

The freight of a barrel of Flour from Halifax to Truro now costs 5s 3d, would be reduced to 6d—a ton of Hay 30s to 11s 3d—a Chaldron of Coal, from Onslow, more now than its value to 6s 3d—1 M. feet of dry Lumber now 70s to 7s—a tub of Butter 60 lbs now 1s 9d to 5d and other articles in proportion.

Consumption in Halifax of Agricultural produce alone, 25,000, at £12 10 per head, £312,500. Say one half from the East, £156,200. Say the freight of this—beef, pork, hay, oats and potatoes—12½ per ct. value £19,525.

To these add,—Freight of goods from Halifax to Amherst. Do. West India produce. Do. Materials for shipbuilding. Do. Deals, lumber, battens, &c., to Halifax, this would grow into a valuable trade. Do. Cordwood for shipment to Boston, &c. Do. Coals from Onslow. Do. Manures, marsh mud, limestone &c., from the Basin of Mines to a circle of 10 or 12 miles round. Add to this the increase of trade and transit of passengers, in consequence of the facilities of the Railway.

RETURN TO NEW BRUNSWICK.—Trade and passengers from Dorchester, Sussex Vale &c., to Saint John, agricultural produce, British goods and West India produce. Do. Petticodias and thence to the coasts in the Gulf of St. Lawrence. Coal trade from the Grand Lake, Settlement of her Eastern territory. Timber trade, lumber, deals, battens, shipbuilding timber, short and long distances, from the interior to the shipping ports. Trade, passengers, freight &c. upwards to Grand Falls and Madawaska for population, and for lumbering parties. The minerals of New Brunswick are free for public enterprise and competition—those of Nova Scotia are held now by the General Mining Association of London. The Westmoreland coal field is 70 miles in length—the great coal field of New Brunswick extends over an area of 5000 square miles. It is believed that if an easier access were afforded, American capitalists would be induced to speculate in the coal fields and iron ores of this Province, and reduce the price of coals both there and in Nova Scotia. The Railroad would facilitate operations.

RETURNS TO CANADA.—Trade and passengers to River Du Loup. Population on the line, 125,000, 30,000, capable of travelling. 1 trip each year to and fro—60,000 passages at 10s. £30,000. Agricultural produce to Quebec, beef, pork, hay, butter, milk, fruit, poultry, &c. Cordwood, deals, battens, lumber, &c. £255,000 of British W. India goods passed last year from Quebec across to Metis and Black River to supply lumberers. By the Settlement of the forests to the South and East of River Du Loup—these sources of revenue would be largely increased. A large portion of the wealthy classes from Quebec, Montreal, as far west as Toronto, come to the River du Loup to enjoy sea bathing—this travelling would be a large source of income.

and to the coast, and the whole of the Province would be benefited.