

Management; Adam Jack, Esq., Secretary and Treasurer. Fifty signatures, as members of the Association, were also obtained.

The article referred to as having appeared in the "United Service Journal," from the pen of Mr. Henry Fairbairn, set forth,—after showing that the prosperity of the Provinces in North America was in a great measure dependent on the judicious introduction of the railway system,—first, a proposal to construct a Railway from the port of Quebec to the harbor of Saint Andrews, a distance of one hundred and ninety-five (195) miles, which would be the means of conveying the trade of the St. Lawrence, in a single day, to the waters of the Atlantic, thereby intercepting a circuitous navigation of one thousand two hundred (1,200) miles down the St. Lawrence, and thence round the shores of Nova Scotia, and thus ensuring to all commodities for export a shorter and more speedy transportation, which would be attended with much greater regularity and much less risk: with the great additional advantage of having such a channel of communication open at all times throughout the year to an open winter port, whilst on the other hand the St. Lawrence navigation remains closed by ice between the months of November and May.

The writer next asserted that, from the fact of this proposed line of railway passing through the lands belonging to the Crown, that new fields would be opened to the industry of the lumbermen; that lands, hitherto inaccessible in the absence of inland navigation, would be reached and made fertile, and the barren wilderness become a source of increasing revenue.

The construction of this work would also furnish employment to a great number, and induce an emigration that otherwise would not be promoted, and that the land required for the use of the road, being granted by Government, a great saving would be effected in the cost of construction, which, taking the estimates for railways in the United States, where the flat rail was then in use, need not exceed £5,000 per mile, or £980,000 for the whole distance from Saint Andrews to Quebec.

After certain preliminary proceedings of the Association were arranged, a deputation was next formed, consisting of Harris Hatch, John Wilson, and James Rait, Esqrs., who were delegated to lay before his Excellency, Sir Archibald Campbell, Bart., then Lieutenant Governor of the Province, the views and objects of the Association, and to solicit his sanction and patronage. The prayer of the petitioners solicited his Excellency's approbation of the proposed work, and set forth the great advantages which would accrue to New Brunswick and Canada, in the facilities that would thus be afforded for the transportation of British and Foreign commodities, and in opening up a highway for the development of the internal resources of the country; an enterprise worthy of the consideration, approval and encouragement of his Excellency; who in reply stated that he fully appreciated the zeal and spirit of the enterprise which prompted such an under-