

These are the *lowest* prices paid at Thomaston, within the last three years, and *higher* than have ever yet been paid, or than may be anticipated to be paid for some years at L'Etang. The profit above, is not, however, the only one, as three quarters of the cost is paid for in goods, on which there is a profit also, although not so great as in the common retail business, because it is converting the goods immediately into cash, or its equivalent, without credit or risk. This, however, is only the profit on the *manufacture*, not including the profits on *freight* or *rock*; and this last alone pays in Thomaston the enormous interest of three cents each on 729,609 casks, or \$21,888 27 annually, being the interest to the owners of the quarries of over \$350,000; but it far exceeds this interest, as the estimate does not include the large quantity of rock shipped to be burned elsewhere.

There is a daily communication by steam between St. John and Boston, via Eastport, and arrangements will be made for landing at L'Etang; in addition to which, the business of the Province will be very much facilitated by the Government Packets, which are now in progress for opening a direct communication between England and Boston, via Halifax.

The Company's title is perfect, having been obtained from Government. They have, in the hands of their Treasurer, \$10,000, and owe no debts of any description, and by their constitution are not allowed to contract any. The following is an extract from the articles of association :

"And it is further mutually agreed by and between all the parties hereto, for themselves, their heirs, executors, administrators, successors and assigns, that no person or persons shall have power to render the said Company, or

Communications with large towns and cities, by L'Etang.

Debts.