-moving, who mercial necessity and reap a financial harvest. d not whit to inform themselves before they yen And if the citizens of Philadelphia would only ed to expound and advise, that " Pitiston" was confer upon the scheme the time and examination med by some of those who paused at the Lehigh requisite to beget a full understanding and appreriation of its immediate and ultimate design and er, as one of the extremenorthein points to which

tine of the road might be carried This opinion, since abandoned by is fathers, Mr. Fallou's by adoption; bence the paternal icitude which has invested its resuscitated form. gala dress, with destierous pen, for the public fication. It would be fully, superlative and abhilroad at Pittston; and if the other views expressason and argument than his references to the most convenient fide-water market, comm orth Pennsylvania Railroad, it is obvious that his road to the whole mercantile community; and so, mmentaries on railroad will not attain to equal likewise, with other classes of population upon the

prospects in their isolated significance and combin-ed magnitude, the stock of the Company would be Railroad is the only wid conforming with their sought alter, and the seturing of it be deemed guage of track that leads direct to the ocean tides. favor by the possessor, seeking aste investment al his funda. 🕖 and to have been Break at the is The consideration that the large and lincreasing late, to terminate the the North Pennsylvania population employed in the end and iron districts upon the route requiring thuge guantilies of merin Mr. Fallon's lener have no firmer basis in chandize, can be supplied from this city, as the min Teve

It is the only other open from their present points of termination, leaving them an option bay to pass their travel and tonnage opon it to one our market The opening of the Nurth Pennsylgania Railroad to the State line, there to form connexions and combigations with made terminating on the lakes, will open, from, all these roads a choice of markets on the seaboard, and place Philadelphia forty miles nearer than New-York city to each and all of them west

links in "direct Youte to Philadelphia, as well as to

New York city. The several lines of roads sweep

ing north and south across western New York, and

Bleing through Syracuse, Auburn, Canandaigua,

Batavia; and Buffalo, all polist more directly towards

Philadelphia than New York cify." These roads all

connect with the New York and Ene Road, for two

reasons : first, beyabse it is their interest to do to

and secondly, because the New York and Erie

their ion I from the lakes, to reach this point of di- so operate to draw hither a fair share of the trade vergence," is another stidence of a lamentable lack of Canada West. of information upon the subject matter of his prounciamento, The lakes can be reached at Fair Haven, on Lake

Outagin, over a route but 311 miles in length, from Philadelphia, being one hundred sizteen miles shortar than the four from Philadelphia to Erie city, without using one mile of the N. Y. and Erie Road, or the road of any company under New York city influence or control. Brom the Lake, at Pain Haven; the Like Onta-

rio, Auburn and New York Railroad, in progress of construction ; extends due south a distance of seventy-three miles to Pugaley's, where w forms a june ion with the road from Hhacs to Owego, From, Pugeley's to Waverly, the distance is but twentytwo miles, and when this intermediate link shall be supplied; either by the extension of the time of the Like Ontario Road or otherwise, there will be

throughout the whole Supili, west, and Northwas country. But independent of the Lake trade and the trade On a corner of the map are inscribed these words : of Canada, the local transactions in the commerce " Venango Railroad and its Connexions. Airof the twenty three New-York counties, reach the Line from New York to Cleveland, Toledo and Chienormous annual aggregate of at least \$15,000,000, ago f Philadelphia is honored with a delicate dotted exceeding the whole trade of many of the Western

States. Add to this the trade of Lake ports in the line from the New York broad black "air line" same twenty three Western New-York counties. the Reading Railroad, which Latter road is nigited ambunting to \$140,000,000, and the figures demonby a tender thread line meandering down the strate a trade of \$215,000,000; to which, Philadel-Schuylkill river. phia is nearer than New-York, and to which she If the Venango road was projected as Philadelphia can obtain access by the North Pennsylvania Railroad its contrivers have manifested an extraordinary road with reciprocating connexions, ramifying a taste in revealing its New York features in preterence to its Philadelphia lendencies now alleged to country everywhere alive with business, population

