

forty hours of his brief absence, upwards of twenty hours to bestow upon his business. This facility of travel would alone make, in a few years, no small revolution in the County.

With respect to freights the proposed Railway extension would afford us advantages of still greater importance.

Our freight from St. John now comes mostly up the river. Goods are hauled over to Indiantown; shipped at that place; landed on the wharves at Fredericton, and perhaps warehoused there; and again shipped for Woodstock. The cost of transportation is about sixty cents per barrel. But traders well understand that the detention, damage of goods, and danger of loss, by this route constitute a draw back which adds a heavy per centage to the cost. And this is only a portion of the disadvantages under which we labor. During the whole winter, nearly one half the year, transport by this route is impossible; unless resort is had to the expensive resource of hauling by teams over one hundred and twenty eight miles of road.

By the proposed Railway, neither Summer nor Winter, high water nor low water, would affect transportation to any considerable extent. Mr. Burpee, in his calculations, puts the tariff of freight at two cents per ton per mile; which is actually higher than the tariff on the St. John and Shediac Road. At this rate the transportation of a ton from St. John to Woodstock would cost two dollars fifty cents; and a barrel of flour would cost say twenty five cents. We should have the benefit of the same proportionate reduction in down freights. A bushel of oats would be carried to St. John for four and a quarter cents; a thousand of shingles for twenty five cents.

In these illustrations we have spoken only of St. John. But we should have the same facilities of travel and transport to and from St. Andrews, St. Stephen, Calais, Fredericton, and other places. We should have opened for the agricultural, lumbering and mineral productions of Carleton, the markets, not only of our Province, but of the sister Colonies, of the United States, and of the West India Islands. The industrial classes of our County would be ensured a prompt, ready, and regular sale for their products, and would receive more for them; while on the other hand every consumer of imported goods would have to pay less for these than he does at present. A trip to Boston, to the North Shore, or to Nova Scotia, would scarcely cost more, either in time or money, than does now a trip to St. John.

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