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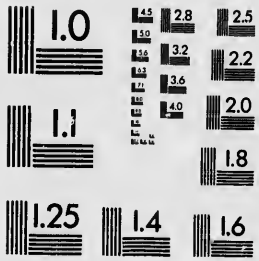

REMARKS

ON THE SUBJECT OF

A LINE OF RAILWAY

FROM

ST. ANDREWS,

TO WOODSTOCK ON THE RIVER ST. JOHN,

IN NEW BRUNSWICK, AND THENCE TO

QUEBEC, IN LOWER CANADA,

BRITISH NORTH AMERICA.

ST. ANDREWS, N. B.

PRINTED AT THE STANDARD OFFICE, WATER STREET.

REMARKS
ON THE SUBJECT OF A LINE OF RAILWAY FROM *ST. ANDREWS, to WOODSTOCK*
On the River St. John, in New Brunswick, and thence to Quebec in Lower Canada, British North America.

CONSIDERING it necessary to lay before the public, some account of the advantages that will probably result from opening a line of Railway from Saint Andrews to Quebec, I submit the following statement, which I believe from the information derived from numerous enquiries, to be correct.

This line has been in contemplation since 1836, and was surveyed by Major Yule, of the Royal Engineers, under appointment of the British Government. The operations of that officer commenced at Point Lavi, crossed the head waters of the Saint John, passed the Allegash, and down the Aroostook to its mouth, thence to Mar's Hill, and through the valley of the river St. John to Woodstock and Eel river, and thence to the termination at Saint Andrews; the whole distance, according to this survey, being about 260 miles.

The most part of this extensive line intersects a remarkably fine country, both in respect to the growth of timber, and soil for cultivation; and it is worthy of remark, in reference to this Railroad, that no tunnelling will be necessary, very few rivers to cross, and even those can be bridged at a comparatively trifling expense; besides, it is found that no grade will be required over 39 feet in a mile, as reported by Major Yule.

By the Ashburton treaty, all the lands from the Canada line to near the mouth of the Aroostook, over which Major Yule surveyed the line, have been ceded to the United States, and consequently a British line of direct connexion between Canada and the lower Provinces, is broken, and thus the projectors of the line in question have been forced to abandon that route, and explore a new line, which proceeds from the original line at the mouth of the Aroostook, crosses the Saint John at the Grand Falls, continues by Tamisquata to the Saint Lawrence, and following its margin reaches Point Lavi, or may terminate at the river Du Loup. (At this latter point the distance from Saint Andrews to the river St. Lawrence, would be 230 miles.)

This latter route to Quebec has been found perfectly practicable, but it increases the distance about 90 miles further than the other, and requires expensive bridges at the Grand Falls and Madawaska,

It is stated that capitalists in the United States have pledged themselves to construct the road from the mouth of the Aroostook, up the valley of the river, and across the Allegash to the Canadian Frontier, and also to procure a Railway Act of the state of Maine, and an Act of Congress, to allow British goods and mails to pass duty free, or at the same rates as through British territory, provided the like privileges were conceded to them, so that there would be a connecting Railroad between Quebec and Saint Andrews of 260 miles, as originally intended. Were either of these lines completed, the flour and goods of Canada, could be brought from Quebec to St. Andrews, for one cent. per ton, per mile, less than 1s. 3d. per barrel. But suppose that charge were double, its advantages are still apparent, when we consider the great demand which exists for Canada flour for the whole Bay of Fundy, and the intermediate country from St. Andrews to Quebec; the present price of flour at St. Andrews and other sea ports in the Bay of Fundy is $6 to $6½ per bbl.; at Quebec it is $4 to $4½; at St. John and St. Andrews oats are 2s. to 2s 6d. per bushel; in Canada in winter 9d. to 1s, and all other goods in proportion. Pearl and pot ashes that usually remain all winter at Quebec, would find immediate opportunities of shipment to England. It should also be considered what a large market would be opened to the West Indies for Canadian produce which could be shipped from the mild climate of St. Andrews at all seasons, but which cannot be done by the St. Lawrence, where the voyage is usually long and dangerous. It therefore becomes a question, which of the two is the preferable route, the shorter one through the State of Maine, or that by the Grand Falls keeping within British territory. An examination of Greenleaf's map will give the enquirer more correct information than he can obtain from any description.

