

Henderson and Nashville Railroad.

At a meeting of the stockholders of the Henderson and Nashville railroad company, held at Madisonville, Hopkins county Ky., on Monday the 7th inst. Archibald Dixon, Alexander B. Barrett, James Alves, John H. Lambert, E. D. McBride, and Jackson McLain, of the county of Henderson, P. M. Robinson, and John L. Wolfolk, of the county of Hopkins; Robert Torian, of the county of Christian; and Elisha Sebree, of the county of Todd, were elected directors, and the directors and the directors unanimously elected Archibald Dixon, president, David Banks treasurer, and C. M. Pennell secretary for the ensuing year.

Mad River and Cincinnati, Hamilton and Dayton Railroad

We learn from the Cincinnati Gazette of yesterday evening, that a joint arrangement between the Mad River and the Cincinnati, Hamilton and Dayton railroad companies, for running their roads in connection with each other, upon such terms of union as cannot fail to conduce greatly to the interests of both companies. This arrangement is similar to that existing between the Little Miami and Cleveland roads, which, says the Gazette, is "such as the interests of both companies demand, and being made, must reduce largely the expenses, which are requisite without it. Many thousands per year have been saved to the companies hence to Cleveland, and many will be, on equivalent arrangements hence to Sandusky. Besides the interests of the public are better subserved."

[From the Newcastle Courier.]

Cincinnati and Chicago Railroad.

Judge Elliot and Mr. Holland, two of the committee appointed by our railroad board to visit Logansport, in connexion with Mr. Shoemaker, the chief engineer, to select depot grounds and a proper crossing of the Wabash river at that place, have returned home, after placing matters in train for a satisfactory adjustment of these difficult questions.—They represent to us that the work on the line at the various points between here and Logansport is progressing finely. The heavy jobs, what few there are of them, will be finished this fall, and as much of the light work as possible; but the great portion of the road, is of so light and easy construction, as to offer no impediment to an early completion. From four to six hundred hands are at work on this end of the line, and from the character of the contractors for go-ahead, and energy, every assurance can be placed upon the fact of the work being prosecuted as fast as may be desired by the company.

From this place to Richmond the contractors are going ahead nobly. We are informed there are now five hundred hands at work, and daily additions being made to the force. There can be no mistake, we think, in the announcement we made last week, that ten miles will be put in running order this fall, in time to carry off the hog crop.

Mr. Coyner, who took the heavy work, crossing the river west of here, last week, being the only unlet section on the entire line of 107 miles, has commenced active and vigorous operations; so that we have now the pleasure of saying that the whole line is under contract and every contractor at work.

To show the estimate placed upon the importance of this road, it is only necessary to state the amount of forty thousand dollars have been subscribed in Cincinnati within the last month—making our stock subscription in that city over one hun-

dred thousand dollars, subscribed by the leading business men of the city.

Commerce on the Lakes.

The editor of the Cleveland Herald, who has been making a tour up the Lakes and the St. Lawrence, from Cleveland eastward, furnishes his paper with some very interesting facts in reference to the commerce of these great water courses, some extracts from which we give below.

A brief sketch of Messrs. Crawford & Co's Northern railroad line will illustrate the magnitude and rapidly growing importance of one branch of commerce through the Welland Canal. The line was formed during the winter and spring of 1851 and was then called the Erie and Ontario line. It consisted of six steam propellers, running to ports on the western and north-western lakes in connexion with the Ogdensburgh railroad, Vermont Central, and Rutland and Burlington railroads from Ogdensburgh to Boston, and *via*. lake Champlain, Troy and Whitehall canals from Rouse's Point to New York.

This line was found to be inadequate to meet the increasing demands of business, and the enterprising proprietors, Messrs Crawford & Co., had built during the last winter seven first class propellers expressly for this trade. The line now consists of twelve propellers, and the name has been changed to Northern railroad line. It is the most extensive line of steam vessels now traversing the lakes, giving constant employment to 250 men as officers and crews. The propellers are especially adapted to the transportation of freight, which can be transported to or from either Boston or New York by this route at lower rates, in less time, and in better order, than by any other. But a single transshipment is required between Boston and any lake port from Buffalo to Chicago. The boats have also good conveniences for passengers, being fitted up with comfortable upper deck cabins, with state rooms.

Take the *Michigan*, one of the propellers forming the Northern railroad line, as an illustration of this class of steamers. Her dimensions are: length of keel 138 feet, breadth of beam 24 feet 10 inches, depth of hold 11 feet, and measuring 354 2 95 tons burthen. She is capable of carrying 3,500 barrels of flour, or 12,000 bushels of wheat, and has neat upper deck cabins containing state rooms, with every appurtenance necessary for the convenience and comfort of passengers.—She is propelled by a powerful engine, cylinder 22 inch bore, with 3½ feet stroke, revolving a wheel 10 4 inches in diameter 70 times per minute, and can run 9 to 10 miles per hour, unaided by her sails. Capt. Wetmore is an experienced, prudent seaman, and an obliging trust worthy man.

