

## QUESTIONS AND ANSWERS

RELATIVE TO THE

# WOODSTOCK AND LAKE ERIE RAILWAY.

1. Q. By JOHN CH—R—L—N, Esq.—I believe the Canadas will be given up, and the Railways taken possession of by the Americans, and the debt will then be repudiated.

A. This is rebutted by their conduct in Mexico and Texas, as they have not destroyed, taken possession of, or injured private property in these countries. On the contrary, in Canada they have wholly constructed the Niagara Bridge, and taken most of the shares of the Canadian Great Western Railway. They are most anxious to promote our inland western communication, for their own increase of commercial advantage, which they know good roads will greatly facilitate; and if the Canadas were given up to America to-morrow, they would be greatly improved, while under British rule they never will: proven from the energy of the one country, and the want of it in the other. On Lake Erie the Americans fully employ 80 Steam Boats, above 300 Ships, Briggs and Schooners. Their commerce and fisheries supply their own and many foreign countries; hundreds of Railways intersect their lands, to open out fresh sources of wealth, and give increased employment to the industrious, and not a beggar is to be seen. On the English side of this Lake, there is but one Steam Boat (the London), with only about a dozen Schooners; with plenty of minerals, but none worked: no Fisheries, but overrun with beggars: and not one Railway in the country—while the great main of the ~~British Colony~~ <sup>of the British Colony</sup>! Oh, for the shade of Pitt! to point to the Island of Grenada, to show how it was made wholly English in 1796, from French disaffection and rebellion, to become loyal, peaceable and happy.

2. Q. By Engineer J. B—n, Esq.—People here can hardly believe that you can construct your Railway at £1100. sterling a mile, or £1200. currency

A. It should be stated, that it is the report of an Engineer who has already constructed one of these cheap Railways, from Hamilton to the Stone Quarries (of five miles, now worn out, as the top iron was omitted from want of funds, or apathy), who states from experience, that the price to square the sleepers, ties and sills, should not exceed 10s. a hundred feet. This expense is only £160. a mile. But if a workman squares only fifty feet, he will gain five shillings a day; this is very good pay for a labourer. So that as the grading and trenching of the line is trifling, from the general flatness of its course, and the wood and *wayleave being given*, the estimated cost of £1100. sterling a mile will be amply sufficient for a single rail. But to convince any one how cheaply roads can be constructed in Western Canada, the plank road from Chatham to Hamilton, of about 130 miles, was contracted for by Engineer Peter Carrall, for £500. a mile, of 24 feet broad; to be laid with 3 inch planks on sleepers, and breadth of the plank road 12 feet, the planks to be pegged down with 8-inch iron nails; and he has made a fortune by it. This plank road is let to A. G. Whitehead, Esq. J.P., for 12 per cent., and he also is realizing a fortune by it. What ought this Railway to return, when it has twenty times this traffic upon it? And it can be taken at 15 per cent. when completed, at any time, by respectable parties, who will give ample security for it. If unbelief still prevails, the Committee will bet from ten thousand to one hundred thousand pounds with any one, that this road of 40 miles can be made for £44,000. by *Canadian Engineers*, provided the way-leave and wood are given, as stated to be offered to the Company.

3. Q. By M. W—rs, Esq.—You assert that each of these 147 Saw Mills can cut 6000 feet of plank a day, and that the Saw Millers will send it by the Railway to be sold. Where is the market, when not half of it is sold at present from the Lake Shore to America?

A. The interior Saw Mills, nine-tenths in number, from want of good roads, and distance to the Lake Erie, can only at present sell a very small quantity to their immediate neighbours, and this *often for barter*; but it would be widely different with a Railway to take it to the Lake in two hours, and thence to the American States, which pay ready money for it. In the Prospectus only one-fourth of this lumber is estimated; notwithstanding the profits are 20 per cent. which must greatly increase. The Committee believe it is better to give a low estimate till the market is fully ascertained, although J. Moore, Esq., a Timber merchant, conversant in these matters, declares the American market will take all the lumber which can be delivered, *if the price be reduced*; as, from its present dearthness, they now use mostly Beech, Elm, White Ash and Plane Tree Plank. And as the Company can sell it at half its present price, the Millers will not only send the lumber, but it will then find a ready market. The Coast being without Ports, is a great detriment to the sale of the timber (*as Schooners a mile from the shore can only receive it from Scows*), to obviate which, the Company intend to construct two substantial Harbours, when not only the coast Millers, but the interior ones also, who do not now sell any plank to the Americans, will obtain a very great increase of sale, and the reduction of the price will unprecedentedly increase the demand.

4. Q. By M. W—rs, Esq.—Can Mr. Neaves's report be depended on?

A. Mr. Neaves is our High Constable, whose character is well known for the last 12 or 14 years to be most excellent. He was specially sent three times round the Mills, as the first and second times he omitted to obtain the fullest information. He had no cause to swerve from the truth, as it would be indifferent to him how many, or how few, were the Mills; besides, it is well known there are vast numbers of Saw and Flour Mills in the District. There are a great many at and beyond Ingersoll, which will no doubt send their timber by the Railway, but he neglected to visit these. At other places there are Steam Saw Mills, Smelting Mills, Tanneries, Felling Mills, whose carriage of produce will greatly increase the Company's profits, but which are not given, as their produce was not exactly known.

5. Q. By Rev. HENRY L—r.—Could not other Railways be established in opposition to yours, near you, to compete in this lumber trade, and thus decrease your vend?

A. This could never happen, as the only Pine and Oak in this Western Country is immediately South of Woodstock (except to the North and near Owen's Sound), and therefore any side Railways, unless there was this Pine and Oak, Mill sites, and Mills to cut this pine, and Harbours to take it, so cut, abroad, which there are not any, could not be sustained; but to obviate all competition, a branch road is included in the Charter, which secures the whole field of Pine timber to the Company.

6. Q. By J. B—n, Esq.—Do you expect any travellers from the American states, to cross by your Railway from Buffalo and Cleveland?

A. There are great numbers of the most respectable classes leave the South American States to avoid the yellow fever; these mostly come up the Mississippi and Ohio Rivers and Ohio Canal, to Cleveland, and from thence proceed by land to Buffalo, and visit all the northern towns and watering places during the summer months; a number of emigrants come up also, desirous of settling in the far west, not less than 300 a day. Both these classes will naturally cross from Cleveland to Woodstock, by the Company's Steam Boats, the one to proceed Eastward to Toronto, Kingston, &c., the other to proceed to Detroit, cutting off half the journey in both cases, and thus avoid going all round the Lake by bad roads to Buffalo.

7. Q. By J. B—n, Esq.—Have you any fisheries?