exist. The authors of the map and pamphlet, how and wealth. 'Mr. Fallon, when he so pungently described a ever, doubtless meant to represent its true character. ferray car load of freight," must have been medi-The Venango Road as a link in a New York roote lating upon a failroad through a wilderness, the appears to have had more value in their eyes, be "stray car" stopping now and then at a way-sta-

with the commentatives of the learned of his route, besides works in coal, and iron s whose or ifession on abruse questions in law. * y on the commercial front, at the centre line of compromises a brink and valuable local traffic, to and the Cumberland Valley trade. Up to the time gulation in the city of consolidated Philadelphia, be gathered and distributed from the way stations of the completion of the York and Cumberland metches out across eight rural counties, passing on the line of the road. al Ene, the shortest and best railroad touto. As four in Bradford. th promises of amplest success and profit.

Passing through a country teeming with popula- ties are renowned for their inexhaustable anthracite products of one of the richest valleys in the State, acted vaults of mineral plenty, and through land coal veins, as well as for their terrestrial and agriupes of cereal harvests. The products of the soil cultural resources. Throwing out of the account all we and manufactures, to supply rural require. Railroad a local business, which it can justly claim of Pennsylvania. atmis and demands. The travel and interchange to transact, exceeding fourfold the aggregated local Distance from Philadelphia to the Cumcommodutes between a commercial city contain-"g more than 400 000 people, and eight unsurpas. | lines of more length and less merit. ed mining, manufacturing at d spricultural counin containing more than 300,000 people, in a May a large revenue.

but than four times the amount of tannage trans- sentence might destroy its likeness, it not confuse Billioad in 1853.

in the Lehigh Valley; the Crane Iron Works, at Citizgua, produce from four stacks in constant Lakes can reach Philadeldhia, by way of the New Peration, 650 tons of iron per week: When the with iron ore and limestone from the immediate neinity of the tracks.

ine of the road, also abound in iron ore and lime North Branch Valley, opens the shortest route on the Ambracite mines to the cities and towns the Lakes, by the New York improvements, to ntario and Erie.

Lozerne county, which is traversed for forty miles an one by way of partime, 10 try to-make water ent to market 1,449,197 tons of Anthracite coal. huch Division of the North Pennsylvanis Rail. No, no... So long as the New York add Eife is

cupations and pursuits in the towns, villages and of Systems! The North Pennsylvania Railroad is none other farms upon the ronie, create and maintain an ac . The effect of this will be similar to the effect o an a Pailadelphia Railroad in all its aspects, die live 'interchange in products, manufactures and the opening of the Yerk and Cumberland Road up t, co-lateral and contingent. Beginning mid- merchandize of all kinds, which, in the aggregate, on the business of the Cumberland Valley Raitroad

Bur e sta us direct course through and near quarries of . Of the two hundred and sizteen miles of main crossed over the Snequehanna river at Harrisburg. nesione and elate, zinc beds, iron d stricts, fields toad seven miles are in the consolidated City of and passed down over the Harrisburg and Lancas anthracite and bituminous coal, timber tracts and Philadelphin, twenty-one miles in the county of ter Bailroad, destined chiefly for Philadelphin; but an lands, to the north line of the State, there to Montgomery, fifteen in Bucks; eight in Lefligh, so soon as the opening of the Yorks and Comber meet with roads in western New York, and es- twenty six in Northampton, twenty-one in Carbon, land Road completed a direct independent ine from Sishing between Philadelphia and Lake Ontario | forty in Luzeine, thirty-four in Wyoming, and farty | Babimore to the Comberland Valley Road, a large

lical mad, limited to the passenger and freight The four counties most remote from the city are trade was at once diverted to Batimore city by the mess to to contributed by the city and eight cut in twain by its trackway, which passes through now route. And it is an everyday spectacle at moties traversed by its line, its prospects beam the centre of each an average distance of thirty. Harrisburg to see long trains of bunten cars arrivlour and three-quarter miles. Two of these coun. ring at the opposite bank of the river, laden with the

in industry and resources, business to employ deposits, and the other two are destined to be sturn all from the track leading east to Phnadelphia. broad awaits its opening. Its tracking is over known hereafter for heir accessible bituminous and pass away south, direct to Baltimore. Carloade of merchandise, sent from Bahimore, are dis tributed throughout the Cumberland Walley, and whe treasures of the mines, it will carry bither through transactions, with the roads of Western thus a city im Maryland divides with Philadelphia acais, to return hence laden with urban merchan. New York, there is still left to North Pennsylvania the trade of a productive valley in the interior of

