


The Proposed New Railroad up the Valley.
To the Editor of the Chronicle:
 In your issue of the 18th you say, "Judge Fuller's decision has probably put an end for the present to the projected building of the Rochester and State Line Railway." If this is the case, why would it not be good policy for Rochester people to look a little more closely into the merits of the projected road from Mt. Morris to Belmont on the Erie. This road, if built, would bring to Rochester nearly all of the benefits expected to be derived from the Rochester and State Line railroad, and at a cost to Rochester of not one-fifth of the amount for which it has been attempted to build the city. By building this link of forty miles it would give us direct railroad communication with the upper valley of the Genesee, together with the coal mines of Pennsylvania both at Carletons, which was our great point to be reached by the Rochester and State Line railroad, and at Wellsville with the Pine Creek coal and lumber region. In fact, as regards both coal and lumber, this route would be far more advantageous to Rochester than any other route that could be opened, because it would give us direct railroad communication with two points at which coal and lumber are found in almost inexhaustible quantities. I say two points, for at Carletons a coal road is already built directly into the mines, and at Wellsville a coal road from that point to the Pine Creek coal region, not far from the State line, and it is said that capitalists in Pennsylvania understand that road through to Jersey shore, on the route of the Rochester and State Line railroad was originally designed to follow. By looking at the map it will be plainly seen how directly these communications can be made, how much more directly than by any other feasible route. It is not necessary to write anything of the benefits to Rochester of cheap coal. Enough has already been said and written in regard to it so that all feel and understand it. But enough has been said of the benefits to Rochester to be derived from the line that such a road would give us almost entirely cut off by the difficulty in reaching us. It is far easier for a merchant of Wellsville, Angolia, Cuba or Olean to go to Elmira, Buffalo, or even New York, than to come to Rochester to trade, and after they have done their business, there is a great saving both in time and money in getting them home from either of these places, than from Rochester yet Rochester is the point to which all the towns in the upper valley of the Genesee seek us in a large territory west of us, and naturally come if they only had equal facilities for coming here. North, Portage, Wisby, Fishers, Olean, Belfast, Belmont, Solv, Wellsville, Andover, Angolia, Friendship, Olean, Olean, Allegany, these are all thriving villages, which this road would make more accessible to us than to any other city, and besides these many others not directly on the line of the road, but so near to it that they could reach us more easily than any other city. I will only mention one, Buffalo, probably the largest cheese producing town in the world, and the center of the best cheese producing industry in the world; of which this road would be the natural outlet. It is comparatively a rare thing to see a business man from any of these places on our street, and yet not a day should pass that did not see men from all of these places here, and we could see them here if they only had equal facilities for reaching us. The people along this route are doing all they can in the way of subscriptions and leading their towns. Already nearly two thirds of the amount necessary to build the road has been pledged. I bid now they look eagerly to Rochester and ask, "Can you help us?" It is to be expected that business men should look this matter carefully over and take immediate action upon it? Will they not do it? L. P. R. Rochester, August 24.

The present daily production of the oil regions of Pennsylvania and West Virginia is said to average 14,000 barrels, and the shipments to the various markets of the world are about the same. The total export in 1861 from all ports in the Union was only 1,200,000 gallons, or less than three days production of the wells at present, while since the late of January last the aggregate shipments have reached 60,000,000 gallons.

Superintendent Walker estimates the total population of the country at 40,300,000, and promises an accurate statement by October 10th. Chicago is about 250,000; Cincinnati, 200,000; Maine is expected to have about 700,000; Vermont and New Hampshire are expected to have lost since 1860—about 15,000. Massachusetts is about 1,000,000, and

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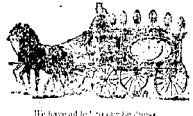


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