

breadth of way for the construction of the railway for the whole length from Halifax to Quebec, and also blocks for stations, whether through private property or through the public domain, but they have also given ten miles on each side of the line through the whole of the uncaded lands, amounting, in the aggregate, to about 4,800,000 acres.

In England the overwhelming parliamentary and law expenses, together with the immense sums spent in contests with rival companies, the money expended in buying off the opposition of powerful landowners, and also the excessive prices paid for land, conveyancing, arbitrations and litigation in every shape and form, placed in juxtaposition with the above free and extensive grants of land in the colonies without any law expense whatever, leaves no sort of comparison between the two cases; still it is to be feared that not only have the Commissioners of Railways, when considering the construction of this important railway in the colonies, been unable to divest their minds of the many attendant evils which follow in the train of railway construction in this country, but that many others have been led into the same error. The very term railway, however, justly or not, appears to be connected in almost every one's mind with distrust at least, if not with something worse.

As Major Robinson reduced his estimate by the sum of 2,000,000*l.* sterling in consequence of the assumed grant of 2,000,000 acres of land, leaving to be raised for the construction of the line only 3,000,000*l.*, the grant of 4,800,000 acres would consequently warrant a reduction of the estimate by 3,000,000*l.* at least, leaving only 2,000,000*l.* to be provided.

But waiving this very important advantage, as the whole of this great quantity of land could not be disposed of advantageously for several years after the construction of the railway, still it would be a valuable property belonging to the company, and as it would be sold off the proceeds would be applied to dividend, or the land would be exchanged for the company's stock at par.

Four per cent. per annum upon 3,000,000*l.* would amount to the sum of 120,000*l.*; and as the maintenance of a double line of railway in England averages at present about 100*l.* per mile per annum, and this in general with numerous trains, heavy locomotives, and high speeds, 60*l.* per