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by that of NOVA SCOTIA, which, among them, has *never* ranked *least* valuable. HALIFAX, its capital, is become in some degree the place of depôt for Canadian and other produce; and thither this WATER communication, when connected with the Bay of Verte, will afford unequalled facilities for its conveyance. The Public therefore rely on the success of the present measure for results equally satisfactory in regard to the establishment of inland trade, and the benefit of the labouring classes; as well as for the increased resort of Shipping, and the *immediate* development of the mineral and agricultural resources of the Country.

To the parties engaged in this undertaking, the prospect of a competent RETURN for their investments is *extremely* satisfactory. The agricultural PRODUCE of the highly fertile Country upon the Bay of Fundy and Basin of Mines, is even now very great, and bears  $\frac{1}{2}$  equal proportion with the rapid advance of the population; which, by the late Census, exhibits an increase of ONE-HALF in TEN years. THAT will soon afford an ample revenue. The whole vicinity abounds with Timber, Staves, Spars, Masts, and all kinds of Lumber, for which the demand at Halifax for exportation is unlimited. Slate, Gypsum, Freestone, Limestone, and Building Materials are inexhaustible on the Canal line; Coal has been discovered in several places, and is obtained of excellent quality within a short distance of its termination; valuable Beds of rich Iron Ore are found at several points on its course; These various articles will contribute largely to the subjects of Canal transit from the Interior; while Cattle and Passengers, British Manufactures, the produce of the Fisheries and West Indies, and numerous other articles for inland trade or export, will be conveyed through the same channel, and to an amount of which it would be difficult *now* to form a computation, in any degree accurate.

Considering, however, the quantity and description of articles that will more *immediately* become the subjects of Canal transit, as also the capability of supply and extent of the demand in these particulars, the following may be submitted as representing, on the lowest estimate, the *probable* yearly income, in a short time after the communication is fully established.

For descending Freight:

Timber and Spars, Plank, Boards, &c. Shingles, Laths, Staves, Wharf Logs, Wood for Fuel, Tanners' Bark, &c. of the value of £20,000. at 15 per cent.	£3000
Gypsum and Freestone, Building Materials, Lime and Bricks, of the value of £12500. at 10 per cent.	1250
Hay and Straw, Salted Provisions, Flour and Meal, Grain, Fruit, Roots, Cattle, and other Agricultural Produce, of the value of £40,000. at 5 per cent.	2000

For ascending Freight.

Pickled and Salted Fish, West India Produce, British and East India Merchandize, &c. of the value of £70,000. at $2\frac{1}{2}$ per cent.	1850
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Amount of Annual Income . . . . . £5100

It thus appears that, under a very *low* rate on the value of the above articles alone, a Revenue equal to ten per cent. on the Capital of the Company (£60,000.) may be soon anticipated, after making a large allowance for repairs, additions, and the expence of management.

Yet, in the above Estimate, neither Vessels or Passengers, COAL, nor a variety of other articles are included.—SLATE *alone*, it is believed, will, when the Quarries are fully worked, be productive of Tolls to the extent of between £2000. and £3000. per Annum.

*Throughout the Atlantic portion of the United States, there is found neither BITUMINOUS COAL, nor SLATE of a MERCHANTABLE quality—or in situations favourable for working. For the supply of BOTH they depend WHOLLY on Importation:—and already the coal of Nova Scotia has come into great and rapidly increasing consumption among them.*

*From the vicinity of Pictou—where the valuable Coal and Iron-Works of the GENERAL MINING ASSOCIATION have been so profitably established—to the Bay of Fundy, extends one IMMENSE CONNECTED MINERAL DISTRICT, intersected by the Canal. By this course the greater part of its produce will be brought, CHEAPLY and DIRECTLY, for Exportation at Halifax: And as the operations of that COMPANY extend to the WHOLE Province, it cannot be doubted that sufficient CAPITAL will soon be applied here, where so many favourable circumstances demand its employment.*

The great public interest which the present enterprise has excited in the Colony, and the importance *there* attached to it, must be evident from the circumstance that in 1826 the Local Legislature granted to the Company a Donation of £15000.; and further in 1829, as an inducement to FUTURE SUBSCRIBERS, by an Act of the General Assembly, appropriated an ANNUITY of £1500. Currency, for ten years, from the 1st of January, 1830, to guarantee an interest upon the NEW SUBSCRIPTIONS.

His Majesty's Government also, impressed with an opinion of the utility of the Work, has *recently*, towards raising the Funds still required for its completion, consented to an ADVANCE of £20,000. Sterling to the Company, to be repaid on the expiration of ten years; with interest at four per cent.

<i>The Capital consists of 2400 Shares, each £25. Currency, or 100 dollars</i>				£60000	0	0	or	54000	0	0	<i>Sterling.</i>
<i>Subscribed in Halifax</i>	720			18000	0	0		16200	0	0	
<i>There remains</i>											
								£37800	0	0	
<i>Retained</i>								10800	0	0	
<i>Remains now for disposal</i>	1200							£27000	0	0	<i>Sterling.</i>

The produce of these 1200 Shares, will complete the Funds at present wanted for this Canal: They will be PREFERENCE SHARES, that is to say, SHARES entitled to FIVE PER CENT. INTEREST in PREFERENCE to SUBSCRIBERS at Halifax. For THESE a Subscription is now opened under the following terms: viz.

The sum subscribed (each Share being £22. 10s. Sterling) to be paid, in London, to the Bankers of the Company, in four equal payments—one on the 1st of November next, and the others successively on the 1st of March, and October, 1830, and the 1st of May, 1831: or the whole may be advanced, and bear Interest immediately.