

D & R CANAL CO.
AND
CAMDEN & AMBOY
R. R.

RELATIVE TO THE

CANAL COMPANY,

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MEMOIR

OF THE

DELAWARE AND RARITAN CANAL AND CAMDEN AND AMBOY RAIL ROAD.

APRIL 15, 1836.

The Delaware and Raritan Canal Company was incorporated by the Legislature of the State of New Jersey, on the 4th day of February, 1830. The Canal connects the Delaware river, below tide water, at Bordentown, with the Raritan, below tide water, at New Brunswick; and thus forms a complete water communication, by inland navigation, between the cities of New York and Philadelphia.

The capital stock of the company, as provided in the act of incorporation, is one million five hundred thousand dollars (1,500,000), and the duration of the charter limited to thirty years; but by a supplemental act, passed on the 30th day of February, 1831, extended to fifty years from the completion of the work: after which time, it may become the property of the State, at her election, upon paying the appraised value, not exceeding cost.

The Canal is 43 miles in length, from the Delaware to the Raritan, 75 feet in width, on the top-water line, and 7 feet in depth. There are 14 locks, 7 ascending from the Delaware, and 7 descending to the Raritan; the elevation overcome being only 58 feet. The locks are 110 feet in length, and 24 feet wide, in the clear, made in the most approved manner of

hewn stone. Pivot bridges are erected throughout the whole line, to permit the passage of masted sea-vessels; for which the Canal is in all respects adapted. It has been constructed with a view of diverting that immense trade, between Philadelphia and New York, and places east of it, which has hitherto followed the coast; and that it must do so, will appear by a single glance at the map of the river Delaware and the coast between it and New York.

Independently of the distance between these two cities, being but one-third of that by the coast, the dangers, difficulties and uncertainties, attending that navigation, together with the saving of insurance, by the Canal, will give to it such an advantage as must inevitably secure the whole coasting trade. The insurance alone, on property shipped coastwise, would, except on articles of the lowest value, exceed the whole cost of toll and transportation by the Canal. The amount of tonnage which would thus pass through this Canal, in the trade between the northern and southern ports, has been estimated as greatly exceeding 300,000 tons per annum, which, at the reduced rate of but one cent per ton per mile, would of itself yield a revenue of \$129,000. In the year 1829, the Legislature of the State of New Jersey authorized the appointment of an agent to collect information upon this subject; who, in his investigation, obtained the aid of a committee of the Common Council of the city of New York, from whose report it appeared that the trade of that city alone, with the Delaware and Chesapeake, amounted to 211,000 tons. The trade from Rhode Island, Connecticut and Massachusetts, passing by New York, and not taken into this calculation, is very large, as appears from the returns of the Custom House in Philadelphia, amounting in value, in the year 1827, to \$7,712,400.

But perhaps the largest source of revenue, ultimately to be relied upon, is the trade in Anthracite Coal, from Pennsylvania to New York and the eastern States.

The feeder of the Canal, 22 miles in length, a navigable Canal, 60 feet wide and 6 feet deep, heads within 22 miles of the Canal of the Lehigh Company, and opposite to the Pennsylvania Canal, on the river side; by which all their coal, from the Lehigh and other mines on the Delaware division, descends to

Philadelphia. By this route, the Lehigh Company will have the shortest and most direct means of reaching the New York market (the distance from their mines being but 184 miles), much less than by any other route, as will be seen by the map of the coal regions of Pennsylvania and the country between them and New York. The peculiar advantage of their position, with regard to the Delaware and Raritan Canal, will in all probability induce that company to forward the greater part of the produce of their mines to New York, rather than to Philadelphia. This company brought to market, in the year 1833, 123,000 tons. Not only must the coal from the Lehigh, but from the Schuylkill, destined for New York and places east of it, pass through this Canal, since, in the nature of trade, a dearer will never be preferred to a cheaper, and at the same time, shorter and surer route. The quantity of coal brought to Philadelphia, by the Lehigh and Schuylkill canals, in the year 1833, reached as high as 375,000 tons; of which 180,000 tons were shipped to the eastern ports. The amazing increase in this business is evident, from the fact, that in the year 1826, the whole amount of coal, from all the Pennsylvania mines, was but 48,000 tons: and it cannot be supposed that the quantity will not continue to increase for many years to come: as the Pennsylvania canals are nearly completed, and as facilities increase and new mines are brought within reach of market, competition will be provoked, prices reduced, and consumption in proportion augmented. This, to a great degree, is already taking place—the year 1833 showing an excess of 119,000 tons over the preceding year. Assuming, however, that not more than 200,000 tons of coal will pass through the Canal, on its way to New York and the eastern ports, the toll, at but one cent per ton, per mile, would yield \$86,000, without allowing any thing for the tolls upon the feeder; which would swell the amount, at the lowest calculation, to \$100,000.

