Wm. H. Camp

CHARTER

OF THE SPRINGFIELD AND ALTON TURNPIKE OR RAIL-ROAD COMPANY,

TOGETHER WITH

THE PROCEEDINGS

HAD IN AID OF THE OBJECTS OF THAT INCORPORATION BY THE CARLINVILLE CONVENTION,

AND THE

REPORTS

OF THE ENGINEER AND EXECUTIVE COMMITTEE OF THE CONVENTION UPON THE PRACTICABILITY AND ADVANTAGES OF THE UNDERTAKING.

[Published by order of the Convention.]

ALTON:

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SEPT. 1835.

During the winter of 1834–5 public attention, throughout the central part of Illinois, was extensively drawn to the project of a Rail-Road which should traverse the rich and rapidly populating district lying between Springfield and Alton. Striking as were the advantages of this scheme, and self-apparent as was the facility of its accomplishment, it was known to but a small portion of the community that an act of incorporation, contemplating the speedy execution of the work, and granting ample privileges to those who would undertake it, was already upon the statute book. For this most opportune provision, in common with many other inestimable benefits, we are indebted to the foresight, sagacity and well-timed exertion of the late Gov. EDWARDS. After an animated discussion through the public prints, meetings were held in the different counties interested, and delegates were appointed to a central convention which was organized at Carlinville on the 4th of May last, and took such measures for the furtherance of the great object in view as their power would permit. The liberality of their fellow citizens has enabled this convention to avail itself of the services of an engineer of first rate ability and reputation, the result of whose investigations, together with some additional statistical estimates, are herewith submitted.

CHARTER

OF THE SPRINGFIELD AND ALTON TURNPIKE OR RAIL-ROAD COMPANY.

SEC. 1. *Be it enacted by the People of the State of Illinois represented in the General Assembly*, That Ninian Edwards, Stephen Griggs, J. T. Hudson, Edmund Roberts, Elijah Iles and Robert Allen, and such other persons as may associate with them for that purpose, be, and are hereby constituted a body politic and corporate, by the name of "The Springfield and Alton Turnpike Road Company," for the purpose of constructing a turnpike road from Springfield, in Sangamon county, by the way of Carlinville, in Macoupin county, and Alton, on the Mississippi river, in Madison county, to a point on the Mississippi, in St. Clair county, opposite to St. Louis; to transport, take and carry property and persons upon the same, by the power and force of steam, of animals, or any mechanical or other power, or by any combination of them, which the said corporation may choose to employ; and by that name, they and their successors shall be, and hereby are vested with the right and privilege of constructing and using the said road for the purposes aforesaid, from and to the points comprised within the limits before mentioned: and may have succession, and shall be persons in law capable of contracting and being contracted with, suing and being sued, pleading and being impleaded, in all courts of law and equity, and in all manner of actions; and that they and their successors may have a common seal, and may change and alter the same at their pleasure.

SEC. 2. That if the corporation hereby created shall not within ten years from the passage of this act, struct and finish, and put in operation the said road, then the said corporation shall henceforth and forever cease, and this act be null and void.

SEC. 3. The capital stock of said company shall be three hundred thousand dollars, with liberty to increase the same from time to time by new subscriptions in such manner and form as they may think proper, if such increase shall be found necessary to fulfil the intent of this act: which said capital stock shall be divided into shares of one hundred dollars each, which shall be deemed personal property, and transferable in such manner as the said corporation shall by law direct.

Sec 4. That Ninian Edwards, Stephen Griggs, Elijah Iles, and Edmund Roberts, shall be commissioners, the duty of whom, or a majority of them, shall be, at some suitable place in the cities of New York, Philadelphia, Baltimore, and St. Louis, and in the towns of Springfield and Alton, Illinois, to open books to receive subscriptions to the capital stock of said corporation, and to do such other things as in their opinion is best calculated to get said stock taken up: sixty days public notice shall be given by said commissioners of the time and place of the opening of said books, in one of the public newspapers in each of the said places. The commissioners shall receive no subscriptions unless at least one dollar on each share subscribed, be paid at the time of subscription, and as soon as the same shall be subscribed, to give a like notice for a meeting of the stockholders, to choose five directors, and such election shall be made at the time and place appointed by such of the

stockholders as shall attend for that purpose, either in person or by lawful proxy; each share of the capital stock entitling each stockholder to one vote; and the said commissioners shall be inspectors of the first election of directors of the said corporation, and shall certify under their hands the names of those duly elected, and deliver over the subscription books to the said directors; and the time and place of holding the first meeting of the directors shall be fixed by the said commissioners, and the directors to be chosen at such meeting, or at such annual elections, shall, as soon as may be, after every election, choose out of their own number, one president, and one other person to be vice president, and in case of the death, resignation, or removal of the president or vice president, or of any director, such vacancy or vacancies, may be filled for the remainder of the year, whenever they may happen, by the board of directors; and in case of the absence of the president and vice president, the board of directors shall have power to appoint a president pro tempore, who shall have and exercise such powers and functions as the bye-laws of the said corporation may provide.