and through business claimed by other unfinished

C. Fallon, E-q., is descanting upon two roads Difference in favor of Baltimore, covering both sides of his heart, and of course oc-This division of trade is made in Pennsylvania ingle twelvemonth will amount to an enormous cupying most of his railroad affections, undertakes by Balumore, on the strength of an advantage in gregate, and bring into the coffers of the Com- to enlighten the public concerning the through teadistance of only twenty-four miles, the excessive intes of the North Peppsylvania Railroad, as part curvature on the Philadelphia line being offset by Sixty-one miles of the route are in the coal conn- of a route to the lakes, in language at once so an higher gradients on the Baltimore fina: es of Carbon and Luzerne, which last year sent to thoritive and facetions, that it is deemed best to copy market 2 530 041 tons of Anthracite cost, being the whole paragraph, lest the absence of a word or with Philadelphia as a market, while Philadelphia

is quite equal to New-York in any just comparison Mied over the whole line of New York and Erie is meaning, especially in its hydraulic allosion .-that may be made between the two cities." Here it is :.... Mr. Fallon is in error in saying that " Baltimore "But it is said by some that trade from the

is as near to the seaboard as Philadelphia." Phila York and North Pennsylvania roads by . route delphia is more than fifty miles nearer to the sea tw tracks, now in progress of construction, shall shorter than the Sunbury and Erie roads and its board than Balfimore. The divergence of trade to le completed, the amount of iron manufactured in counexions: In point of lact this is not the case | Baltimore from two Pennsylvania counties in Cumthe Lehigh Valley will be equal to 2500 tons per But if it mere so, and 1 mere to secume that the berland Valley on the opening of a direct tail-toad werk, or 130,000 tons per year. The furnaces are North Pennsylvania connects with the New York 10 that city, is a pertinent illustration of the diverapplied with cost from the Lehigh mines, and and Erie at the most favorable point for the area. gence of trade to Philadelphia from the twentyment, nay, at Waverly, and that the inconvenience three counties in western New York-to be realiz of a difference of gauges is obvisted by the North ed on the completion of the North Pennsylvania The Valleys of Saucon and Sandy Rin, on the Pennsylaanis adopting the New York and Erie, or Railroad A new market will be opened to the

berland Valley Railtoad.

land Valley Railroad,

Distance from Baltimote to the Cumber-

Balimore, be'it remembered, does not compare

six foot guage, and that Waverly is somewhat competition of Philadelphia merchants, and new sone, and will soon be dotted with furnaces. From nearer to Philadelphia than Ne + York-yet if any customera will be found for Philadelphia manufac the great Northern Coal Field, the road, by way of one labors under the illusion of supposing that more luces and mechanics and mechanics and mechanics than a stray car load offreight will ever come from Mr. Fellon has no authority for anticipation and foreshadowing difficulties to the North Pennsylva-

Western New York, and to the harbors on Lakes Waverly, and thence find, its way, by the North this Bailroad in effecting a connexion with the New. York and Erie Bailroad ... At Waverly its track way Pennsylvania, to Philadelphia, I would advise such Joschen directly upon the State line, affinding at the line of the North Benneylvania Railroad, flow up hill in an open changel, and when has that point, and also at points suit or west thereof Pring through the heart of the cost held, last year successfed in his interesting experiment, but not every convenience for a connexion, as authorized till throw he may expect to subvert all fixed laws and contemplate to by the charter of the North This trade began in 1839, when 7,000 tons were of trade and to see cars loaded with freight Perineylvania. Railcoad Company. The Legislatore with market. The completion of the Nonh coming from the Lakes by that route to this city .-- of Pennsylvania, in granting the tight of way to the New York and Erie Railroad Coumpany, in 1846, "d, will open a new and experior outlet from the within the jurisdiction, and under the inflormes of reserved the right to authorize connections with it Wroming mines, to the North west country, and New York, and her stock principally lowned there and at the same time, made it a condition that in " Valley." Viewed as a coal road alone, the North | long as Waverly remains 256 milds from the sas | higher rates should be imposed per mile apon the tanch Division of the road is sure to earn more term tommes of the New York and Brie Road at business which might pass upon it from or to a Penn-