That the unfavourable character attributed to the Bay of Fundy is untrue, would appear by the following facts. In the year 1847, it is proved by Custom-House entries, that between Cape Sable and Eastport 5,000 registered vessels entered the Bay of Fundy. For the last ten years the losses by shipwreck have not averaged thirty sail, whereas nearly that number have been lost in the Gulf of St Lawrence in one storm, altho' the amount of tonnage of the St. Lawrence is far less than that of the Bay of Fundy. The Bay of Saint Andrews is of great beauty, capacious, and perfectly safe for shipping, and is free from ice at all seasons of the year. St. Andrews is the most westerly seaport in New-Brunswick. It is 12 miles from Eastport: is 50 miles lower down the Bay of Fundy than St. John, and consequently so much nearer England and the United States.

The Upper St. John and its tributaries produce the large pumpkin or soft pine in abundance, which no other country furnishes of the same quality.—The great staple of this country is lumber. Upwards of 130,000 tons of pine timber from the upper country, is annually sent to St. John, its transmission attended by great loss and delay before it reaches the market. The expense of driving, the loss of a portion from bruises and other causes, and consequent reduction from necessary rehewing and resurveying when received in the ponds, is estimated at about 33⅓ per cent. Boards, shingles, clapboards, pine timber, &c from the Aroostook and numerous rivers, are floated in great quantities to St. John for the United States market.—These articles also are subject to many of the casualties attending the transmission of timber, and the expense of transportation is 50 per cent. more than it would be by Railway to St. Andrews, without actual loss of any portion.

Boston is principally supplied with cord wood and hemlock bark from Nova-Scotia, which occupies fully one quarter longer voyage than from St. Andrews. There is no limit to the quantity of wood, bark, clapboards, shingles, timber, deals, ship timber, that could be furnished by this Railway.

The Iron works at Woodstock are now in active and successful operation, and possess every element necessary to their becoming an extensive and important establishment. The same argument with respect to the transportation of Timber &c, equally applies to the exportation of their Iron, and to the importation of supplies for their workmen.

Our Staple Fish and Lumber both for British and U States markets, cause a great importation of breadstuffs and supplies particularly for the lumbermen, which are chiefly imported from Boston. These goods pass by Eastport to St. John 50 miles as before stated, and carried thence to Fredericton 84 miles, thence to Woodstock 75 miles by water, making 209 miles. As the St John river is frozen up from 5 to 6 months in the year, and not navigable from drought to Woodstock during a part of Summer, the expense of supplying this upper country is a great drawback to its prosperity, which would be obviated, were the contemplated Railway in operation. Woodstock is only 80 miles from Saint Andrews, so that the cost of transmitting imports and exports by the proposed scheme, would probably be three fourths less than the present rates, attended by the great advantage of possessing an uninterrupted communication.

The supply of goods for the American side of the boundary, for Houlton, the Aroostook, Fish river, Madawaska and other places is principally carried from Bangor to Houlton by sleds in winter, a distance of 117 miles. Bangor is situated on the Penobscot 50 miles from Deer Island at its mouth and is frozen up 5 to 6 months in the year, consequently most of the merchandize for the upper Country is deposited at Bangor during the summer for winter transportation. These goods would find their way by the Saint Andrews and Quebec Railway under the facilities given by the bonding system—free of duty.

The enormous quantity of goods required for the upper country exceeds belief. In 1845 fully 300,000 barrels went up for both sides of the line at an average cost of one dollar pr. barrel, whereas it could be carried by Railway from Saint Andrews to Woodstock or Houlton for one shilling.

Passengers could be conveyed from Houlton and Woodstock to Saint Andrews in four hours, thence to Portland in 12 hours, at a cost of seven dollars, whilst as they now travel via St. John the fare is about double, and it often requires four days to accomplish the journey.

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The lands at Houlton, Woodstock, Aroostook, and for hundreds of miles in the interior, are proverbial for richness of quality, and when cultivated their produce is superabundant.

It is through the river St. Lawrence that the extensive Canadas are supplied with West India goods, and it should be borne in mind, that the ships so employed pass near Cape Sable in the Bay of Fundy, and that during winter these goods are deposited at Halifax; in Spring they are transhipped to Quebec and Montreal, incurring heavy charges The distance from Cape Sable through the Gulf and river St. Lawrence being about 1200 miles, this voyage can only be performed in safety during 5 months in the year.