But such a limit cannot, with propriety, be placed upon the demand for this article; as, superadded to the lower rate at which it can hereafter be furnished to consumers, is to be considered the growing scarcity of wood, as fuel, and its consequent high price, the application of Anthracite coal to manufacturing purposes; and above all, the habit of its use, which,

without the inducement of minimum prices, has so steadily gained upon the people of the United States, since its first introduction, in 1826. These circumstances must, in our opinion, produce a great and increasing demand; especially in the eastern States, where wood is most scarce, population most dense, and manufactures most numerous and flourishing. In addition to the revenue to be derived from the coal trade, the feeder runs into the great limestone and timber regions of the Delaware, and a large commerce may therefore be calculated upon in the products of these regions.

It will be seen from the nature of the business which must pass through this channel, that the Canal is not dependent upon contingencies, caprice or fashion, for its support, but is based upon the wants and necessities of the people, and hence not subject to the fluctuations which frequently attend works otherwise circumstanced. The Canal was brought partially into use last season. It has been opened this spring throughout the whole line, and is now doing a good business, having already made a contract with one company for the transportation of 50,000 ton of coal, and also large contracts for flour.

United with this company, by an act of the Legislature of the State of New Jersey, is the Camden and Amboy Rail Road and Transportation Company; the two being by the act consolidated and made joint stock. The whole amount of capital of the two companies is \$3,000,000, all of which has been paid up in full. The only incumbrance upon their works, is a loan of \$1,800,000. \$800,000 of this sum was borrowed in the United States, and \$1,000,000 of it in England.

By a supplement to the act consolidating these companies, passed on the 2d day of March, 1832, the State of New Jersey has granted to the Rail Road Company immense exclusive privileges. In consideration of one thousand shares of stock, and a guarantee on their part, to the State, that the transit duties reserved in the act of incorporation, together with the dividends on the one thousand shares, paid to the State, shall amount to the sum of \$30,000 per annum, the State has interdicted the construction of any other Rail Road in the State, "which shall be intended or used for the transportation of passengers or merchandise, between the cities of New York and Philadelphia, or to compete

in business with the Rail Road authorized by the act to which the supplement is relative."

To show that no doubt exists any where in relation to the important exclusive privileges granted to these companies, and in relation to the determination of the State of New Jersey to preserve these privileges inviolate, we insert the following preamble and resolution, unanimously adopted by the Legislature of the State at their last and recent session.

"Whereas, by laws heretofore passed by the Legislature of this State, certain exclusive privileges were conferred upon the Delaware and Raritan Canal, and the Camden and Amboy Rail Road and Transportation Companies; *And whereas*, it is represented that a large portion of the people of New Jersey are desirous that those privileges should be extinguished in some just, honourable, and legal manner; *And whereas*, it is manifest that this desirable object can alone be attained, by and with the consent of said Companies—Therefore,

"*Resolved*, That a committee of seven be appointed to inquire of said Companies, whether they are willing to surrender to the State the whole of their works; and, if so, upon what terms."*

Of the great intercourse between these cities, some idea may be formed from the fact, that, within the last year, 147,424 passengers passed over this road, from *city to city*, without embracing those to intervening points. The nett receipts for the year 1835, were \$361,971 87, equal to a dividend of $12\frac{46}{100}$ per cent. per annum, upon the whole cost of both Canal and Rail Road. (See the Report to Stockholders hereto annexed.)

The passage between the two cities, before this Rail Road was used, in the summer season, usually occupied eleven hours, and in the winter required from twelve to twenty hours. It is now performed, in less than seven hours. When, in addition to the necessary intercourse between these two large American cities, thus situated, it is recollected that this road forms the connecting link between the southern and eastern States, and

* Nothing further was done in this matter, because the people of New Jersey at public meetings held at different places throughout the state, called for the purpose, declared their entire confidence in the companies, and an unwillingness to alter the present system of internal improvements adopted by the Legislature.

that the whole American people are a travelling community, it may readily be conceived to what an extent this travelling will increase. The intercourse between the cities and the country adjacent to this road, has already been very great, and a productive source of revenue.

