

tile 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 prospects 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, leaving a wide margin from goods and local traffic for the necessary expense of a substantial railway.

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:—

	Dr.	Cr.
Cost of transport on 100,000 tons of lumber, at 4-10ths of a cent. per mile	£60,000	
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	—	75,000
830,769 barrels of flour, at 2s. 6d.	—	107,694
Cost of transport 6-10ths of a cent. per ton per mile	67,971	—
50,000 tons of merchandise, brought back from Halifax at 27s. 6d.	—	68,750
	<hr/> £127,971	<hr/> 288,244
		<hr/> 127,971
		<hr/> £160,973

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

Colonel Simpson limits this estimate to the interchange between the termini, and that interchange to the supposition of only 100,000 loads of lumber, and 75,524 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 goods paying an *ad valorem* duty of 2,411,154l., besides 50,384l. free.

It is a circumstance deserving of mention, that in the investigations opened in the United States, on the part of Canada, as to the cost and management of railways there, men of all classes, from the President downwards, gave every 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 Ame-