

munerativeness of the latter being, at present, very problematical. Woodstock and the Grand Falls are flourishing settlements. The port of St. Andrew's is open at all seasons for vessels of every size, and the outer harbour is magnificent. This line being made, feeders would follow from every port, and would pave the way to the profitable construction of the great trunk.

36. The railway connection of Canada, New Brunswick, and Nova Scotia would vastly increase the demand for labour—would effect great social, moral, and political benefit—would make the three Colonies one country—*counties*, so to speak, and part and parcel of the United Kingdom. Without railways, Great Britain will lose America. At present the long line would not pass through any important towns; but Halifax is the nearest port to England; and, on the development of the Colonies, produce, even during winter, would, in time, be transported by Halifax instead of through the United States. [A movement has commenced both in Halifax and New Brunswick for the formation of a line from Halifax to Windsor and Annapolis, towns on the eastern shore of the Bay of Fundy, and opposite to St. John and St. Andrew's. This line passes through one of the richest and most highly cultivated districts of North America, and would, with the exception of the short passage across the bay, open up a continuous and *immediately-remunerative* railway connection with Canada, by way of the St. Andrew's line; serving also for the rapid transmission of troops and stores through Nova Scotia, New Brunswick, and Canada, and especially to the United States frontier.]

37. The indirect would be still greater than the direct effects of railway constructions in the employment of labour. The land in the neighbourhood of the line would increase from the value of 2s. to at least 20s. per acre, and for every labourer employed upon the line, at least four would be employed in the formation of settlements growing up on either side; in the foundation of towns; the construction of roads and bridges, of forges, foundries, and furnaces; and the erection and use of steam saw-mills.

38. The means of intercommunication would give a powerful stimulus to the fisheries, the coast on the Bay of St. Lawrence being peculiarly fitted for fishing Colonies, and calculated to give inexhaustible employment to fishermen from England and Scotland. The north-east coast is generally level, the soil sandy and argillaceous, admirably suited for the growth of wheat, and nowhere rising more than 300 feet above the level of the sea. Wheat, in Restigouche and Gloucester counties, had been produced of the weight of 65, and even 68 lbs. to the bushel; and the large growth of timber over the Province is evidence of the general richness of the soil. The mineral resources of the Province, which railways would develop, embrace iron, coal, salt, gypsum, granite, freestone, grindstones, potter's clay, fire clay, &c.

39. In order to pave the way to a better system for the Colonisation of the unlocated lands in the neighbourhood of the railways, and to prevent the practice of land-jobbing, an order in Council had been passed to prevent all sales within two miles on each side of the St. Andrew's and Quebec Railway.