

in extent, and dotted with fine farms, evidencing, by their appearance and numerous flocks, the industry of the inhabitants.

The back country, generally, is level, without being flat,—is well cleared, and pretty free from stumps. It is well settled, and is said to be a good farming country. The soil is loam, and the timber consists of beech, oak, maple, elm, interspersed occasionally with a little pine, hemlock, cedar, and balsam.

EMIGRATION TO NORTH AMERICA,

CONSIDERED WITH REFERENCE TO THE UNITED STATES.

If any reader has doubted the justness of what we said in our last paper, about the ignorance of Canada which is sometimes evinced on the other side of the water, we would just refer him to a recent most notorious instance.

The lieges of these Provinces were somewhat startled, a few weeks ago, by a piece of very remarkable news, which arrived per the English mail. They were informed by the geographically learned editor of a Liverpool paper, that the railroad from Quebec to Richmond is to be 600 miles long; and that the timbers were to be laid on the stumps of trees, which the erudite journalist believed of course, grow, in these regions, at the exact convenient distance asunder, requisite for laying the "track." The journal in question—*Willmer & Smith's Times*—is expressly published for American circulation, and in the present instance, at all events, contained something new to the Jonathans and Bluenoses, as well as to the Canucks. None of us ever saw such wonders, as those described by the learned instructor of the outside barbarians of both hemispheres. There was some reason to suspect, that a Yankee wag (there are a few, but not many of the species extant,) had hoaxed the Liverpool man, with the doubly mischievous purpose, of showing how little the English people know about the country, and of quizzing the climate of the Eastern Provinces. The story about running the material over the top of the frozen snow, is extremely rich, and reminds us of the slaughter we have known made among the deer, when the snow would bear the hunter's weight, but the poor animals broke through, and were easily caught. And in 1831-2, there were days during which, in the early morning, the cattle could walk on the frozen crust. But drawing railway material over so frail and very temporary a covering, is a thing unheard of in Canada, although the Liverpool genius (or the Yankee, which

ever it may be,) seems familiar with the idea. The article is too great a curiosity to be lost, and we accordingly enbalm it for the benefit of all concerned:—

"THE QUEBEC AND RICHMOND RAILWAY.

"We have noticed in another column, the departure of Mr. William Jackson, M. P., for the United States, by the *Africa*, on Saturday last. The precise object of the hon. gentleman's visit to the new world is not generally known. The Canadian Government have resolved on the construction of a railway from Quebec to Richmond, which is situated near the head of Hudson's Bay, with the view of forming a direct communication between the St. Lawrence and that great inlet of the Atlantic. During the last two years a civil engineer, named Ross, has been engaged in surveying the district through which this line is to pass, and, upon the faith of this report, Messrs. Brassey, Peto, Jackson, and Bates have contracted to construct the line, at a rate, we believe, of £10,000 per mile. The length of the line is about 600 miles, and the contract entered into is limited, at present, to the first 100 miles. The object of Mr. Jackson's visit to the spot is to ascertain whether the report of Mr. Ross can be so far relied upon as to induce the contractors to engage for the completion of the entire line. To assist him in arriving at a correct conclusion, a confidential agent of Mr. Brassey, who has had great experience in the formation of the Trent Valley, the North Staffordshire, the Havre and Paris, and other lines, goes out to-day in the *Canada*, for Boston, accompanied by an able engineer. They will join Mr. Jackson at Boston, and proceed at once by railway to Montreal, and thence to the scene of operations. The first object is to survey the route, and the second to convey, during the ensuing winter, the requisite material to different stations on the projected line, ready for active operations in the spring. This will be effected by means of sledges driven over the surface of the frozen snow. A vessel will, in due time, be chartered for the conveyance of iron, tools, and other requisites, together with a large body of skilled artisans, to the St. Lawrence, in the spring. The contractors have undertaken to clear the route of all timber within twenty-five yards on each side of the line, and the timber thus felled will, of course, be rendered available for the construction of the railway. One new and curious feature in this gigantic undertaking is that the trees, cut down on the direct route of the railway, will have their stumps left in the ground, about eighteen inches above the surface; to serve as cheap and permanent sleepers for the rails! The line, as we have said, will be 600 miles in length, and its construction will occupy a space of six years. When completed, it will form a line of communication of the greatest public importance; and we trust that the work will fulfil the expectations not only of the late Government, which conceived or adopted the plan, but of the contractors, whose public spirit and unrivalled enterprise have already spread their reputation throughout every region of the globe, and bid fair to realise the prophetic boast of Ariel, that he

"Would put a girdle round about the earth
In forty minutes." "