

Having satisfied themselves that the proposed Railway extension would be an advantage to them, the people of Carleton should next turn their attention to the cost of the work, and the probable receipts from traffic and passengers, in order to ascertain the amount of the burden which the construction will impose upon the Provinces, and the paying capabilities of the lines.

Mr. Burpee estimates the cost of the extensions at thirty two thousand dollars per mile. The whole length of Road necessary to be built to complete the connections with St. John, Fredericton, Woodstock and St. Stephen, would be, say one hundred and eight miles. At \$32,000 per mile the expense of construction would be \$3,456,000. He makes an elaborate calculation of the probable receipts, by which he shows that after making all necessary deductions there would be \$185,500 a year to meet the interest payable upon the money expended in construction. That interest would amount, at six per cent to \$207,360; leaving \$21,860 to be provided out of the Provincial Treasury to meet the surplus interest. As the country prospers, and industry and trade grow, the earnings of the Roads would increase, and the amount necessary to meet surplus interest would decrease. If the Road fell short no more than twenty one or twenty two thousand dollars of paying the whole interest the first year of its existence, it is as certain as anything can well be that in three years its business would increase to that extent, if not, indeed, to much more. The profits of the St. Andrew's Railway for 1863 were probably \$40,000; this year they are, on good grounds, estimated at \$70,000. But if the amount to be paid by the Province towards the annual interest should be the sum named above, the share of this County, according to population would be but about \$1,400 a year. Surely if our people had to pay this for a few years, until the Road became self-supporting, it would be the cheapest of all possible bargains, considering the inestimable advantages which the extensions would secure to us.

Your Committee are of opinion that if the County of Carleton gives its support to the proposed Railway extension it should be on the express condition that the St. Andrew's line, or a branch thereof, be carried in to tap the River St. John at the Town of Woodstock. This is necessary not only for the purpose of securing the traffic of the County, and of the Upper St. John, but as a measure of justice to the County itself. Here we have already gathered the rudiments of a city, a home