

155,266 passengers, £79,148, equal to an average of 2s. 6d. each  
 43,057 tons of freight £61,590, to 6s. 6d. per ton  
 Mails 47½ miles, 3,257 to £17 0s. 6d. per mile.  
 Sundries, 4,385,  
 £143,139.

Now, as the two countries are very similar in many respects, let us assume that the same number of passengers and the same quantity of merchandize is conveyed, at the same time, for equal distances upon the N. S. line as upon the Atlantic and St. Lawrence line, both being the local traffic of the countries through which they pass, and we have fair data upon which to calculate our probable receipts, when the whole line is in operation.

155,266 passengers @ 7s. 1½d. 124 miles. £55,471 13 6  
 43,057 tons merchandise, 16s. 9d. ½ ton, 35,522 0 0  
 Mails, £17 0s. 6d. ½ mile, 2,108 0 0  
 Sundries, 1,083 15 0

Deduct Working Expenses,

£94,485 8 6  
 30,248 0 9

Net profits for one year,

£64,937 8 6

And applicable to dividends and equal to 5 per cent. leaving a surplus of £937 5s. 6d.

But in addition to the traffic arising from Passengers and merchandise the line passes through the Great Coal field of Cumberland. One stratum of which has been exposed at "Spring Hill," 15 feet thick of the best coal ever dug in Nova Scotia, or any other country. The European and North American Railway intersects this vein at River Phillip 80 miles from Halifax.

In order to show the immense advantages that must accrue to the Railway and the Province generally, from opening this coal field to the Halifax harbor, I will quote the opinion of Braithwait Poole, Esqr., as given in his report prepared at the request of the Directors of the London and North Western Railway, in July, 1850. Mr. Poole is no ordinary authority, being regarded in England as second to none with respect to statistical knowledge of the coal trade and Railway traffic of Great Britain. He says—"There are upwards of 3000 coal mines in Great Britain—the capital employed exceeds £30,000,000 in value—the 'get of coals,' as it is technically termed, amounts to 34,000,000 tons, the estimated value of which, at the pits mouth, is £10,000,000.

"To elucidate technicalities, there are generally three descriptions of coal, large, (best) round, (common,) and small, (slack.) The first is used for house coal, and the highest charge for which is 7s. 6d. per ton, and is called 'king coal,' or 'orrell coal,'—the second is used principally for engine purposes, the price of which at the pit's mouth is 4s. 8d. per ton, and the third is sold for smithies and brickfields, and these are sold at 3s. per ton." Being an average of 5s. sterling per ton, or 6s. 3½d. currency.

Mr. Poole proceeds to state—"Much con-

roversy has from time to time appeared on the policy of Railway Companies carrying coal, and the profit derived therefrom; but few persons fully comprehend the subject—The distance run, together with the description of waggon, are elements of great importance. I have watched the traffic carefully, for several years past, on every line in the kingdom, and I am decidedly of opinion that a long, heavy traffic, run at low speed, even at very moderate rate of charges, will produce more money for dividend, than the traffic of an express passenger train. I do not see why London should not be supplied in part from Lancashire coal field, there being quite as good coal for house purposes in Wigan as in Durham, and much better for gas coal. The "Ince Hall Company" would put upon the line at Wigan any time to suit convenience, full trade loads for London. Suppose they send only small trains of 30 waggons—7 tons each—150 tons; it would yield £75 per diem, which sum they would pay us immediately, if a regular trade and communication were established. In like manner the Clay Cross Company is ready to put 1000 tons daily upon the line, if you will only take it 'Look at the profit.' The arrangement thus proposed by Mr. Poole was shortly afterwards carried into effect, and coal from Wigan are sent to London, a distance, of 192 miles, at ½ penny per ton per mile. Let us suppose then that the Cumberland coalfield is connected with the Halifax harbor, and coals carried at one penny per ton per mile, and that 2 trains of 30 waggons, 5 tons each, were to arrive in Halifax daily, and estimate the number of trips annually at 280—being 74,000 tons, at 6s. 8d. freight. This item alone would add to the receipt of the company £24,500, whilst coal could be delivered in Halifax as cheap as they are now sold in Pictou or Sydney, at the shipping place.

This trade might and no doubt would increase ten fold in a few years. Only fancy the number of ocean steamers requiring coal in Halifax after the Railway is made, and also in the West Indies—the New England Atlantic Cities buying coal as cheap in Halifax as they now do in Pictou or Sydney, Halifax itself containing three times its present population engaged in manufactures, and some idea may be formed of the consumption of coal in Halifax, alone, 20 years hence. Me thinks I see some self-wise free trade politician smile at the idea of Halifax being a manufacturing city, yet the fact cannot be controverted, that the Railway once made, Halifax necessarily becomes the Newcastle, Sheffield and Glasgow, of British North America, and the West India Islands, simply because its position and the natural advantages it offers for the manufacturing of certain commodities are not inferior to any other locality—Great Britain excepted.