Sec. 5. It shall be lawful for the directors to require payment of the sums subscribed to the capital stock, at such times and in such proportions, and on such conditions, as they may deem fit, under the penalty of the forfeiture of all previous payments thereon; and shall give notice of the payments thus required, and of the place and time, when and where the same are to be paid, at least ninety days previous to the payment of the same, in some public newspaper of this state, and in the several cities where the books of the company may have been opened for subscription to the capital stock.

Sec. 6. That in case it should at any time happen that an election of directors shall not be made on any day, on which, in pursuance of this act, it ought to be made, the said corporation shall not for that cause be deemed to be dissolved, but such election may be held at any other time directed by the bye-laws of said corporation.

Sec. 7. That five of the directors of said corporation shall form a board, and they, or a majority of them, shall be competent to transact all the business of the said corporation, and they shall have full power to make and prescribe such bye-laws, rules and regulations, as to them shall appear needful and proper, touching the management and disposition of the stock, property, estate, and effects of said corporation, the transfer of shares, and touching the duties and conduct of their officers and servants, and the electing of directors, and all other matters whatsoever, which may appertain to the concerns of said corporation: and also shall have power to appoint a secretary and so many clerks and servants as to them shall seem meet, and to establish and fix such salaries and allowances to them, and also to the President and Vice President as to the said board shall appear proper.

Sec. 8. That the said corporation be, and they are hereby authorized by their agents, surveyors, and engineers, to cause such examinations and surveys to be made of the ground lying within the aforesaid limits, prescribed by the first section of this act, as shall be necessary to determine the most advantageous route for the proper line or course whereon to construct their said road, and it shall be lawful for the said corporation to enter upon, and take possession of, and use all such lands and real estate as may be indispensible for the construction and maintenance of said road, and the accommodations requisite and appertaining to them, and may also hold and take all such voluntary grants and donations of land and real estate as shall be made to the

said corporation to aid in the construction, maintenance, and accommodation of the said road: Provided, That all lands or real estate thus entered and taken possession of, and used by said corporation, and which are not donations, shall be purchased by said corporation, of the owner or owners of the same, at a price to be mutually agreed upon between them, and in case of disagreement as to price, it shall be the duty of the Governor of this state, upon a notice given to him by the said corporation, to appoint three commissioners, who shall be persons not interested in the matter, to be determined by them, to determine the damages which the owner or owners of the land or real estate so entered upon by the said corporation, has or have sustained by the occupation of the same, and upon payment of such damages, together with the costs and charges attending the appraisement by the said corporation, the said commissioners being allowed three dollars per day whilst thus employed, or upon said corporation depositing in the Treasury of the State, the amount of such damages, together with the costs and charges aforesaid, to the credit of the person or persons to whom the commissioners may have awarded them, the proper officer of such treasury giving notice to such person or persons by letter, of such deposite being made by the said corporation, then the said corporation shall be deemed to be seized and possessed of the fee simple of all such lands or real estate as shall have been appraised by the said commissioners, and it shall be the duty of the said commissioners, or a majority of them, to deliver to the said corporation a written statement of the award or awards they shall make, with a description of the land or real estate appraised to be recorded by the said corporation in the clerk's office of the county in which the land or real estate may be, that in case any owner or owners of land or real estate so appraised shall be *femes covert*, under age, *non compos mentis*, or out of this state, then, and in such case, the said corporation shall pay the amount which shall have been awarded as due to the said last mentioned owners respectfully, whenever the same shall be lawfully demanded, together with interest at the rate of six per cent. per annum.

Sec. 9. That the said corporation be, and they are hereby authorized to construct and use a road of suitable width and dimensions, to be determined by the said corporation, within the limits prescribed by the first section of this act, and shall have power to regulate the time and manner in which goods and passengers shall be transported, taken, and carried on the same, as well as the manner in which they shall collect all tolls, and dues on account of transportation and carriage: *provided*, the same shall not amount to more than twelve per cent. upon the capital stock paid in, and shall have power to erect and maintain toll houses and other buildings, for the accommodation of their concerns, as they may deem suitable to their interest, and to collect tolls, as soon as any part thereof shall be finished.

