

These are some of the advantages that our railways will confer on this Island, without our sister Colony being obligated to pay a shilling of our heavy liabilities, except what may be paid in freight. We do not find fault, with friends across the Straits, on this point; on the contrary, we should blame them if they did not avail themselves of the advantages our railways will thus afford them. All sections of the Provinces have a right to look to their local interests, as well as to the general interests of the whole.

But to return to the subject with which we commenced, namely, 'Railway Extension.' The strong probabilities are, that Nova Scotia will immediately construct the Pictou and Truro line, which will, we have no doubt, be the most paying line in this Province. The coal of Pictou could be conveyed by rail to Halifax, and from thence shipped to the markets of the States, during the winter season. From this source alone, James Beattie, Esq., C. E., in the employ of Jackson & Co., calculated, in our presence, that the interest of half a million pounds sterling, would be derived, in addition to the working expenses. We put great dependence in Mr. Beattie's calculations, as he was an Engineer of high standing, and would not risk an assertion without having well-weighed all the testimony in its favor.

The next line to be constructed in New Brunswick, will probably be the line from St. John to the United States boundary, seventy miles. As to the paying qualities of this line, we are by no means sanguine. As to local resources, there are none; it will pass through a sterile country; and the only advantages that can arise to its paying qualities, will come from sources foreign to this section of country; and how far such resources will contribute towards paying the working expenses of the line, we are not prepared to say. When these lines are constructed, we still want eighty-five miles more, from Shediac to Truro, to complete a line from Halifax to the boundary of Maine.—This line, twenty-four miles of which is in New Brunswick, will pass through the most fertile parts of the Lower Provinces. In the construction of this line, the Counties of Westmorland and Cumberland have a large interest. The construction of this section, involves an interest far more important than mere local interests; it will form a part of the Grand Trunk Line, so long talked of, between Halifax and the St. Lawrence, the construction of which should be the grand aim of British America.

But talk is cheap, and paper railways are easily made; we still have to return to the question,—How is the money to be obtained to construct these vast works? and what amount of debt should we incur? Is one million sterling enough for each of these Provinces to borrow to construct works that do little more than pay working expenses? are questions of vital importance to every one concerned.