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Great minds are charitable in their bitterest enemies, and can sympathize with the failings of their fellow creatures. It is only the narrow-minded who make an allowance for the faults of others.

From the London Railway Record. THE RAILWAY COLONIZATION OF BRITISH AMERICA.

IV.
The moral, educational, and sanitary point of the question simply involves the reserve in the outset of blocks of land as an endowment for schools and churches; towards a revenue for State and local purposes of Government; for parks, public walks, and cemeteries, and other sanitary objects. Upon the importance, the absolute necessity, of such provision, we might dilate *in infinitum*; but our desire is more to present an outline of a comprehensive plan, with such practical details as are requisite to show its efficacy, than to argue elaborately in favour of institutions, as to which no civilized man in this nineteenth century will pretend to doubt that in a new country we have the opportunity to make a permanent and enduring provision, which in the crowded cities of Europe is necessarily left to irregular, unequal, and, frequently oppressive, systems of taxation.

V.
The way being thus prepared for colonization, the real business of independent voluntary plantation will begin, and emigration may then be safely left to itself. Capital will have rendered society possible, and offered scope and opportunity for independent energy. The traffic of the lines will have secured a revenue on the one hand; the disposal of the lands, on the other, at an enormous enhancement of value, will not only have secured a rental but begun to replace the capital. The inducement then—the source of profit on the investment—is twofold. First, from the traffic of the railways; second, from the enhanced value of the lands. Confining ourselves, for the present, to the nearest field of colonial enterprise, that of British North America; to the proposed railway connexions of the Atlantic and the St. Lawrence, the interjunction of Halifax, the Bay of Fundy, and Quebec; of St. Andrews, and Fredericton, and the other centres and nuclei of civilization in Nova Scotia, New Brunswick, and Canada; a congeries of railways destined, we trust, within a generation, to extend itself through the fertile districts of the Ottawa and the Hudson, and to constitute the highway between the Atlantic and the Pacific; let us examine a few of the statistics now before us.

In the first place, then as respects the mere prospect of traffic, the population of British North America now exceeds two millions; its imports last year touched upon four millions, and its exports upon three millions, sterling; and this trade is annually increasing in an enormous ratio.

The influx of emigrants into Canada last year exceeded 100,000—the tide having now set in, this amount will receive annual accessions. A hundred thousand passengers at 1d. per mile for half the distance of a line from Halifax, through St. John and St. Andrews to Quebec, would amount to 125,000l. per annum, realising from passengers alone, deducting expenses, nearly 5 per cent. on a million of capital, which would suffice to construct a *cheap railway*, with a wide margin from goods and local traffic (leaving the value of the land out of the question) for the necessary expense of a *substantial iron railway* such as those of this country.

Now, from the preliminary Report on the project of a railway between Halifax and Quebec, by Colonel Simpson (the Government Commissioner in Canada,) we learn that the tonnage arriving in Quebec averages 566,000 tons per annum, and that, from sundry calculations and data there set forth, we may expect the following result:—

Taking one-fifth part—that is to say, all the provisions, being equal to 830,769 barrels and

100,000 tons of lumber, as likely to be diverted into this new channel:—
Cost of transport on 100,000 tons of lumber, at 4-10ths of a ct. pr. mile £60000
Freight received at Halifax for the same, at 7s 6d per load 37,500
100,000 tons of coal brought back, cost 4s. per ton, at a profit of 15s. per ton, 830,769 barrels of flour at 2s 6d 107,694
Cost of transport 9-10ths of a cent per ton per mile 67,971
50,000 tons of merchandise brought back from Halifax at 27s 6d 68,750
£127,971 288,944
127,971
£160,973

Much of the calculation in the Report is based on a comparison of the estimates for the English Great Northern, and experience of the Philadelphia and Reading Railway in America.

Colonel Simpson limits this estimate to the interchange between the terminus, and that interchange to the supposition of only 100,000 loads of lumber, and 75,324 tons of produce, of exports; 100,000 tons of coal and plaster, and 50,000 tons of merchandise from Great Britain; when in 1844 there were imported more than 20,000 tons of salt alone, and of goods paying an *ad valorem* duty of 2,411,154l. besides 50,354l. free.

It is a circumstance deserving of mention that in the investigations opened in the United States, on the part of Canada, into the cost and management of railways there, men of all classes, from the President downwards, gave ever facility to the Commissioner of the Canadian Government, although the projected railway was especially designed as a military defence, and to obviate the necessity of resorting to the American soil for Transatlantic advantages; as a means, indeed, whereby the fortress of Quebec, inaccessible at present for five months in the year, would be brought within thirty hours travelling distance of the great naval station and depot of the military strength of Great Britain on the British American continent.