Sec. 10. That the president and directors of said company (if it shall be decided by a full majority of the stockholders therein, voting as above provided) shall cause to be constructed a double or single rail-road. or way, along the same route, in lieu of the turnpike road hereby provided to be made, with the same powers, rights, immunities, and privileges, and subject to the same laws, rules, regulations, and responsibilities in reference to all the powers vested in them, are above provided for making said turnpike road, and enjoying the benefit resulting therefrom.

Sec. 11. That whenever it shall be necessary for the construction of their turnpike or rail road to intersect or cross any water course, or any road or

highway, lying between the points aforesaid, it shall be lawful for the corporation to construct their turnpike or rail-road, across, or upon the same: *Provided*, That the corporation shall restore the water course, or road, or highway, thus intersected, to its former state, or in a sufficient manner not to have impaired its usefulness.

SEC. 12. That if any person or persons shall wilfully do, or cause to be done, any act or acts whatever, whereby any buildings, construction, or work of the said corporation, or any engine, machine, or structure, or any matter or thing appertaining to the same shall be stopped, obstructed, impaired, weakened, injured, or destroyed, the person or persons so offending shall forfeit and pay to the said corporation, double the amount of damages sustained by means of such offence or injury, to be recovered in the name of such corporation, with costs of suit, by action of debt, to be brought in any court of record in this state, or before any justice of the peace in the counties where such injury may have accrued, and the person or persons so offending shall be deemed guilty of a misdemeanor and liable to fine and imprisonment.

SEC. 13. That when the said turnpike or rail-road shall be completed, the president and directors shall make out a minute, full, and detailed statement of the expenses of constructing the same, which report shall be under oath of the said president and directors, and shall be filed in the Secretary's office of this state; and from thenceforth shall annually make a report in detail of their proceedings and expenditures, and of all tolls received on said turnpike or rail-road, verified by affidavit, and file the same in the office of Secretary of State.

SEC. 14. That this act shall be deemed a public act, and shall be benignly and favorably constructed for the purposes therein expressed and declared, in all courts and places whatever.

Approved, March 1, 1833.

PROCEEDINGS

OF THE CARLINVILLE CONVENTION OF DELEGATES ON THE PROJECTED RAIL-ROAD FROM ALTON TO SPRINGFIELD, MAY 4TH AND 5TH, 1835.

At a meeting of the Delegates appointed by the citizens of the counties of Madison, Macoupin, Sangamon, and Macon, to meet at Carlinville on the 4th day of May, 1835, for the purpose of taking into consideration and adopting measures in relation to the construction of a Raid-Road from Alton, through Carlinville, to Springfield, J. T. HUDSON was elected President, and SIMEON FRANCIS and ISAAC GREATHOUSE were appointed Secretaries. It then appeared that the following Delegates were present:—

FROM MADISON COUNTY.

B. F. EDWARDS,
J. T. HUDSON,
J. A. TOWNSEND,
ROBERT SMITH,
ENOCH LONG,
H. K. LATHEY.

FROM SANGAMON COUNTY.

THOMAS HOUGHAN,
GERSHAM JAYNE,
JAMES L. LAMB,
SIMEON FRANCIS,
J. E. CANFIELD.

FROM MACOUPIN COUNTY.

JAMES C. ANDERSON,
MORTIMER BAINBRIDGE,
J. M. S. SMITH,
ISAAC GREATHOUSE,
S. M. OTWELL,
JOSEPH BURROW,
PHILIP W. TAYLOR.

FROM MACON COUNTY.

I. C. PUGH.

The President then addressed the meeting, and explained the objects of the Convention; whereupon—On motion of Dr. Edwards, it was

Resolved, That a Committee of seven be appointed to recommend and suggest measures for the adoption of this Convention in relation to the subject now before it.

The President then appointed the following gentlemen to compose said Committee:

Benjamin F. Edwards, J. A. Townsend, Thomas Houghan, James L. Lamb, J. M. S. Smith, S. M. Otwell, and I. C. Pugh.

On motion of Dr. Houghan, it was

Resolved, That the President be added to said Committee.

The Convention then adjourned to meet the following morning, at 9 o'clock.

Tuesday Morning, May 5, 1835.

The Convention met pursuant to adjournment.

