

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 profitable, or less of a dead loss. To have the western extension a profitable work is therefore a matter of the utmost importance. Should the western extension be built it would be found that the few miles of the branch from the St. Andrews line in to tap the St. John River at Woodstock would be the best paying portion of the whole line. Competent authorities have calculated that after paying expenses it would give a dividend of eight to ten per cent. per annum upon the amount necessary to build it. The additional business which it would furnish to the main lines might make all the difference between a paying and a non-paying Road. At all events, to divert to it from the St. John River such portion of the Woodstock freight as would naturally take the Railway were it extended to the St. John at Woodstock, would swell the receipts of the Road, and in a few years make it a paying and not a losing speculation. Now, clearly, if this will be the effect it is the interest of St. John to support the Woodstock branch. It is not a question between River and Railway. The River will remain where it is if the Railway be built not less than if no Railway ever joined Woodstock and St. John. What does it matter to St. John whether its goods be carried up the country by River or Railway, except that in sending them by Railway they may furnish it with such an amount of freight as will justify the undertaking of its construction ?

Your Committee, before closing this Report desire to add a few words on the Woodstock branch. They have already endeavored to show that in order to complete the extension scheme that branch must be built. It should be built in order to draw the traffic not only of Carleton-