

Upper Canada, according to the true spirit and meaning of the Act referred to, and in common justice to all parts of the Province of Canada. It is a very extraordinary fact, that parties who oppose the Quebec and Halifax Railroad would be perfectly satisfied that the four million pounds should be borrowed and expended on railroads to be constructed westward of Montreal, although there is not at present a mile of railroad constructed within one hundred miles of Quebec. There appears to be an unfairness in such conduct towards our fellow subjects, that it is astonishing a proposition of the kind would be made, or obtain any support. It is the general opinion, that in the present age railroads are necessary to the prosperity of every country. If this be the fact, how is a country that has no railroads to have any chance of succeeding like one that has them? It is admitted that the proposed line of Railroad from Quebec to Halifax must pass through an immense tract of forest land that is capable of cultivation. The opponents of the railroad may question this, but the very circumstance of the land being adapted for a railroad, proves that it is capable of cultivation. It may require draining of course, but if it is sufficiently level for a railroad, there is little doubt of its being suitable for cultivation, when there was a certainty of means of transporting the produce to market. There is not much of the forest lands of British America, south of 47°, that are not capable of cultivation unless the mountainous parts, which do not prevail much south of that line. The opening up for settlement and cultivation many millions of acres of land would alone justify the expenditures required for constructing the Railroad from Quebec to Halifax, under the circumstances.

What influence would the making of this road have upon emigration? Emigrants from the British Isles are constantly going to the United States by hundreds of thousands, and many of them passing

through this Province, because they obtain more employment and better wages in the neighbouring States. They are employed in the latter country in making railroads, and other improvements, and subsequently settle there, and thus augment the population, wealth, and power of the United States. Railroads are required in Canada for its improvement as much as in the United States, and now that a favourable opportunity offers of constructing a most necessary and useful railroad, of giving employment to emigrants, and of expending a large amount of capital in the country, in the most useful channels possible, parties are found to offer the most determined opposition, unless all the advantages are appropriated by themselves, or at their dictation. Professor Johnson, of Durham, England, was sent for expressly, in 1849, by the Legislature of New Brunswick, to make a survey and report of the agricultural capabilities of New Brunswick. This gentleman's report is extremely favourable indeed. He says the Province is capable of amply providing for a population of between five and six millions, and that the average produce, (from official returns he had obtained from every county in the Province), of wheat, barley, oats, buckwheat, rye, potatoes, and turnips was greater in New Brunswick than in New York, Ohio, Michigan or Canada West. This gentleman was well qualified to give a correct opinion, and if he was not known to be so, he would not have been selected for such a purpose. He travelled by land from Quebec to New Brunswick, and reports favourably of the whole line which would be about that of the proposed railroad. If we find productive farms resulting from good management, though surrounded by unproductive farms resulting from bad management, we cannot condemn the soil and climate because it is unproductive from want of improvement and bad management.

It is the general opinion that drainage and cultivation will greatly ameliorate the