The Committee appointed yesterday, by their Chairman, B. F. EDWARDS made the following

REPORT:

The Committee appointed to recommend and suggest measures for the adoption of the Convention, having had the subject under consideration, would respectfully report—That from a personal examination of the country, through which the proposed Rail Road from Springfield, by Carlinville, to Alton, would pass, together with a diligent inquiry of those possessed of the best means of information, they are unanimously of opinion that the contemplated work, is not only feasible and easy of completion, but that it would, when put in operation, conduce greatly to the benefit of a line of flourishing counties and develope with greater rapidity and certainty than any other means the resources of a large portion of the most valuable part of the State of Illinois. A reference to the actual cost of works of this description which have heretofore been finished in the United States, and a comparison of the obstacles which have been overcome in *their construction*, with the few natural impediments which would be met with, and the great facilities which would be enjoyed in running a Rail-Road over a country like this, composed of almost entirely of dry and level Prairie, leads to the irresistible conclusion, that one which would meet the wants of the community represented by this Convention, might be completed, for an average sum per mile far less than has ever been expended upon any route now in operation in this and probably in any other country. In the absence of an actual and scientific survey, your Committee will not take upon themselves to conjecture the gross amount of funds which this project will call for, but they are confident that a knowledge of the capabilities of the rich and rapidly populating district for the advantage of which it is intended, will be sufficient to convince even those most reluctant to join in the march of improvement, that an expenditure equal to the most ample estimate will be fully justified by the result. From such investigations as your Committee have been able to make, not a doubt rests upon their minds, that the whole cost of this Road even if voluntarily contributed by the counties whose carrying business it would perform, would be more than repaid by the increase in the value of the lands through which it would pass and by the reduction which it would effect in the price now paid for the transportation of their produce to a market. That the public at large as well as those whose attention has been more immediately called to this subject may have an opportunity of judging with some degree of accuracy of the actual cost of this undertaking, and of instituting a comparison between the outlay and the probable return, seems every way desirable, and indeed necessary, previous to the opening of the books by the commissioners of the Company Incorporated. Capitalists, and especially foreign ones, before embarking their funds in any scheme, will demand some data upon which dependence may be placed, and calculations may be founded. For the purpose of affording and disseminating information of this nature, an Engineer, not only capable but extensively known, should be employed to survey the route, and as a preliminary step an amount should be collected from voluntary contribution sufficient to secure the services of one among the most eminent. A statistical table should be compiled from diligent inquiry, which at a glance

would show the population of the counties affected by this Rail-Road, their annual increase for a period of three or five years, the aggregate amount of stock and produce raised by them for market, and their aggregate demand per annum for goods. With statements of this description, attested by names of weight and authority, the project might come before the public under the most favorable auspices, and the books thrown open with the most perfect assurance of success.

As the most prompt and practical means of effecting these objects, your Committee would recommend the adoption of the following resolutions:

1st. *Resolved*, That a Committee of 14 be appointed, to be called the Executive Committee, with full power to collect and receive all moneys collected for the purpose of defraying the expense of the survey of an average route for a Rail-Road from Springfield, by Carlinville, to Alton, to employ and pay an Engineer of good standing and qualifications to do the work, and to receive his report.

2d. *Resolved*, That it shall be the duty of the Executive Committee to combine with the report of the Engineer as full and accurate a statement of all material facts relating to the population of the district interested in this Rail-Road, its increase for the last 5 years, and the amount of transportation and other business which may probably be transacted upon the route, and make a full report upon the subject to the Commissioners appointed in the Charter of the Company as Incorporated, which reports they shall cause to be printed in the Sangamon Journal, Alton Spectator, and such other papers as are friendly to the object.

3d. *Resolved*, That the Committees appointed by the different meetings which have been heretofore held upon this subject, to collect funds in aid of the contemplated survey, be respectfully requested to forward to the Chairman of the Executive Committee such funds as they may have collected or may hereafter collect, together with such statements of statistical facts as they may be able to compile, as speedily as possible.

4th. *Resolved*, That J. T. Hudson, B. F. Edwards, W. S. Gilman, J. A. Townsend, of Madison; Mortimer Bainbridge, Stith M. Otwell, and J. M. S. Smith of Macoupin; George Forquer, Thomas Houghan, James L. Lamb, and J. E. Canfield, of Sangamon; Isaac C. Pugh, William Cantril, and Philip D. Williams, of Macon, constitute this Committee.

On motion of Col. Anderson, it was

Resolved, That said Report and Resolutions be unanimously adopted.

On motion of Dr. Edwards,

Resolved, That J. T. Hudson be appointed Chairman of the Executive Committee named in the 4th resolution.

The following resolutions were then unanimously passed:

1st. *Resolved*, That the Committees appointed in the respective counties to take funds for the purpose of meeting the expenses of the contemplated survey, report to the Chairman of the Executive Committee the amounts they may severally have collected, by the 1st day of June next.

2d. *Resolved*, That each member of this Convention pledge himself to aid the Executive and other Committees in collecting funds and statistical facts so far as in their power.

3d. *Resolved*, That this Convention would recommend to the Rail-Road Company, when in operation, to refund to the subscribers any moneys that

may be raised and expended in making the present survey, or allow to them an amount of the stock of said Company proportioned to their several subscriptions.

4th. *Resolved*, That the proceedings of this meeting be signed by the President and Secretaries, and be published in such papers of this State as are friendly to the objects of this Convention, and that 500 copies of the same be struck off for distribution. The Convention then adjourned.

