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paid. We should supply her with lumber for her shipbuilding and manufactures at lower rates than she could otherwise obtain it ; and we should give to her merchants and manufacturers the supplying of our greatly increased wants. In every way they would gain.

Let not the people of St. John delude themselves with the flattering idea that the St. John River secures to them under any circumstances the trade of Carleton and Victoria. The River serves us for five months out of the year passably well ; for the other seven it is either partially or entirely useless. That this state of things can last let those believe who will ; the people of Carleton do not. A gradually fermentation of public opinion has been going on ; if an outlet cannot be found in the direction which they might wish, they will accept it in any other direction which offers. Already their eyes are directed westward. The St. Andrews line is doing good service, notwithstanding the unfortunate location of the Station at its upper terminus. Already no inconsiderable portion of the trade of Carleton and Victoria have been directed, through means of this Road, from our commercial metropolis.—Almost all of the goods sent in bond to Woodstock came by way of St. John ; but of the \$147,000 imports of this port for 1863 over \$131,000 came from United States over the St. Andrews Railway. If the merchants of our own seaports underrate the importance of our trade, the shrewd and enterprising men of the State of Maine understand well its value, look to it with longing eyes, and are feeling after, and handling it with the tenacious grasp of the " Down East " Yankee. They bring over New England waggons and sleighs, and fill our County with them in exchange for cattle and sheep, and sheep skins. They send agents who sweep our butter off by wholesale for their own markets. They evidently desire the benefit of our trade ; and instead of following the plan of some that we can name, of sitting at home with folded hands expecting it to come, they are sending out their emissaries in every direction. Should the long projected Bangor and Aroostook Railway be carried out, and an extension be made to tap the St. John River at Woodstock, as is proposed, our trade would as surely flow through the outlet thus made as does the water down the valley of the St. John.

Still another point is worthy of consideration. The people of St. John wish Railway communication with the United States. They desire it both for the purpose of the additional business which it may bring their city, and as an extension which will make the Shediac Road more