From the facilities afforded by this road, even in its unfinished state, the travelling in one year has doubled; and some idea may be formed of the extent to which this may reach within a few years, by referring to the past, and comparing it with the present number of persons passing from city to city. In the year 1790, but two stages passed from Philadelphia to New York, carrying about 4000 passengers; the increase was gradual until the year 1832, when the number was ascertained to be about 52,000; in 1834, by the Rail Road, the number was 105,418; in 1835 it was 147,424.

This amazing *increase* of travelling is not more to be attributed to the increase of population in the cities connected by this Road, than to the facilities afforded by the internal improvements in the states of New York, Pennsylvania, and Ohio, and the new channels of communication opened by them with the remotest interior of the Union—as well as to the growing wealth and prosperity of the whole country.

The population of the city of New York was,

In 1790—33,141.
1800—60,489.
1810—96,373.
1820—123,706.
1830—203,007.

The population of Philadelphia was,

In 1790—42,520.
1800—70,287.
1810—96,664.
1820—119,325.
1830—167,810.

The population of the state of New York was,

In 1780—340,120.
1790—586,050.
1800—959,349.
1810—1,372,812.

In 1820—1,616,458.

1830—1,913,508.

The population of the state of Pennsylvania was,

In 1790—434,373.

1800—602,545.

1810—810,091.

1820—1,049,313.

1830—1,347,672.

The population of the United States was,

In 1790—3,929,828.

1800—5,309,758.

1810—7,239,903.

1820—9,638,166.

1830—12,856,171.

Gain 33 per cent, in 10 years.

These statistical facts are given for the purpose of showing the regular increase of population, not only in the immediate vicinity of the works, but in the great states connected by them, and of the country in general.

From the increase of business upon the canals and railways in other states, not possessing the advantages which belong to these works, we are warranted in believing, that all present calculations, as to the revenue to be derived by them, will be more than realized.

In the State of Pennsylvania, the Schuylkill Navigation Company passed coal—

In 1825	-	-	-	-	-	7,143 tons.
1826	-	-	-	-	-	16,255
1827	-	-	-	-	-	31,241
1830	-	-	-	-	-	89,984
1833	-	-	-	-	-	250,000
1835	-	-	-	-	-	334,872

The Lehigh Company passed, on their own account of coal—

In 1825	-	-	-	-	-	28,389 tons.
1826	-	-	-	-	-	31,280
1827	-	-	-	-	-	32,074
1830	-	-	-	-	-	41,750
1833	-	-	-	-	-	123,000
1835	-	-	-	-	-	131,250

The New York Canal, uniting the Atlantic with Lake Erie, from tolls received—

In 1822	-	-	-	-	-	\$44,486
1825	-	-	-	-	-	521,343
1830	-	-	-	-	-	1,056,922
1833	-	-	-	-	-	1,360,155

The Louisville and Portland Canal, at the Great Falls, on the Ohio, presents the following state of trade on that work.

1831,	406	steamboats,	421	flat boats,	76,323	tons,	\$12,750	77
1832,	450	do.	179	do.	70,109	do.	\$25,756	12
1833,	875	do.	710	do.	160,885	do.	\$60,736	92

The road is located from Camden, on the river Delaware, opposite Philadelphia, through Burlington and Bordentown to South Amboy, on the Raritan bay. It is 60 miles 67 chains from Camden to Amboy; thence to New York, 24 miles, by water, always performed by steamboats. This portion of the route by steamboats is exempt from the vicissitudes of our climate. The winters of 1830-31-35-36, were unparalleled for their continued severity, and yet during the whole winter a steamboat ran from South Amboy to New York, without the loss of a single passage from obstructions by the ice.

By a reference to the Map, it will be perceived by a straight line drawn from the point of New York Island, on which the city is built, to Camden, that the whole deflection of the road, and curvature is less than one mile, a straight line being 60 miles, and the line of the road 60 miles 67 chains, as before stated.