J. T. HUDSON, *President.*

SIMEON FRANCIS,
ISAAC GREATHOUSE, } *Secretaries.*
May 5, 1835.

At a meeting of the Executive Committee, at Carlinville, on the 17th of June, 1835, in the absence of the Chairman of said Committee, Dr. B. F. EDWARDS, of Madison county, was elected Chairman, *pro tem.* and M. BAINBRIDGE, of Macoupin, Secretary.

The letters, testimonials, and propositions of Gen. W. B. Mitchell was laid before the meeting, for making the survey of the Rail-Road route from Springfield *via* Carlinville, to Alton, and the Committee being fully satisfied therewith, it was unanimously

Resolved, That the President *pro tem.* be authorized, enter into, and contract with Gen. Mitchell for the survey of said Rail-Road route, with an estimate of the probable cost of the Rail-Road, and make report thereof to the President of the Executive Committee, upon the terms proposed in his letter to George Forquer, Esq. of the 11th inst. which letter was laid before the meeting.

2d. *Resolved*, That the members of the Executive Committee, of Sangamon be requested and authorised to pay over to Gen. Mitchell, out of any moneys that they may have collected for that purpose, the sum of Two Hundred Dollars, for the purpose of commencing the proposed suruey, estimates, reports, &c. of said Rail-Road route.

3d. *Resolved*, That the proceedings of this meeting be sent to the Chairman of the Executive Committee and be filed with the proceedings of the Convention.

4th. *Resolved*, That the proceedings of this meeting be signed by the Chairman and Secretary, and that the meeting do now adjourn.

B. F. EDWARDS, *Chairman, pro tem.*
MORT. BAINBRIDGE, *Secretary.*

REPORTS.

To the Commissioners appointed by the Charter of the Springfield and Alton Turnpike or Rail-Road Company, the Executive Committee of the Carlinville Convention, under the direction of that body would respectfully report, that in pursuance of the duty delegated to them, they have caused to be surveyed an average route for a Rail-Road from Springfield through Carlinville to Alton. That the work has been performed by Gen. W. B. Mitchell, of Pennsylvania, the testimonials of whose qualifications and ability as a civil Engineer are of the most ample and satisfactory nature. From him they have received the following report, accompanied with extensive plans and profiles, which are herewith submitted to the disposition of the commissioners.

TO THE EXECUTIVE COMMITTEE OF THE ALTON AND SPRINGFIELD RAILWAY.

Gentlemen:—In compliance with an engagement made with your Committee on the 16th of June last, I have proceeded to make a survey and estimate of a Railway from Alton to Springfield, the maps and profiles of which accompany this report.

The survey was commenced on the bank of the Mississippi at the steamboat landing at State Street in Alton, and continued through Brown's Prairie, by Carlinville and Otter Point, to the line of the incorporated limits of Springfield, being a distance of seventy-two miles and eighteen chains. No definite termination has been made of the line at Springfield, on account of its being equally convenient to enter the town at any point which the directors of the Railway may hereafter deem most expedient. The general face of the country presents uncommon facilities for the construction of a Railway, and were it not for the necessity of crossing several streams where considerable excavation and embankment are required, the cost of grading would be reduced to a very small amount. In commencing the location at Alton, the greatest dificulty presented itself at the outset; the Mississippi bluffs approaching the river at an elevation of two hundred and eight feet above its waters at medium heighth, afforded but little hope of acquiring sufficient distance to attain the summit by an admisisble grade. Much labor and time was bestowed upon the examination of every *supposed* practicable pass, which resulted in a conviction of the necessity of adopting an inclined plane. To render the alternative as unobjectionable as possible, the location was made along the Little Piasa Creek as far as the valley of that stream would accommodate the grade, being a distance of one mile. From this point an inclined plane having an elevation of one hundred and twelve feet, with a base line of eighteen hundred and forty-four feet, reaches the elevation of the first bench of the table lands, from whence a grade at the rate of thirty feet per mile passes the summit at Howards. The following table of grades will afford a view of the general face of the country through which the location has been made, from the inclined plane near Alton to Springfield:

	Miles.	*Chains.*
Level,	8	3
Under 3 feet per mile,	16	64
" 5 " " "	7	8
" 10 " " "	14	54
" 15 " " "	6	52
" 20 " " "	6	78
" 25 " " "	1	22
" 27 " " "	2	68
" 30 " " "	6	42
	70	71

In order to afford the greatest facilities for the use of steam as a motive power, no grade was adopted exeedinng thirty feet per mile, and the shortest radius of a curviture is *eighteen hundred feet.* The situation and inclination of the plane is such as to admit its being used advantageously by animal power, or a reciprocating rope may be employed so as to allow the descending teams to draw up those ascending, and for the accomplishment of this object, the coal banks in the immediate vicinity of the head of the plane, and the inexhaustible beds of limestone at Alton, which is in much demand in the interior, will furnish a constant and profitable means of acquiring the requisite preponderance in either direction.