The distance from Cape Sable to St. Andrews is 130 miles, from thence to Quebec 260, taking Major Yule's route, making in all 390 miles, consequently there is a saving of nearly 800 miles, in transmitting West Indian produce to Quebec. It is known, that the freight of a cask of sugar from the West Indies to St Andrews is $2 to $2½, whilst the same from West Indies to Quebec is $5 to $6, and sometimes $8. The West India vessel obtains no return cargo from Quebec, and has to encounter an increased length of voyage, extra insurance &c., whereas at St Andrews the most suitable and assorted West India cargoes of fish, lumber &c., can always be procured; from the above, and the fact that goods can be imported into St. Andrews throughout the year, and immediately forwarded to Quebec, it is evident that were the Railway finished all this immense traffic would be directed by this route to Canada.

Since ships from England arrive at St. Andrews in all seasons of the year, how important and advantageous would it be to the fancy dry goods and other Merchants of Quebec and Canada West, to have spring goods in February or March. It is difficult to anticipate the great trade that would flow along this line, from Canada East and West. Instead of flour and provisions for the lower British Provinces, being imported from New York and Boston, and there paid for in cash, they would undoubtedly come from Canada and be paid for in West India and other goods. Fresh fish, which are taken at all seasons of the year in the Bay of Fundy, as well as cured, would be an important and large item of traffic of all the upper St. John and Canadas, the transmission of which would be a source of revenue to the Railroad.

The Mails from England to Halifax, have been brought from that City to Annapolis in 12 hours, thence to St. Andrews by water, the distance is 55 or 60 miles, which can be run by steam at all times in the year, in 4 or 6 hours, and thence to Quebec by Railroad in 12 hours, making 29 hours, or at furthest 36 in all; this fact of itself is of paramount importance.

An Act of Incorporation has been obtained for the Railroad through New-Brunswick, to the Canada line, on the most favourable terms, with the privilege of extending lines to any part of the Province. The Legislature of New Brunswick, have guaranteed an interest of 6 per cent, on £100,000 for 25 years, on the completion of the Railway to Woodstock. It has also granted five miles deep of Crown Lands on each side of the line from St. Andrews to Woodstock, which comprises at least 200,000 acres of the most valuable Crown Lands in British North America. The proprietors of lands through which the line passes, have nearly all given the right of way, and little or no expense, has as yet been incurred by the Company, the preliminary Survey, being defrayed by the British Government, and the services of the Directors hitherto gratuitous.

The Wood required for superstructure and bridges, will be procured at a very trifling expense, as the Company's land produce it in abundance.

It is contemplated, to limit the first operations to the completion of the line, from St. Andrews to Woodstock, for which the larger amount of Stock is subscribed in England, and New-Brunswick.

In 1836, the Government of Canada passed resolutions, to extend to any Railway, that should hereafter be built, from opposite Quebec through Canada, to meet the St. Andrews line, facilities on equal terms with New-Brunswick, and there is no doubt that this will be honorably redeemed by the present Government.

It may fairly be asked, will this Railway pay the proprietors? It is

my opinion that it will, and that its returns will be more remunerative than those of any line of Railway on the Continent of America; I sustain this opinion for the following reasons.—viz.

1st In the construction of the road, there is no outlay for the first surveys, as the British Government explored the line, and paid all costs attending the same.

2d The Act of Incorporation, was procured at a very trifling expense, as already stated, and the right of way has been nearly all given to the Company by individuals

3rd The Provincial grant of 200,000 acres of land, as before mentioned, will pay a large portion of the cost of the line.

4th Iron is now less than one half what it cost in former years, being now £5 10 per ton in England and very little duty on it here.

5th Labour never was so low as at present, so that the line can be constructed at one half less than it would have cost four years ago.

6th The wood for superstructure would cost comparatively nothing, the company's lands containing a sufficient growth as above stated.

7th The remunerative traffic which must necessarily be conveyed by it, as already detailed in the foregoing statement, is a conclusive reason for forming and maintaining this opinion.

