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RAIL-ROADS.

We are quite delighted to see that the Legislature have provided for the construction of the Grand Trunk Rail-road, from one extremity of the Province to the other, and there is now no doubt that this great work will be accomplished before the expiration of many years. The credit of the Province is fully equal to any accommodation of capital she may require for this work, and though parties may object to incurring so large a liability, we do not believe that there is the slightest grounds to apprehend any evil consequences, but on the contrary, we may anticipate that it will be the means of rapidly advancing the improvement and prosperity of British North America. A Rail-road through a new country, is the cheapest road that can be made, considering the many advantages it has above all other roads, in the saving of time, which may be better applied in clearing and cultivating the land. It would be half a century at least, and perhaps longer, before any other road would be constructed along the proposed Grand Trunk Line, that would be of much use as an encouragement to settle the country. What would be the value of produce that had to be carted to market, upon a common country road, two or three hundred miles, or even one hundred miles? The loss of time and labour would be as much perhaps, as the whole would sell for. The money expended on the road in its construction will not remain buried there, but will nearly all go into circulation for Canadian products, and Canadian labour. England will assist, we have no doubt, and a few millions would be only a

trifle to that country, to construct a road that would be a permanent means of communication between her, and her noble possessions in North America. We observed by our papers come by the last mail, that the Bank Note circulation in that country is increased more than four millions of pounds sterling over what it was this time last year, and the bullion in the Bank of England, is augmented nearly seven millions sterling, within the same period, and who can conjecture what it may be increased this time next year. This immense augmentation of capital, will account in some degree for the great rise in the price of agricultural products lately, in the British Isles, and also for the flourishing state of trade. We want capital here, where there is such a vast extent of land uncultivated, and some settled, that is very defectively cultivated. The expenditure of a few millions of pounds currency, in the country, will give a new impetus to our agriculture, and be an inducement to farmers to raise larger crops, and better cattle, when there is a prospect of disposing of them at remunerating prices. We do not desire more convincing proofs of the progress of our country in improvement than by seeing Rail-roads in progress of construction. This will afford certain means of improving the land by opening up of the country, and giving a market for its produce. There is no danger of a country possessing a good climate, a fertile soil, an industrious and thriving population, and having ready access to a good market. With such advantages she must "go-a-head." We may not have all these advantages at this moment, but it is in our