The following abstract will exhibit the estimated expenditure required to consruct the Railway:

Excavation, 665,467 cubic yards, at 8 cents,	$53,237,36
Embankment, 571,167, do.	68,540,04
Mason work at Bridges and Culvert, 10,814 perches at $3,35	35,145,50
Wood superstructure of Creek Bridges,	6,930,00
Ravine Bridges,	1,994,70
Side Ditches,	5,500,00
Frame work on Embankments,	10,050,00
Grubbing and Clearing,	700,00
	$188,097,60
Add 10 per cent. for contingencies,	18,809,76
Cost of Grading and Bridging,	$206,907,36

Superstructure.

1600 tons of flat Iron, 2 1-4 by 5-8 inches, at $66,00,	105,600.00
16 tons Spikes and Splicing Plates, at $117,00,	1,989,00
2,281,000 feet board measure of bearing Plank, at $20,00 per M.	45,620,00
95,040 Cross Sills, at 30 cts. each,	28,512,00
760,320 lineal feet of wood rail, at 6 cts.	45,619,00
Workmanship in laying track,	57,600,00
	$284,940,20
Add cost of substructure,	206,907,36
Cost of Railway,	$491,847,56
Average cost per mile when completed.	$6,831,21

This estimate may be considerably reduced by an economical management on the part of the company—the cost of delivering iron has been calculated at the present high rate of freight from New Orleans to Alton; but if the Company would charter a steamboat for that purpose a saving to the amount of at least $12000 would be effected. Another large item of expenditure included in this estimate is the cost of sawed timber, it is believed that if the Company would purchase timber lands at two or more convenient points along the route and erect steam sawmills, a reduction in the cost of timber to the amount of $18,000 might be safely calculated upon. If this course be pursued the whole cost of the road would be $461,847,00, or $6,414,50 per mile. The grading has been estimated for single track with the exception of the Creek Bridges, which have been calculated of sufficient width to accommodate two tracts, should that be found necessary as in all probability it will at no distant period.

If the estimated expense exceed the calculations of the projectors of this improvement, it must principally be attributed to a desire of rendering the location in every respect worthy of the great thoroughfare of which this work is designed to become a part. The immense natural resources of the country and its rapidly increasing population, together with the uncommon facilities which the State of Illinois presents for the construction of Railways in every direction would appear to indicate a continuation of this improvement to the Wabash and Erie Canal at an early period. Should that project be carried into effect it will open at once a direct and expeditious channel of communication with the eastern markets, by the Canals and Railways of Indiana, Ohio, New York, and Pennsylvania. The geographical position of Alton leaves no doubt of its great importance in a commercial point of view, commanding as it does the trade of the Missouri, Upper Mississippi, and Illinois Rivers, with their numerous navigable tributaries, and when it is considered that the greater proportion of this trade will pass towards the East as soon as the contemplated connection with the Wabash Canal shall be completed, it leaves no reason to question the propriety of adopting such a location of the Alton and Springfield Railway as will render it a proper and convenient avenue for the conveyance of the immense amount of property and travelling which will pass upon it. The completion of the New York and Erie Railway will add much to the importance and value of this improvement. The accomplishment of these objects will allow of passengers and merchandize being transported from New York to Alton and St. Louis in eight or nine days, and those who have observed the concourse of travellers passing to and from the West, by the present circutious route, will not deem the assertion extravagant that passengers alone will yield a profitable return for the capital required to complete this Railway. These considerations have induced me to bestow more time in making the location than was at first deemed necessary, and the route selected has been chosen on account of the importance of the improvement rather than with a view of avoiding an increased expenditure in its construction.

Respectfully submitted,

W. B. MITCHELL, *Engineer.*

September 10th, 1835.