The Railroad Company, are honoured by having the following distinguished personages on the London Board, gentlemen who have largely subscribed to its stock, and express a most lively interest in its success.

The Rt. Hon. the Earl FitzWilliam,
" " Lord Ashburton,
Capt. J. M Laws, R.N.
Benj. Sharpe, Esq. R.N.
Col. Tyldon, R. Engineers,
Francis Edwards, Esq Barrister,
J. N. Featherstone, Esq.

The following Gentlemen compose the Board of Directors in St. Andrews, viz.

Admiral the Hon. W. F. W. Owen,

Hon H. Hatch,	Hon. Geo. S. Hill,	Capt. J. J Robinson, R. N.,
Capt. P. Shortland, R N.,	C. Connell, M. P. P.	Edward Wilson, Esq.,
Geo. J. Thomson, Esq.,	Geo. D. Street, Esq.,	H. H. Hatch, Esq,
A. Carman, Esq.,	John Wilson, Esq.,	A. L. Reade, Esq.

CERTIFICATE FROM REAR-ADMIRAL OWEN.

Whereas some persons, having objects which appear to concern their interests, have set forth some false opinions, and have set them forth as the result of actual experience, to the detriment of the character of the Bay of Fundy, and of the truth, and having been requested to state professionally, my judgment on the navigation of the Bay of Fundy, and to state whether its shores, and the nature of its difficulties do present obstacles to safe navigation at any seasons:

I commanded the Columbia, a man-of-war steamer, six years on the coasts of Nova Scotia, New Brunswick, and Newfoundland, between the years 1841 and 1848, and have many times traversed all the sea between those limits, that is between Cape Cod and the south shores of Newfoundland, and at all seasons of the year, and must certify, that the navigation of the Bay of Fundy is always safe, and offers more advantages in the way of refuge, and to safe navigation, than are usually met with on the shores of the ocean in any part: it is much better lighted than many other parts of the world.

I have traversed all the parts between Chignecto or the Northern shore and the Bay, at all seasons, without danger or difficulty; the navigation is at all times safe and commodious; and in general, it may be said, it offers greater facilities for safe navigation than common, and much greater than any other parts of the coasts of Nova Scotia and Newfoundland.

W. F W OWEN, *Rear Admiral, and late Naval Surveyor of the Bay of Fundy.*

Campobello, January 1, 1850.

CERTIFICATE FROM THE HON. THOMAS BAILLIE, SURVEYOR GENERAL.

The quantity of ungranted Crown Lands, within five miles of the proposed line of Railway from St. Andrews to Woodstock, is about 200,000 acres, the greater proportion of which is of the very best description, being heavily timbered with the most valuable varieties of hard and soft wood—as pine, spruce, hemlock, cedar, beech, ash, elm, and maple.

Extensive tracts are of superior quality for cultivation, and present one of the finest opportunities I am aware of for the location of Emigrants in compact bodies.—The Settlements already formed near the extremities of the line, flourish and increase rapidly in wealth.

The proximity of these lands to the sea-board, even now greatly enhance their worth, but this will be increased in a high ratio when the Railway intersects them.—Sales of Blocks of several thousand Acres in this, the south-western part of the Province, have brought prices averaging one hundred per cent, higher than anywhere else, and the timber and lumber berths sold there last season, realized to Government a rate previously unexampled.

(signed) THOS. BAILLIE,
Surveyor General.

Crown Land Office,
Fredericton, New Brunswick,
13th April, 1849.

The capabilities of New Brunswick as an agricultural country, are well sustained by the following extract from a lecture delivered by Professor Johnston, of European celebrity, at the Mechanic's Institute in St. John, 27th Dec. 1849.

The produce of New-Brunswick, compared with that of the States of New-York and Ohio, as also Upper Canada, for 1848 :—

New Brunswick.		*New-York.*	*Ohio.*	*U. Canada.*
Wheat, per acre,	17¾ bush.	14 bush.	15¼ bush.	12¾
Barley,	27	16	24	17¼
Oats,	33	26	33¾	24¾
Rye,	18	9¼	16¾	11¼
Potatoes,	204	90	69¼	81
Turnips,	389	88	No returns.	