From Amboy to New York, the distance is 24 miles. The City of Philadelphia is situated 120 miles from the Ocean, and during three months of the year, the Delaware is so liable to interruption from ice, that its navigation can never be safely calculated upon. South Amboy affords a safe harbour; is at all times open, and frequently accessible when the port of New York cannot be reached by vessels. From these circumstances it is probable Amboy will become an important outport of Philadelphia.

New York has a population of about 210,000. Philadelphia of about 175,000. From its proximity to the Ocean, New York must ever continue to be, as it is now, the great emporium of

the Atlantic States. With the great avenues to the interior of the country nearly completed, and centering at Philadelphia, this place must become more entirely than heretofore the principal distributing city of the products of Europe and the Atlantic states, to the Western states. At all events, it is situated in the direct line of communication not only between these states and the city of New York; but between Boston and Washington. Rail roads have been already finished, or are being completed, connecting these distant places, by the way of Philadelphia and New York, the Camden and Amboy Rail Road constituting the most important and necessary link of this long chain of communication. And whether the trade shall be conducted directly between the Western dealer and the New York importer, or through the intervention of the Philadelphia merchant, the channel of communication must be, for passengers by this Rail Road, and for goods through this Canal. The road is of the best and most permanent construction. The edge rail invented by Mr. R. L. Stevens, during his visit to England, for the purpose of acquiring information, and which has since been adopted on some of the roads in this country and in England, is used; and is entirely approved after the experience of more than three years.

Most of the rails are laid on stone blocks, two feet square on the surface, and one foot in depth. The blocks are placed three feet two inches apart, from centre to centre, and laid in a broken stone foundation of three feet in width and one foot in depth.

Experience has proved this a complete security against the action of frost. In every other respect an equal regard has been had to the permanent security of the road. Steam is used as the motive power. There are now in operation and ready for use 15 Locomotives. There are 55 passenger Cars, capable of containing 24 passengers each, and about 53 transportation or burthen Cars, on the line. In connection with the road, the company have seven steam boats; five of which are of the first class used on these waters, and two of the best construction, but smaller than the others.

The real estate of the Companies is very valuable. There are depots of great extent at both ends of the road and at Bor-

dentown, which have become immensely valuable by their connection with the road, and the business which is created thereby.

The nett income from the Rail Road during the past year, was equal to $12\frac{48}{100}$ per cent per annum, on the whole cost of both Canal and Rail Road, as will more fully appear, by a reference to the last report of the directors, to the Stockholders, dated April 5, 1836, and hereunto subjoined.

The prospects in advance are encouraging in the highest degree. The rapid increase of population, and the consequent extension of inland trade, with countless improvements for travelling and transportation in every part of the United States, now in progress, all tending to the advancement of the business on these two works render any estimate but vague. The present resources are certain and sufficient for large dividends. These must necessarily increase much, and the progress of years will in all probability show results, the anticipation of which would now be considered extravagant.

R. F. STOCKTON,
R. L. STEVENS,
JAMES NEILSON,
EDWIN A. STEVENS,
JOHN R. THOMSON,
B. FISH,

*Executive Committee of
the Delaware and Raritan
Canal, and Camden and
Amboy Rail Road and
Transportation Companies.*

April 15th, 1836.

REPORT

Of the receipts and disbursements of the Camden and Amboy Rail Road and the Delaware and Raritan Canal Companies, for the years 1834 and 1835, made to the Stockholders April 5, 1836:

	Gross Receipts, R. Road.	Disbursements.	Nett Receipts.
In 1834,	\$547,003 55	\$281,384 30	\$265,619 25
1835,	679,463 63	317,491 76	361,971 87

Signed,	E. A. STEVENS.	
Increase,		\$96,352 62

Receipts, Canal, in 1834,	\$11,604 19
1835,	49,787 76

Signed,	JOHN R. THOMSON.
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Thus therefore assuming the same increase on the Rail Road, for the year 1836, the receipts will amount to \$458,324 49

Supposed receipts of Canal,	100,000 00	
Do. expenses	50,000 00	
		50,000 00

	\$508,324 49
Deduct interest payable on loans,	100,000 00

Balance profits to be divided,	\$408,324 49
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Or $14\frac{28}{100}$ per cent on 29,000 shares of the stock of the Delaware and Raritan Canal and Camden and Amboy Rail Road and Transportation Companies.

Supposing the annual receipts of the Companies to increase