After a perusal of the foregoing report, not a doubt can be entertained that the construction of a Rail-Road from Springfield to Alton may be effect

ed with great comparative facility, and at a cost perhaps the most moderate known in the annals of Rail-Road enterprize. Whether the profits which may reasonably be expected are such as to warrant the expenditure deemed necessary for the completion of the work, would now seem to be the only question to be considered previous to taking the necessary preliminary steps for making a commencement. With a view of throwing all the light possible upon this important point, the Executive Committee have, under the direction of the Convention endeavored to possess themselves of such data as would afford some approximation to the truth, and herewith submit to you the result of their investigation. The counties lying directly on the route of the proposed work, whose *whole* business, in the way of transportation, will be transacted by the Rail Road, are Sangamon and Macoupin. That portion of Madison through which it passes and which will reap immediate benefit from it may be estimated as comprising one-third of the population, territory and business of the county. The extent of this section of country in square miles is as follows:—Sangamon 1260, Macoupin 720, 1-3 of Madison 250, making an aggregate of 2240; its present population has been estimated at 30,000, allowing to Sangamon 20,000 to Macoupin 6,000 and to 1-3 of Madison 4,000 souls. It has been ascertained with a considerable degree of certainty, that in the county of Sangamon there are at present three thousand farms under cultivation—the average surplus produce of these farms which would find their way to the Mississippi by means of the Rail-Road, has been estimated as follows:

From each of 3000 Farms,	*Tons*
100 bushels of Wheat, 300,000 bushels at 60 lbs. per bushel	9,000
200 bushels Corn, 600,000 at 50 lbs. per bushel,	15,000
100 do. Oats, 300,00 at 40 lbs. per bushel,	6,000
12 Hogs, 36,000 at 200 lbs.	3,600
5 head Cattle, 15,000 at 500 lbs.	3,750
Exports,	37,350

Imports from the best data that can be obtained to the same county 12,500 tons per annum, making an aggregate of 49,850— which at $3 per ton for the distance of 72 miles would be $149,550; in addition to this the number of daily passengers for the whole distance both ways may be fairly estimated at 25, which at $3 per head, 300 days in the year, would amount to $22,500— as the total receipts for passage money—gross receipts from the county of Sangamon $172,050. To aid the mind in judging whether or not the above estimate is extravagant, one or two facts may be stated. During the last year, we are assured that there was actually raised in the county of Sangamon, 1,500,000 bushels of wheat and more than double that number of bushels of corn. In the foregoing calculation only 1-5th of the amount of either of these staple articles of produce is considered as surplus, while the remaining 4-5ths is left for the consump-tion of a population of 20,000 souls. It may also be observed that the average value of the surplus produce which is assumed in this estimate, putting every article at its full market value, is but $250 for each farm. In the connty of Macoupin, the number of farms is about 800, and the average amount of surplus produce will not fall short of that which has been allowed for each farm in Sangamon. A caclculation based upon

this supposition would give for the amount of business which might be fairly expected from Macoupin the following items:

2400 tons Wheat,
4000 " Corn,
1600 " Oats,
1920 " Pork,
2000 " Beef,

11,920 tons of exports.

The amount of imports into Maconpin at present, cannot vary much from 4000 tons, and the number of passengers daily would probably exceed 20,—making an aggregate of freight out and in of 15,920 tons, to be transported 36 miles, which at $1 50 per ton would amount to $23,880; together with the passage money of 20 passengers daily, 300 days in the year, at $1 50 each or $9000, constituting a gross amount of $32,880 to be received from Macoupin. The freight and passage money which would be received from that part of Madison through which the Rail-Road would pass, has been estimated from the best information which theCommittee could obtain, at $20,000, a sum which it is believed will be found to fall far short of the truth; if however this be received as an item, the result of the investigation which has been made in the three counties lying directly upon the line of the road, will be as follows—

Amount of business transacted per annum	for Sangamon county,	$172,050
do.	do. for Macoupin,	32,380
do.	do. for a portion of Madison.	20,000
	Total	$224,930

In the foregoing statement it will be observed that the inquiries of the committee have been extended only to the statistics of that section of country whose soil will be actually traversed by the Rail-Road. No small addition to the annual proceeds of this work may still be expected from the flourishing counties in its neighborhood for the product of whose industry and fertility it presents the most advantageous outlet. Springfield is now to a great extent the place of depot for the counties of Macon, Tazewell, and McLean —let this Rail-Road be constructed and within a single year from the time it goes into operation she will be exclusively so. An inspection of any correct map of Illinois will convince whoever will take the pains to make it, that these three counties spreading over an extent of 4440 square miles, and containing at present a population of near 12,000, must inevitably find their way to a market through the medium of the work now contemplated. What Springfield is and will be to these counties, Carlinville must become to portions of Mongomery, Morgan, and Greene, and through this source an additional tract of country of not less than 1500 square miles in extent, having a population of at least 10,000, will contribute the impetus of its wealth and exertion to further the success of the enterprise in hand.

