

my opinion that it will, and that its returns will be more remunerative than those of any line of Railway on the Continent of America; I sustain this opinion for the following reasons.—viz.

1st In the construction of the road, there is no outlay for the first surveys, as the British Government explored the line, and paid all costs attending the same.

2d The Act of Incorporation, was procured at a very trifling expense, as already stated, and the right of way has been nearly all given to the Company by individuals.

3d The Provincial grant of 200,000 acres of land, as before mentioned, will pay a large portion of the cost of the line.

4th Iron is now less than one half what it cost in former years, being now £5 10 per ton in England, and very little duty on it here.

5th Labour never was so low as at present, so that the line can be constructed at one half less than it would have cost four years ago.

6th The wood for superstructure would cost comparatively nothing, the company's lands containing a sufficient growth as above stated.

7th The remunerative traffic which must necessarily be conveyed by it, as already detailed in the foregoing statement, is a conclusive reason for forming and maintaining this opinion.

The Railroad Company, are honoured by having the following distinguished personages on the London Board, gentlemen who have largely subscribed to its stock, and express a most lively interest in its success.

The Rt. Hon. the Earl FitzWilliam,
" " Lord Ashburton,
Capt. J. M. Laws, R.N.
Benj. Sharpe, Esq. R.N.
Col. Tyldon, R. Engineers,
Francis Edwards, Esq. Barrister,
J. N. Featherstone, Esq.

The following Gentlemen compose the Board of Directors in St. Andrews, viz.

Admiral the Hon. W. F. W. Owen,		
Hon. H. Hatch,	Hon. Geo. S. Hill,	Capt. J. J. Robinson, R.N.,
Capt. P. Shortland, R.N.,	G. Connell, M. P. P.	Edward Wilson, Esq.,
Geo. J. Thomson, Esq.,	Geo. D. Sweet, Esq.,	H. H. Hatch, Esq.,
A. Carman, Esq.,	John Wilson, Esq.,	A. L. Reade, Esq.

CERTIFICATE FROM REAR-ADMIRAL OWEN.

Whereas some persons, having objects which appear to concern their interests, have set forth some false opinions, and have set them forth as the result of actual experience, to the detriment of the character of the Bay of Fundy, and of the truth, and having been requested to state professionally, my judgment on the navigation of the Bay of Fundy, and to state whether its shores, and the nature of its difficulties do present obstacles to safe navigation at any seasons:

I commanded the *Columbia*, a man-of-war steamer, six years on the coasts of Nova Scotia, New Brunswick, and Newfoundland, between the years 1844 and 1848, and have many times traversed all the sea between those limits, that is between Cape Cod and the south shores of Newfoundland, and at all seasons of the year, and must certify, that the navigation of the Bay of Fundy is always safe, and offers more advantages in the way of refuge, and to safe navigation, than are usually met with on the shores of the ocean in any part: it is much better lighted than many other parts of the world.

I have traversed all the parts between Chignecto or the Northern shore and the Bay, at all seasons, without danger or difficulty: the navigation is at all times safe and commodious; and in general, it may be said, it offers greater facilities for safe navigation than common, and much greater than any other parts of the coasts of Nova Scotia and Newfoundland.

W. F. W. OWEN, Rear Admiral,
and late Naval Surveyor of the Bay of Fundy.

Campobello, January 1, 1850.

CERTIFICATE FROM THE HON. THOMAS BAILLIE, SURVEYOR GENERAL.

The quantity of ungranted Crown Lands, within five miles of the proposed line of Railway from St. Andrews to Woodstock, is about 200,000 acres, the greater proportion of which is of the very best description, being heavily timbered with the most valuable varieties of hard and soft wood—as pine, spruce, hemlock, cedar, beech, ash, elm, and maple.