

exports to Great Britain, a railway from Quebec to the Bay of Fundy would involve the supply of New Brunswick and parts of Maine—a vast district, and year by year increasing in importance.

11. The proposed continuous railway from Halifax to Quebec, though of national value, would not, in Mr. Pemberton's estimation, advantageously compete with that through Maine, in consequence of its great length and expense; but the shorter line from St. Andrews to Woodstock and Quebec would not only do so, but immediately afford a stimulus to New Brunswick colonization and progress, while, from its large existing traffic, it would pave the way to the profitable formation of the greater trunk, to which it would be a most valuable feeder, and would be immediately remunerative to capitalists. At present, all the main supplies come from above Montreal, and from the Lake district of the Union.

12. While Canada and New Brunswick possess vast capabilities of increase (in New Brunswick alone there are 12,000,000 acres of ungranted lands), the greatest goods' traffic will, according to Mr. Pemberton, consist in the summer transit by the lakes, the canals, and the St. Lawrence, seeing that in New England less goes by railway to Boston than by water to New York.

13. In the United States, most of the lines have been constructed under the Government guarantee of a minimum dividend. But the profits have always far exceeded the return guaranteed; so that the public Treasury has never been called on to fulfil its obligation.

14. The works in British America, which have hitherto not only given constant employment to emigrants, but have been the origin of many flourishing settlements, are the Rideau and Welland Canals. On and in connection with these, many labourers have been enabled, in the course of two or three years, to save money and become owners and farmers of land. But the Rideau is finished, and the deepening of the Welland, and all other public works, would, it was expected, be completed in the beginning of October; everything, therefore, concurring to urge on the undertakings now under discussion.

15. Besides the railways specified, there are numerous promising matters of speculation and investment in Upper Canada. A railway, for example, from Kingston to Lake Huron, would make a difference of 1,000 miles in the distance between those important districts. Between Toronto and Lake Huron, in the same manner, there is at present no road, while either a canal or a railway connection would be practicable, and would beyond anything, tend to develop the resources of the fertile lands of Western Canada. Bytown, not long since a wilderness, has, by means of the Rideau Canal, become a flourishing, peopled town. Greater effects might be produced by the same facilities in Canada West, which alone would sustain a population equal to that of all Great Britain. The imports of Canada have more than quadrupled since 1816.

16. Mr. Pemberton put in an estimate by Mr. Stevenson, the chief Crown Land Clerk of Bytown, exhibiting the probable results of an experiment in the colonization of a million acres; the sum of which is, that the cost of this quantity of land, at 1s. 6d. per acre, would be 75,000*l.*; and adding to this the expense of survey, we have a primary outlay of 90,000*l.* The charges of taking out 5,000 families, at 10*l.* each, their implements, rations for a year at 10*s.* per week, and clothing at 2*s.*, and an allowance of 30*s.* each at the end of the year, would amount to 223,500*l.*; while the value of their labour, at 22*s.* per week, might be estimated at 286,000*l.*

17. The present system of land sales in British America is held to be one of the greatest obstacles to a healthy colonization, and has driven many to the United States. All land sales are under the control of the local Executive, who, unfortunately, endeavour to get as much ready money as possible for the land, without regard to the interests of immigration or settlement—have imposed heavy duties on timber, and injuriously affected the timber trade, which has already the difficulty of the Baltic commerce to contend with—the duties levied being  $\frac{1}{4}$ d. per cubic foot of white pine, and 1d. per cubic foot of oak and red