These results, however, as respects the trunk line, are necessarily subject to further and more careful inquiry; but more ample data exist for coming to a conclusion upon most important portions of such a trunk: one of these, the St. Andrews and Quebec line, being in itself a trunk connection of the Canadian and the Atlantic, offering the most palpable advantages as respects the trade of Europe, the West Indies, and the whole of North America, being the shortest practicable route across British North America, and adapted to admit of the most successful competition with any similar connexion through the States. This line, indeed, must form part of any steam connexion between Halifax and Quebec, whether across the Bay of Fundy, or by a continuous line through Shediac and St. John; a central line through New Brunswick having been found impracticable, while a continuous railway by the north of the province would involve an immense addition of distance, besides passing away from the centres of population.

The same Report from which we have above quoted states, with reference to this line:—The survey between Quebec and St. Andrews was made in 1836, by Major Yule, an officer of the Royal Engineers; and I have authority for stating that the line of country was incorporated in that year; but the action of the Company was stopped, by a remonstrance of the United States Government, that the Railway Company was about to interfere with the disputed territory on the Maine frontier. Howison, in his 'European Colonies,' observes:—Of all the physical peculiarities of British North America, the most remarkable is the general levelness of its surface; for in her vast extent of territory comprehended between the coast of Labrador and the Rocky Mountains, there does not exist one range of hills, nor even a single peak of moderate elevation. The highest lands in that part of the globe seldom rise

more than 400 feet above the level of the surrounding country, and, in many places, unbroken plains are found the same number of miles in circumference.

The actual traffic between the Bay of Fundy and Woodstock, by the circuitous route of the St. John—which is more than 50 miles longer than the railway (80 miles) from St. Andrews, is at present

Up traffic £26,000 | Down traffic £26,350.
Which estimate we may safely double, on the supposition of a railway being formed (and, in truth, it is highly probable that the extension of this line will be for many years, the great emigration highway into the Canadas—
Making 112,700
Deduct expenses of working, 40 pr. ct. 45,980
£67,620

being more than 16 per cent. upon the capital requisite, at even 5,000l. per mile, construct a line more substantial than any now existing in the United States.

Again, as respects a line from Halifax to Windsor, on the eastern side of the bay, opposite New Brunswick,

From estimates framed by Mr. Howe, M. P. of Halifax, we learn that, even in 1835, the traffic from hay, cattle, and merchandise; timber, cordwood and bark; from general produce; and from travellers, reached 30,000l. per annum on the common roads. Half of this revenue (supposing that the railway offered the bare advantage of a reduction of price in that ratio), or 10,000l. would give 5 per cent. on 200,000l., the capital proposed to construct the 45 miles; but to treble or quadruple this traffic would be amply justified by the lapse of time since 1835, and the immense advantage which a railway would present.

We might enter into similar or analogous estimates with respect to the railway connection of St. John and St. Andrews, St. John and Fredericton, and other important links of the great chain. But, in fact, the traffic is by no means the most important feature of such enterprises; and the profit from the sources indicated is as nothing compared to the rental that must arise from the lease and settlement of the lands which the government will be glad to concede to the founders of such a work; the income to be derived from the sale of timber, and the revenue from the ground-rent of villages, mills, harbours, and towns, which the progress of colonization and emigration inevitably tends to establish. Of these results, however, it is impossible with any degree of precision, to form an estimate. Of their value every one will judge more or less favorably, according to his experience and his consideration of all the probable moral and social consequence of the rapid progress of colonial civilization, contingent upon the formation of railways and the organization of public works. These results we can here only barely indicate.

It is right that we should, above all things, guard the colonist from supposing that, on this system, he would be paying, as in the Australian colonies, a fictitiously aggravated price for his lands, on the plea of an unknown amount of labor being transmitted and organized for his benefit: that for every pound he pays there are to be five shillings worth of land and fifteen shillings for the infinitesimal proportion of able-bodied labour transmitted along with him, and out of his advances, to the colonies, a fallacy & a deception most flattering to the ear, and with which our own ear was wont to be charmed, but to which the one sad fact is antagonistic, that the labour so transmitted cannot, by any human ingenuity, be preserved and concentrated for the benefit of him who paid for it; seeing that, for every 1,000 acres on this system sold for 1,000l., there are 10,000 or 100,000 that were long ago sold for an old song—and to the reclamation of which, unless some altogether new system of allocation be devised, the labour so paid for is as likely to proceed as to the glittering Utopias of the Eastern Archipelago.