Five of the new propellers of Messrs. Crawford and Co's line were built at Cleveland, and two at Buffalo. Three of the engines were made in Detroit, two at Cleveland, and two at Buffalo. Cost of propellers about \$13,000 each; of engines \$7,000 each. The average time required on a trip to Chicago and back from Ogdensburgh is 25 days. Distance round, nearly 2,800 miles.—Time to Cleveland and back from Ogdensburgh, from 9 to 12 days. Distance sailed 800 miles.—The boats can make eight trips to the upper lakes during the season, and fifteen trips to Lake Erie. They will average 275 tons of merchandize up, and 3,000 barrels bulk of produce down. The last trip up, the *Michigan* delivered 228 tons of merchandise at Detroit in 12 days from Boston and New York, notwithstanding she first visited Cleveland, Toledo and Monroe, and discharged considerable freight at each of these ports.

The tolls on the Welland canal on merchandize are—light, 90 cents per gross ton; heavy, 45 cents per gross ton. Down freight, flour and other produce, 45 cents per gross ton. Average amount of tolls on a propeller up, \$175; on a propeller down, \$140. Large quantities of railroad iron pass through the Welland canal for the western tracks, on which the tolls this season have been reduced. Tolls on iron generally have been reduced, that the St. Lawrence route may continue to successfully compete with the low rates of the Erie canal for this important carrying trade.

Texas Central Railroad.

Below we give a circular, addressed by Gen. M. Hunt to Mr. Williamson, in reference to a great project which is now attracting attention in Texas, to which we invite attention. It is not only a very strong line upon its own merits, but it presents a most attractive scheme to capitalists from the large grants of land connected with it. We commend the project to public attention.

J. B. WILLIAMSON, Esq.,

The charter authorises the commissioners named in it (of which I am one) to form and organize the company in person or by proxy; and I have full authority from the other six commissioners, to form said company, and to do all acts and things that they could, would or might do if they were personally present at the doing thereof, to facilitate such organization and arrangements for a speedy construction of the road, which I am now desirous of doing at the earliest practicable period. Gentlemen wishing to communicate with me will please do so as early as convenient, at the Astor House, New York, where I shall be by the 19th inst.

It will be seen by the charter, that the road is to commence on Galveston Bay, or Galveston Island, and that the company formed under it can terminate said road anywhere on the Brazos, Trinity or Red rivers, and construct such branches as they may deem expedient. The point proposed for its terminus is at or near Preston, or Red river, a distance of about four hundred or four hundred and twenty-five miles from Galveston. The route suggested as the best for the road, is for it to commence on the Island of Galveston, and cross the bay at Caroncua Reef, or the Deer Islands, the former of which is about ten miles west of the city of Galveston, and the latter about six miles, thence in a direct line towards the Brazos river, to a point near the southern or lower line of Fort Bend county, thence near and parallel to the Brazos river to a point opposite the great Falls of the Brazos, or Waco Village, a distance of about twenty-five miles above, and thence by Dallas on the Upper Trinity, to or near Preston, on Red river. Galveston Island is situated just above 29° north latitude, and, where it is proposed to establish the road, it will approach to within a few miles of the Brazos river, in about 20½° latitude, at the distance of about thirty miles from the crossing of the bay. The bottoms or alluvial lands of the Brazos river average about three miles in width the whole distance—it is proposed to establish the road parallel to it (about 240 or 250 miles)—and continues in extensive bodies of alluvial or bottom lands for more than one hundred miles above. The road, in ceasing to run near and in a parallel line to the Brazos river, gradually bears off in a line to Dallas, on the Upper Trinity, a distance of about seventy five or eighty miles. From Dallas to Red river, at or near Preston, it is about one hundred miles; making the whole distance from Galveston to or near Preston—according to a map compiled by R. Creuzbaur, Draftsman of the General Land Office of Texas, called De Cordova's map of Texas (the best authority)—four hundred or four hundred and twenty five miles.

The road, after bearing off from the Brazos river at a distance of about two hundred and forty or two hundred and fifty miles from Galveston, passes the residue of the distance—about one hundred and seventy or eighty miles—through *one of the most fertile upland territories* in the United States. Its terminus on Red river is below 34° latitude, and is very productive in cotton, the whole distance, and affording, in the valley of the Red river, one of the finest wheat regions in the United States. In addition to the uncommonly abundant yield of wheat, I have been credibly informed that wheat grown in that region has weighed as high as seventy pounds to the bushel.

It is impossible to give anything like a correct estimate of the quantities of sugar, molasses, cotton, Indian corn and flour, wool and live stock, that would be immediately transported upon the road after its completion, besides the rice, tobacco, and other articles (the production of which the soil and climate along the route of the road are adapted) that may be eventually produced.

The valley of the Brazos river and its tributaries