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RAILROADS, CANALS AND TURNPIKE ROADS.

The advantage of rail-roads canals and turnpike roads, will soon be appreciated in Lower Canada. It is a very general opinion that it is the commercial classes that are most interested in the construction of these works, and they accordingly take the most active part in forwarding them. It is, however, a great mistake, there are no portion of this community who are more deeply interested in the construction of these works than the agricultural and productive classes. The commodities brought into this country are only a fraction in bulk compared to the produce of this country, and whatever reduction can be made in the cost of transporting this produce to market will be so much added to the price the producer obtains. The landed interest are those who are really to be most benefited by rail-roads and canals, and they should use every exertion to have them constructed where they are most necessary for the accommodation of the rural population. No matter who advances the funds in the first instance for their construction, it is the produce of the country that must repay these advances either directly or indirectly, or at least, the greatest part of the expenditure. There is not any thing that will so much promote the improvement of Lower Canada, as rail-roads, canals and turnpike roads where necessary. Facility of communication, not only diminishes the expense of transport, but it brings men in communication with each other, and gives them an opportunity of discussing useful subjects, and of exchanging ideas. We can imagine the immense advan-

tage it will be to Canada when the Grand Trunk Rail-road will be completed from Halifax to Lake Huron, though we can scarcely hope to see it accomplished in our time. Parties object to this great and useful work, who are very little interested in it, and who are not likely to contribute much towards its construction. We advocate it as an agriculturist, and as a work in which agriculturists will be most interested. This rail-road, from Quebec to Halifax would open up a country for settlement that would soon be of more value than the cost of the Grand Trunk Line. What an immense advantage it would be also, to expend all the money required for this work in the country? Every shilling of it would go into the most useful channels of circulation, for the general benefit of the people. We had an opportunity lately of seeing the effects of the Sherbrooke rail-road upon the value of land, and were told, this value had been augmented from three to six fold in some instances. Merchandize is small in bulk compared to its value, and the purchaser from the merchant has to pay a considerable advance when residing at any great distance from our cities. If the merchant buy any produce from the agriculturist he deducts the full cost of transport to a shipping port. Hence, it is the agriculturists who have to pay both ways for transport, and the cheaper the cost of transport is, the better it will be for them, the more they will obtain for their produce, and the less they have to pay for wheat they purchase. Can there then be any doubt as to what class are most interested in the construction of rail-roads, canals, and turnpike roads? We could advance