

the arc of the circle of the earth. It will be seen that some of our railroads are very serpentine, and snake-like in their shape, and it is a little curious that the combination of roads, recently christened the "Boston & New York Central Railroad," and which we see designated as an "air line," is actually one of the most circuitous, losing in its course one mile in every 3 1-9 miles of distance, in its efforts to make a straight line between Boston and New Haven.

The straightest railroad in New England, for its length, so far as we are acquainted, is our "Eastern Road." It will be seen that it is only six miles less than an air line, following the cost almost the entire distance, and but for the deviation from its original line, might have been constructed nearly on a straight line.

The road which next comes nearest to an actual air line is the "New York & Boston," and it was upon this that the name of "Air Line" was first bestowed, and it only loses one mile in eight; the "Central," from Albany to Buffalo, being next in perfection of distance as it loses one mile in every six.

People are never content till they can reduce the time, and the cost, of travel, to its lowest unit. —State of Maine.

Railroads in Missouri.

"If we are not deceived, our Railroads look now in a better condition than at any period since their commencement. We have stated elsewhere, that the Pacific Railroad Company has determined to put under contract the whole of the line of that road from Jefferson City to Jackson county. Contracts have already been made for the line to Jefferson City, and men are actively engaged upon it. By the time the spring fairly opens, the company can have the whole of the balance under contract.

But we are glad to see that the Directors have gone an important step further. They have resolved to commence the construction of the entire South Western Branch, from Franklin to the boundary of the State in that direction; and for that purpose have directed its offices to contract with a New York Company for the building of the whole road. We are given to understand, that this Company have great experience in the business, that their financial arrangements will justify them in the undertaking, and that, on the other hand, it is a fair and equitable bargain for the Railroad Company. The public are aware that the Company own 1,200,000 acres of land on the route of this road, which must be greatly enhanced in value as the road progresses, and will of itself furnish a very large portion of the funds necessary for the ultimate payment of the cost of the work.

The North Missouri Road and the Iron Mountain Road, we have the best reasons for believing, will soon be under contract for their entire length, and then we shall be able to see the true workings of the system of Railroads which have been devised in this State. We shall have nearly one thousand miles of Railway under contract—running into, and developing the best parts of the agricultural and mineral resources of the State.—They will bring a large amount of capital from abroad, to be employed in the construction of the works: they will afford, employment for thousands of laborers, and a market for the surplus products of the farmer, on each line of road: they will justify, and require the introduction of locomotive and car factories in our city, and in hundreds of ways contribute to our growth and population.

While these works are going on in Missouri, there are several others in which we have a direct interest, which are progressing very fairly, and promise to be pushed with even greater rapidity. We allude to those terminating opposite to our city, at Illinoistown. The Ohio and Mississippi road is now open for more than twenty miles, and trains are running regularly for that distance; while nearly the whole of the route to Vincennes is graded and ready for the rails. They are being laid as rapidly as possible, with the certainty of being able to complete the whole distance—

160 miles—before the close of the present year.—The road from Illinoistown to Alton, it is calculated, will be built in the same time; and there are others in prospect—depending on the action of the Illinois Legislature—which will, with those we have already enumerated, open up to us avenues of communication in every important direction of this great Republic. We rely upon the interest, the perseverance and the go-ahead spirit of the Directors of the several Companies to carry out these projects. Now is the time to show what stuff they are made of. We hope, and believe, that they will be equal to the crisis.—St. Louis Republican.

Illinois Railroads.

The Chicago Democratic Press of the 31st of January, gives the annexed table of railroads that are now, or will be in operation, on the 1st of July 1855, in the State of Illinois:

