

A CIRCULAR.

SIR,

The Writer
Being deeply impressed with the propriety of circulating every new thought, which, from a change in the Corn Laws and other Laws in England, may be likely to lessen an evil expected, or enable us to promote the good intended to be bestowed therefrom, takes this method of diffusing an idea which he has conceived, which is the construction of a Grand National Railroad from Montreal to Windsor, on the Detroit river, with branches diverging to different points on the western frontier, and such others, as in the opinion of the Provincial Parliament may be deemed necessary.

The said Road to be constructed by the Imperial Parliament, and, when finished to be given to this province free of cost or charge, on the following conditions:

First, The province shall furnish for the said road all necessary engines, carriages, cars, &c., and shall ever after keep the said road in an efficient state of repair.

Second, All British manufactured articles, imported from Great Britain, shall be transported upon the said road free of cost and charge, and shall also be admitted into the province duty free, or nearly so.

Third, All munitions of war, stores, troops, and ordnance, belonging to government, shall also be conveyed upon said road free of charge.

Fourth, All agricultural produce, being the growth of this province, shall be transported upon the said road free of charge.

The writer is of opinion that the many advantages which would result from the completion of such a road both to Great Britain and to this province, would more than remunerate the parties for the outlay required in its construction, equipment and support.

The benefits to be enumerated as a consequence of the road are these.—It would greatly increase the importations and exportations of the two countries. It would be highly beneficial to the farmer of this country, inasmuch as the carrying of his produce to Montreal free of charge, would amount to a bounty equal to the freight per brl. now charged by the forwarder, and which is said to be 7s 6d. The farmer would also realise great benefits from the free transportation of British goods, inasmuch as they would become cheaper, both necessaries and luxuries, and a greater consumption would ensue. It would afford great facilities to commerce during all seasons of the year, by being an open and useful avenue of communication. It would cause to be erected along that part of the frontier, opposite the United States, many large cities and towns, the merchants residing in the great states of the western continent would no longer resort to the markets of New York, Philadelphia, Baltimore or Boston to purchase goods, for we could supply them with goods which have neither to pay duty or freight, and which would be more conveniently located. The cheapness of freight from New York to England arises from the want of freight, the loss sustained in the outward bound voyage is charged on the return cargo. But, if no return cargo could be obtained, what would be the result? Why, New York would cease to be a competitor with us, and the agricultural produce of the Western States would pass through Canada. It would give great impetus and encouragement to English manufacturers. The quantity of goods imported would be twenty times what they are now, so that the frac-

tional part of a penny per cent. duty would yield a much greater revenue than what the present high rates do. The shipping interests of the province would increase. Perhaps not the Lake shipping (yet it would not decay), but that of the St Lawrence would improve vastly. It would cause in its construction the expenditure of a very large sum of money, the benefit of which would be altogether provincial. It would open up a large tract of new country. Fertile and abounding in the choicest of timber, indeed, nothing could be more beneficial to this branch of our trade; staves which now cost from eighteen to twenty pounds per thousand shipping from Chatham to Montreal, could then be conveyed upon the railroad for two pounds ten shillings. Immense forests, which are now valueless, would be brought into market. It would afford increased facilities for the development of our mines and the improvement of our fisheries. It would by the facilities afforded for the transportation of troops, stores, and other munitions of war, lessen the number of troops required for the protection and defence of the province and consequently be a saving of expence to Great Britain. It would, by furnishing employment, give great encouragement to emigration, and this again would increase home consumption. It would largely increase the territorial revenue. The revenue arising from imposts on banks, and indeed every other branch of the revenue, not excepting even that which is now derived from the public works, the immense general increase of the business of the province would be such that no interest could suffer. It would secure, at a small cost, a union of interests and a cordial and permanent attachment between the countries, which is so essential to our own prosperity. It would lessen the value of grain in England without disadvantage to us. It would create confidence in British capitalists and insure to the province an abundance of money.

For the expence of keeping the road, engines, cars, &c. in repair, the province would have over and above the advantages enumerated, the freight arising from the conveyance of passengers and such other goods as have not been included in our previous remarks, the freight collected from the transportation of American produce would be immense, and, however light the tolls, the sum collected would be enormous. The business of the Erie canal would be transferred to this road, and the Americans never could regain it. Let it be remembered that it is the importations from England to New York that at present wins this trade. Let it cease to be an object with her to import from England and that moment the export trade is ours.

Query. Taking a perspective view of the increase of population in Europe, founded on a continued advancement in civilization, and the more especially in England, would it be acting more than a prudent part to provide for what may very naturally occur, a famine? And query. Would not the road in contemplation, with its branches, passing through and to a country, great equally in extent and agricultural resources, have a tendency to lessen the evils so unfortunate a circumstance would create.

It will be seen that we have simply supposed the proceeds of the road to be equal to keeping it in repair, but we believe it would do more and produce a large revenue, which might be equally divided between the imperial and provincial governments, or form a sinking fund to pay the principal cost of construction.