

That the unfavourable character attributed to the Bay of Fundy is untrue, would appear by the following facts. In the year 1847, it is proved by Custom-House entries, that between Cape Sable and Eastport 5,000 registered vessels entered the Bay of Fundy. For the last ten years the losses by shipwreck have not averaged thirty sail, whereas nearly that number have been lost in the Gulf of St. Lawrence in one storm, altho' the amount of tonnage of the St. Lawrence is far less than that of the Bay of Fundy. The Bay of Saint Andrews is of great beauty, capacious, and perfectly safe for shipping, and is free from ice at all seasons of the year. St. Andrews is the most westerly seaport in New-Brunswick. It is 12 miles from Eastport: is 50 miles lower down the Bay of Fundy than St. John, and consequently so much nearer England and the United States.

The Upper St. John and its tributaries produce the large pumpkin or soft pine in abundance, which no other country furnishes of the same quality.—The great staple of this country is lumber. Upwards of 130,000 tons of pine timber from the upper country, is annually sent to St. John, its transmission attended by great loss and delay before it reaches the market. The expense of driving, the loss of a portion from bruises and other causes, and consequent reduction from necessary re-hewing and resurveying when received in the ponds, is estimated at about 33½ per cent. Boards, shingles, clapboards, pine timber, &c from the Aroostook and numerous rivers, are floated in great quantities to St. John for the United States market.—These articles also are subject to many of the casualties attending the transmission of timber, and the expense of transportation is 50 per cent. more than it would be by Railway to St. Andrews, without actual loss of any portion.

Boston is principally supplied with cord wood and hemlock bark from Nova-Scotia, which occupies fully one quarter longer voyage than from St. Andrews. There is no limit to the quantity of wood, bark, clapboards, shingles, timber, deals, ship timber, that could be furnished by this Railway.

The Iron works at Woodstock are now in active and successful operation, and possess every element necessary to their becoming an extensive and important establishment. The same argument with respect to the transportation of Timber &c., equally applies to the exportation of their Iron, and in the importation of supplies for their workmen.

Our Staple Fish and Lumber both for British and U States markets, cause a great importation of bread-stuffs and supplies particularly for the lumbermen, which are chiefly imported from Boston. These goods pass by Eastport to St. John 50 miles as before stated, and carried thence to Fredericton 81 miles, thence to Woodstock 75 miles by water, making 206 miles. As the St. John river is frozen up from 5 to 6 months in the year, and not navigable from drought to Woodstock during a part of Summer, the expense of supplying this upper country is a great draw back to its prosperity, which would be obviated, were the contemplated Railway in operation. Woodstock is only 80 miles from Saint Andrews, so that the cost of transmitting imports and exports by the proposed scheme, would probably be three fourths less than the present rates, attended by the great advantage of possessing an uninterrupted communication.

The supply of goods for the American side of the boundary, for Houlton, the Aroostook, Fish river, Madawaska and other places is principally carried from Bangor to Houlton by sleds in winter, a distance of 117 miles. Bangor is situated on the Penobscot 50 miles from Deer Island at its mouth and is frozen up 5 to 6 months in the year, consequently most of the merchandise for the upper Country is deposited at Bangor during the summer for winter transportation. These goods would find their way by the Saint Andrews and Quebec Railway under the facilities given by the bending system—free of duty.

The enormous quantity of goods required for the upper country exceeds belief. In 1845 fully 300,000 barrels went up for both sides of the line at an average cost of one dollar pr. barrel, whereas it could be carried by Railway from Saint Andrews to Woodstock or Houlton for one shilling.

Passengers could be conveyed from Houlton and Woodstock to Saint Andrews in four hours, thence to Portland in 12 hours, at a cost of seven dollars, whilst as they now travel via St. John the fare is about double, and it often requires four days to accomplish the journey.