RAILROADS OF ILLINOIS.		Miles.
Chicago and Milwaukee.....		90
Illinois and Wisconsin to Janesville.....		88½
Madison Branch.....		35
Galena and Chicago Union, Chicago to Freeport.....		121
Fox River Valley Railroad.....		30
Beloit Branch of the Galena.....		20
Beloit and Madison.....		47½
Chicago and Galena Air Line.....		135
Lyons Iowa Central to Iowa city.....		73
Chicago, St. Charles and Mississippi Air Line to Oregon.....		95
Chicago and Aurora.....		89
Central Military Tract.....		84
Peoria and Oquawka, Galesburg to Burlington.....		40
Northern Cross, Galesburg to Quincy.....		120
Hannibal and St. Joseph Railroad.....		205
Chicago and Rock Island Railroad.....		181
Mississippi and Missouri, first division to Iowa city.....		57
Mississippi and Missouri, second division to Muscatine.....		30
Mississippi and Missouri, third division Muscatine to Cedar Rapids.....		50
Peoria and Bureau Valley.....		47
Chicago and Mississippi Railroad.....		265
Great Western, Naples to Springfield.....		65
Illinois Central.....		704
Fort Wayne and Chicago.....		145
Michigan Southern and Northern Indiana, to Toledo.....		242
Cincinnati, Peru and Chicago Railroad....		70
Michigan Central Railroad.....		282
New Albany and Salem Railroad.....		284

Total, 12 trunk, 16 branch extens'n lines.. 3,745

The following table exhibits the number of railroads that are now in operation leading into this city, with the number of miles that are now completed:

	Miles.
Illinois and Wisconsin, to Deer Grove.....	32
Galena and Chicago Union, to Freeport.....	121
Beloit Branch of the Galena.....	20
Galena Air Lane, to Line, Ogle county.....	75
Chicago, St. Charles and Mississippi Air Line.	10
Chicago and Aurora.....	89
Chicago and Rock Island to Geneseo.....	153
Chicago and Mississippi, Alton to Bloomington.....	132
Great Western, Naples to Springfield.....	65
Illinois Central.....	245
Michigan Southern and Northern Indiana, to Toledo.....	242
Michigan Central.....	282
New Albany and Salem.....	155

Total, 10 trunks, 8 branch and extens'n lines, 1,626

On these roads will be daily leaving and entering the city, on the first of May next, forty-six trains, making in all ninety-two trains per day over the roads to accommodate travel and commerce. Less than two years ago we had only one

railroad entering the city—the Galena and Chicago Union—and that was finished only a few miles. Now we have 1,621 miles, counting only two States from our own, and by the first of December we shall have 2,075½ miles.

Public Works of Pennsylvania.

The following is a recapitulation of a statement prepared by the Auditor General and State Treasurer of the total cost, revenue and expenditures of the public works to the close of the last fiscal year, Nov. 30th, 1853. As the question of the sale of these works is now before the people, the facts will have a peculiar interest:

Lines.	RECAPITULATION.		
	Cost.	Revenues.	Expend's.
Columbia and Phil. R. R..	\$5,277,278	\$9,020,273	\$5,860,291
Eastern Divis. Canal.....	1,737,285	2,932,571	862,936
Janiata Divis. Canal.....	3,575,966	1,496,429	1,950,687
Allegheny Port. R. R.	2,708,672	3,520,407	4,014,788
Western Div. Canal.....	3,173,432	2,812,312	1,340,535
	\$16,472,684	\$19,781,999	\$14,029,241
<i>Main Line.</i>			
Delaware Division Can.	1,454,936	2,746,650	1,223,301
Susquehanna Canal.....	897,160	475,254	605,990
North Branch Canal.....	1,598,379	1,374,258	799,775
West Branch Canal.....	1,832,583	573,338	815,318
	\$22,255,694	\$24,951,501	\$17,473,626
<i>Lines in Operation.</i>			
French Creek Division of Canal.....	817,779	5,819	143,911
Beaver do.do.	519,364	38,312	210,330
	\$23,592,838	\$24,995,633	\$17,827,853
<i>Finished Lines.</i>			
Unfinish'd improvements	8,093,044	.....	.....
Board of Can. Commis'rs.	78,962	.....	78,962
Board of Appraisers... Collectors, Weigh Masters & Lock-keepers ...	17,584	.....	.....
	.....	.....	1,540,793
	\$32,542,267	\$24,995,633	\$19,447,653
Amount received at the State Treasury from sales of public property belonging to the publ. improvem's	.....	346,387	.....
State printing chargeable to the publ. improvem's	.....	.....	33,803
Amount paid for use of pat't rights	.....	.....	6,400
Miscellaneous	.....	.....	12,000
Total..	\$32,542,267	\$25,342,020	\$19,499,857

If it be desired to connect with those expenditures the amount paid for interest on the loans pertaining, directly or indirectly, to the public improvements, the aggregate amount of the said