

that could possibly be imagined.

3 - By running an electric road through the Glen two enterprising, rich and growing towns are directly united; by running a branch down Mud Creek to Mayville, and Chautauque, connection is made with the most populous and prosperous "Resort" region in the United States. This connection can be made very cheaply by lifting the cars by hydraulic power to the top of the bank and running it down Mud Creek, practically without grading.

4- The whole length of the line from the Lake Shore Road to Chormona and ~~Shaulun~~ Mayville and Chum-tangqua, by this plan will not be over 16 or 17 miles. The water will furnish the power.

5- By making the road on ^{large} circular ~~in~~ ^{cur-} piles made of ^{large} iron pipes in ^{short} sections, ^{and} filled with earth and surmounted with an iron trestle say two feet high, crossing the track, excavation will be avoided in large measure. the track = supports will constitute part of the intermediate dams, and

by beginning work at the upper end
gravity will do all the filling.

5— A road built on this plan would
leave the scenery of the Glen
practically undisturbed and
would constitute the most extra-
ordinary bit of railroading in
the world, besides furnishing the
shortest route between, Jamestown,
Chautauque, ~~Pa~~ All the resorts are
Lake Chautauque, Mayville, and
Westfield and the Lake Shore and
Nickel Plate ~~Co~~ & coal railroads.

6 - In connection with this, a line might be run up the main street of Mayville from the Depot, which would be a very well paying branch.

7 - ~~The land~~ The real estate side part of the matter has several features:

1 - The lands are of little value as farm lands, and the power of no value because of inaccessibility. It can, probably, be gotten more advantageously acquired now than at any other time.

2 - It would consist of three sorts of land (a) For residence purposes around the reservoir and down along the sides of the Glen. At least 1,000, of the most attractive

in country = seats could be located
along the Glen most of them utterly
excluded, with water, verdure
and the most equable temperature
imaginable. ~~The~~ (2) The ~~capabilities~~
capabilities of the shores of the Reser-
voir you have already seen.

(3) The land where the Glen debouches into
the bottom where Chautauguin Creek
~~meets~~ joins North Chautauguin Creek,
on the west side of the wide
valley at Westfield is very
little elevated and consequently
cheap. This would be the place
to utilize most of the power,
though it might also be well =

plied along Third Creek and
near Maryville.

These are my confident and
confident beliefs in regard to it:

- 1- Either the power, the railroad
or the ~~improvement~~ enhancement of
land values would show a
profit on the necessary in-
vestment.
- 2- Each one of these enhances
the value of both the others.
- 3- The location adds very
greatly to the inherent value,
which is itself unexcelled by ~~any~~
power or electric road or port.

tenacity, considering the limited
outlay.

4 - By building the road in the
way I have suggested, it is
quite possible that the pipes
might serve and the trunk
would thereby be raised above
interruption by snow
and would not affect the
flow of the stream.

5- It seems to me that three companies should be organized and run together:

- 1- The Eden Improvement Company
- 2- Highland Reservoir and Power Company.
- 3- Sherman & Westfield Trolley line.

I think there would ultimately stand a capitalization of \$500,000 each.

Yours

A. W. I

By this means you could separate the offices, ~~perhaps~~ so that the municipalities would attract no attention.

tion and the relation between them
and not be known until it
~~it is~~ desirable that it should
be disclosed.

Respectfully

