

vessels coming from the South require but three or four days' additional time to reach WHITEHAVEN, instead of New York. At the latter place the cotton can be transferred to vessels going to Europe, at an expense trifling as compared with port charges, warehouse dues and other items of outlay at New York. The cost of sending cotton—and tobacco as well—to Europe *via* WHITEHAVEN, would be very much less than by way of New York.

3d.—The experiment of shipping American beef from New York to England by vast refrigerators in the holds of steamships is a complete and very gratifying success, the time of transit from New York to the market stalls in England occupying not less than nine days, on the average. This profitable branch of industry could be carried on from WHITEHAVEN with great facility, signal success, and enormous profits. The projected railway from WHITEHAVEN to New Glasgow traverses the great agricultural counties of Antigonish and Guysborough. There is not a better belt of country in North America for raising large quantities of cattle at a small cost. Pasture is cheap and plentiful; hay can be bought at \$10 per ton. Labor is exceedingly cheap. Ice can be had on the numerous lakes, in immense quantities, for a mere song.

There can be no good reason to doubt that with the completion of the WHITEHAVEN railroad a very large trade with Europe in frozen meat will spring up, yielding large profits to cattle raisers, railroad owners and steamship owners as well.

4th.—It is a fact patent to every intelligent observer, that the United States now export more than they import; in other words, they sell more to Europe than they buy from it. This