Philadelphia to Lake Ontario. From Waverly to Elmina the distance is eighteen niles, from Elmira to Niagara Falls, one hundred and sixty four miles. A wide gauge road is open to the suspension bridge, connecting with the Cana-

da Great Western Railroad, which is finished to Road, the whole of the Cumberland Valley trade Windsor, opposite Detroit, a distance of two hundred and twenty-nine miles. "From Balavia, on the Elmira and Niagara Falls oute, to Buffalo, a road bed is graded for a wide rack, so that by the making of one intermediate link of road from Waverly to Elmira, eighteen miles, a direct and continuous railroad communicaly increased portion of the Cumberland Valley ion would be established over an unbroken route from Philadelphia to Bullalo, Niagara Falle and Canada West, wholly independent of the N. Y. and,

107 miles

83 "

24 miles.

Erie Road By a road diverging from the North Pennsylvania Railroad af the month of Towanda creek, and passing west to the Tioga Railroad, another direct hough independent line to Buffalo could be established by the Union of the Tioga with the Corning and Buffalo roads, without using any portion of the New York and Erie road. Another link thrown out west from a point on the Tioga Railroad in Pennsylvania, to connect with the Corning and Olean

Railroad, would complete a cut-off line from the mouth of Towanda creek to Olean, not exceeding '22 miles in length, being 16 miles shorter than the conie between the same points by way of Coming, which is 138 miles. To complete this cut off, portions of the Tioga and Corning and Olean Railroads could be used, so that no more new road would be required than is necessary to slipply a link between Otean and Sunbury and the Erie Railroad at the nouth of Drifiwood crerk. This route makes the North Pennsylvania Railroad part of a line from Philadelphia to Dunkisk, not exceeding 383 miles

-less than the distance between the same points, by any other toute. Fiom Philladelphia to Erie. via North Pennsyl-

Vania robie From Philadelphia to mouth Towanda

Total from Philadelphis to Ecie city, / West of Waverly there are 976 miles of broad inge railroad, representing an aggregate capital of ous roads, Philadelphia, by the coule of the Narth By a connexion at Printon with a road extending thence to Scianton and Great Bend, the North Pennsylvania Railroad will be placed in direct connexon with 542 miles of broad gauge railroad converging between Waverly and Great Bend, representing a capital of \$18,788,786. The broad gauge system of railrords, with which the North Pennsylvania Railroad will interlock, comprises a total of 1,518 miles of road, representing a capital of \$55, 129, 186.

Population of 28 Western New York counties in 1850..... Population of Canada West in 1851, 038 499 952,004 Total population to be furnished with

shurtest route to tide water at Phila-delphia by North Pennsylvania Rail

ion in the woods, to pick up parcels of tocal freight, comprising venison, wild game, fors, and the Hempfield and Marietta Road, diverging from other forest miscellanies. Tree trucks are not the the Pennsylvania Railroad at Greensburg : into the adults enumerated by the census, nor do the com. central west, by the Steubenville and Indiana Railmodifies trafficked in by hunters furnish golden road; into the west, northwest west by the Pennpromises to the stockholders of founds destined for sylvania and Ohio Railroad; into the lake region, a time, perhaps, to rely upon the execution done by at Cleveland, by the North western Railroad. Those the rifle and the hunting kuife for supplies of local four feeder-routes to the Pennsylvania Railroad. freight.

As this is not the case with the North Pennsylva. Pennsylvania State line, with connexious and connia Railroad, nor with any of its prospective connexions in western New York, where there are beyond the teading directly to the main railroad sistions in every county, and nearly as ma- trunk road, unfold Philadelphia's western tailroad ny miles of iron line between towns as of division system ingits grand pulline of wide and long extent. lines between counties, the "stray car" was put The Venango road has no place in this Philadelokia upon the wrong track.