No calculation has been entered into and no especial investigation has been instituted for the purpose of ascertaining what amount of business the counties and portions of counties last mentioned would probably contribute to sustain the Rail-Road, but there is no reason why it should not bear the same proportion to that of Sangamon, Macoupin and Madison that the population

of the district lying in the vicinity of the route, does to those of the district which it intersects. If this position be admitted as correct, an addition of two-thirds may fairly be made to the gross receipt which has been already estimated as the annual proceeds of this work, and the result will give an aggregate of more than 75 per cent. upon the highest amount named by the Engineer as the actual cost of the Road. In forming an estimate of this nature, the committee are aware that nothing like mathematical certainty can be arrived at—an approximation to the truth is all that can be expected, and that has been their object in embodying as they have the foregoing calculations from such data as they could obtain from intelligent and practical men living upon the route. If their conclusions are considered extravagant, a deduction to the extent of one half may be made, and the undertaking will still remain one of the most profitable which has ever invited the enterprize of the capitalist. But there still remains another view to be taken of the matter—we have hitherto looked at the country as it is; we have seen a region in size larger than the State of Massachusetts every acre of which is not only arable but fertile and productive to a degree wholly unknown on the eastern side of the Alleghanies; we have seen it sparsely populated by some 50,000 souls, the greater portion of whom are scattered at intervals over its surface, with the three towns of Springfield, Carlinville, and Alton at either extremity and in the centre of the tract. How long will it remain so? The State of Illinois during the ten years precedent to the taking of the last census, advanced in population at the rate of 180 per cent.—since then, that ratio has been increased rather than diminished. Before this Rail Way can be completed and put into operation the population which it is intended to accommodate will be doubled, and the amount of transportation necessary for the supply of their wants will be augmented in a still greater proportion. Construct this work and you set in motion a creative power which in ten years will transform every neighborhood into a thriving village, every village into a prosperous town, and every town into a city of commercial importance and note. There probably does not exist another section of country upon the continent where a permanent business and involving the exchange of the principal necessaries of civilized life can be established on so sure a basis, or transacted with so great a degree of mutual advantage as the one of which we are treating. The interior, one of the richest agricultural districts in the world, is comparatively destitute of building material. With every acre fit for the plough, the supply of timber is confined to a scanty tract upon the water courses, and fortunate is the farmer who can gather from the bed of some adjacent stream sufficient stone to build the chimney of his cabin or the wall of his well. In all that the interior wants, that point upon the Mississippi upon which this road will debouch, is gifted with to an amount wholly inexhaustible. Lumber of every description is at all times there in abundance, lime can be had for the expense of burning; the soil of the bottoms is admirably adapted to the composition of brick; and building stone of every description from the finest freestone to the common lime rock, enters into the formation of the immense bluffs which overhang the Father of Waters. What limit is there then to the exchange of commodities between the river and the interior, and what mode of transportation is likely to be introduced which will supersede the use of the contemplated Rail-Road?—We can conceive of no state of things which would render probable such a result until Central Illinois shall teem like the Empire of Confucius with a

population of one thousand to the square mile, and some aerial Fulton shall adapt the power of steam to the navigation of the air. With such views upon a subject into the merits of which they feel a confidence in inviting investigation, the Executive Committee would, in the name of the Convention, respectfully recommend to the Commissioners under the Act, that books for subscription to the stock of the Springfield and Alton Turnpike or Rail-Road Company be opened as speedily as shall be found convenient. They have not in this report alluded to the continuation of the Road through the eastern part of the State in such a direction as to form part of the great chain of communication between the Atlantic and Mississippi, inasmuch as the powers granted by the present Charter do not extend to such a continuation, and they are fully impressed with the opinion that in no way can the accomplishment of that great object be so speedily and effectually furthered as by an energetic commencement upon, and perseverance in the present work.—In forming their opinion upon the expediency of progressing with the Alton and Springfield Rail-Road, they have been desirous that it should be based solely upon the merits of the undertaking itself, separate and apart from any other consideration whatsoever. By the Committee.

J. T. HUDSON, *Chairman.*

At a meeting of the Executive Committee, appointed by the Rail Road Convention, held at Alton, on the 9th of September, 1835, the following resolutions were unanimously passed:

1. That the Report of Gen. W. B. Mitchell upon the survey of a route between Alton and Springfield be accepted, and that it be published in the Springfield Journal, and the Alton Spectator, and in pamphlet form.

2. That the statistical estimates presented to the Committee, are deemed correct and within the truth, and that a report founded upon them be published simultaneously, with the report of the Engineer.

3. That the Committee urgently recommend to the Commissioners, appointed under the charter, to open books for subscription to the stock of the Alton and Springfield Rail-Road Company, as soon as practicable.

4. That the thanks of the Committee be tendered to Gen. Mitchell, for the masterly and scientific manner in which he has executed the survey in question, and for the great amount of valuable information which he has afforded to the Committee and the country.

5. That this Committee adjourn *sine die.*

J. T. HUDSON, *Chairman.*

J. A. TOWNSEND, *Secretary.*