

The Railway Commissioners take no notice of the conveyance of the mails for which Major Robinson allows £20,000. per annum for passing over 400 miles of the line, nor do they make any allusion to the conveyance of troops, the great advantages of which are pointed out by Major Robinson ; still they say, that they "have carefully considered the subject referred to them."

I remain, sir, your obedient servant,

ALEXANDER DOULL.

1, Morden Terrace, Greenwich, Aug. 29, 1850.

LETTER VI.

To the Editor of "The Morning Chronicle."

SIR,—Recurring again to Major Robinson's estimate, which has been stated as five millions sterling, it is necessary to point out the manner in which he proposes to reduce this sum to three millions sterling of actual outlay, and also to show that had he been aware of the much larger concession of land granted by the colonies to a company constructing the railway than he calculated upon, that he would have reduced the actual outlay in money to less than two millions sterling.

After adverting to the propriety of the provinces and the empire undertaking the execution of this great work, he states that

"If so undertaken, the provinces, supported by the credit of the mother country, could raise capital at a rate of interest which could not be done by any company of shareholders. And if to this advantage be added the disposal, for the exclusive benefit of the railway, of a portion of the wild lands along the line, and in the immediate country which it would be the means of opening to settlement and cultivation, then it is highly probable that it would be constructed for three millions sterling."

The Report goes on to state—

"That there is in the counties through which this line will pass fourteen millions of acres of land yet ungranted, and therefore remaining at the disposal of the provincial government.

"The ordinary price of an acre of wild or uncleared land is about 2s. 6d. or 3s. per acre ; but where public roads are made through them, the value immediately increases, and it will not be considered an extravagant estimate to suppose that the land along it, or in the immediate vicinity of the railway, will be worth £1. per acre.

"With this amount of capital the three millions proposed to be raised by loan, 'and two millions of acres to be reserved and sold from time to time, it is conceived the railway may be made.'

"Upon the strength of these two millions of acres, and the loan as a