the attraction of trade from Buffalo over the North accommodations furnished by it to the neighbor-Penneylvania Railroad, than from Cleveland to hoods around its way stations between the Ohio Philadelphia over the Venango Railroad. In the State line and Ridgway, in Edk county, where is first place, is the shortest route to Buffalo, and in mite and also its mammoth contributions will te la. the second place, it is the only road which will pro- belled and lodged in a "stray car" or "stray" train vide an uniform guage and track between Philadel. on the Sunbury and Erie road. phia and Buffalo.

of a route from Philadelphia to Cleveland, of great. York city has two lines of railroad leading to Lake er length in lineal miles, than another route from Erie, but no road leading directly into the Western Philadelphia to Cleveland, in which the city of country-within the State of Ohio south of the lake Philadelphia has a large Decuniary interest. This shore, whence Muldle and Southern Onio and the preferred route comprises the Pennsylvallia Rail. region beyond may be penetrated This defiderroad, the Northwestern Railroad and the Cleveland atum the Venango Road may, in part be made to and Mahoning Railroad. The Ordinance passed supply. by Councils on the 16th of February, 1854, subacribed \$750,000 to the capital stock of the North. both under New York auspices, carry the New western Railroad Company, contained provisions, inserted to secure, beyond risk or chance, the har, which it is asserted and believed, will carry freight monious and reciprocal working of the entire rome | and passengers for New York city account without

from Philadelphia to Cleveland. The distance from Philadelphia to Cleveland by the Northwestern Railroad

Brie; Buffalo is at its Northern end, and, Erie City route. The only advantage left to Philadelphia, in is about midway between them, the distance being fills aspect of the case, is the forty miles less dis-95 miles from Erie City to Cleveland, and 85 miles Lance from Tamaque to Philadelphia, as compared from Erie city to Buflalo. From Clevelan Like short. with the distance from Tamaqua to News York, est and most direct route to Philadelphia is by the which advantage in distance is precisely the same Mahoning, Northwestern and Pennsylvania Roads, as that possessed by the North Pennsylvania Rail-\$36,340,400. To all points reached by these anti | From Bullato to Philadelphia the only direct, ons road from Warerly to Philadelphia over the New gauge toute includes the North Pennsylvania Bail- Nork and Bre Railroad from Waverly to New York Pennsylvania Railinad, will enjoy an advantage in road-Buffalo and Gleveland being at appasite en city: lineal measure, of fory miles over New. York city. | tremes of the Lake, are on the great highways out streiching into the vast coupry beyond ; and as any privilege of value when they waived their right everything must pass averland when Lake Naviga. to extend east of Ridgway is very tunny, inasmuch tion is suspended, whi ever passes along ine Canada as Ridgway, according to their own map published shore of the Lake, destined for Philadelphia, will in October 1853; is the point of junction with the arrive over the North Pennsylvania Railroad, and Sunbury and Erie Road in carrying east the air line whatever passes along the south shore of the Lake, to New York The Venaugo Company could, not destined for Philadelphia, will diverge at Cleve come east of Ridgway without running parallel land series over the Northwestern or City Railcoad with the Sanba y and Erie line, or deflecting from tople.

The Sunbury and Erie Railroad, being betwees Venango Road being provided for one paper, in a these, two routes, will neither serve as a Philadel- way to secure on paper the completion of the Sansubstitute, nor compete as a rival to either of them | bury and Ene Road to Rulgway, the next query is for remote North west overland traile; but with the | will the Venango interes s tielp to push on the Sunsettlement, development and improvement of a bury and Erie line from Ridgway to Erie city, a

bundred fold, than as a link in a Philadelphia toute. Philadelphia will cenetrate into the southwest by spreading out over the whole country west of the tributing roads converging from innúmerable points western system: "And if it be, in truth, a Philadel-There are many more reasons to calculate upon phis road, its sole usefulness will consist in local

Viewed as a New York City link, the Venango The Venango Road, on the contrary, forms part | Railtoad becomes another work altogether. New

The Central New Jersey and Lehigh Valley roads, York "air line" as far west as the Catawissa toad, the slightest discrimination in favor of Philadelphis, and which Company, it is understood, have stipplated for reciprocating charges with the Sunbury Cleveland is at the Southermost bend of Lake about as well protected as if she owned the whole

> The idea that the Venango Railroad surrendereds their boasted "air line." The construction of the