The next point considered, was the prices obtained for the produce; with reference to which he was of opinion, that the farmers of New-Brunswick, as a whole, were better off than those of other parts of North America; and then stated the average prices obtained for certain articles in this Province compared with the following places :—

New-Brunswick.		*Upper Canada.*	*Ohio.*
Wheat, per qr.	60 8	28	31
Barley,	34 0	18	14 8
Oats,	16 0	10	8
Rye,	38 8	18	16
Potatoes, per bu.	1 11	1 6	1 10½

Qr. is eight bushels.

BANGOR, *(State of Maine,)* Jan'y. 1850.

Being desirous of ascertaining the quantity of Merchandize that is brought from Boston and other ports in the United States to the City of Bangor in summer, for the purpose of transportation to Houlton, Fish River, and the Upper St. John, with the cost of such transportation,—I am enabled to state from the most reliable sources, that the following is as near the truth as can be arrived at :—

6,000	barrels of Flour, 200 lb. ea.	2,27	$ 13,620
5,000	Pork, 300 ,,	3,00	15,000
10,000	Indian Corn Meal	2,27	22,700
7,000	Fish, &c.	3,00	21,000
8,000	Salt,	3,00	24,000
8,500	West India Goods	3,00	25,500
4,000	Tea, Soap, Candles, &c.	2,00	8,000
60,000	Crockeryware, Machinery, Domestic Goods, Liquors, and various other kinds of Goods,	2,27	136,200
108,500	Barrels amounting to		$ 266,020
	Traffic of Goods that pass up the Kennebec River, to Moosehead Lake, and the Eastern branches of that river, is 27,125 barrels, ea. 2,27		66,200
			$ 332,220

The above includes freight and charges on Merchandize from Boston to Bangor and Houlton and Kennebec routes; also, from the most accurate in-

formation that can be obtained the quantity of Lumber which passes down the Penobscot in one year, is *Two Hundred Millions* superficial feet, which in part causes the consumption of the above Merchandize.

The following certificates show the quantity of goods passing up the St. John, under bond, for the American side of the river. In addition, the quantity of Flour, Beef, Pork, Fish, Iron, Salt, Crockeryware, and Dry Goods for the British side, is very large. It is said that in 1845, fully 200,000 barrels passed Fredericton in horse tow boats; and fully 10,000 barrels pass through Calais for Houlton, per annum.

PORT OF ST. JOHN N. B.

An account shewing the quantities of goods transported by Inland Navigation from this port, *under bond*, to those parts of the State of Maine, watered by the river St. John, or its tributaries, (including Houlton, Woodstock, Fish River, Fort Kent, Fort Fairfield, Limestone River &c.,) during the year 1849.

Wheat flour	Barrels	2,521
Pork	Barrels	978
Molasses	Gallons	12,043
Tea	Pounds	7,976
Sugar	Cwts	88 0 9
Tobacco	Lbs.	11,982
Indian Corn	Bushels	100
Salt	Bushels	300
Brandy	Gallons	2,210
Geneva	Gallons	1,298
Wine	Gallons	165
Rum	Gallons	39
Coffee	Cwts	11¼
Rice, beans, meal, glass, leather, boots and shoes, tobacco pipes, rakes, and brooms, ashes, saleratus, pitch, soap, hardware, earthenware, dry goods, cottons and woollens, lard, furniture, chairs, hair mattrasses, feathers, straw cutters, washing machine, indigo, allum, clocks and weights, zinc, snuff, shovels, candles, nuts, pails, scythes, forks, oil and turpentine.	computed in barrels at	593 Brls.
Nails, lead, dried fruit, cordage, stoves, pans, iron, codfish.	computed in cwts at	145 Cwts

Treasury, St. John N. B.
12th January, 1850.

B. ROBINSON,
P Treasurer,

PORT OF ST. JOHN, N. B.

An account shewing the quantity of Clapboards and Shingles exported to the United States from this Port, the manufacture of those parts of the State of Maine, watered by the River St. John and its tributaries, from Woodstock upwards, during the year 1849.

Clapboards	2,008,000	pieces or about	1,339,000 feet,
Shingles	4,418,000	"	

Custom House, St. John, N. B.,
12th Jan. 1850.

ALEX. GRANT,
Cont'r.

That this Railway will pay the Proprietors is evident. It is quite superfluous to expatiate further on the great advantages New-Brunswick would derive from the completion of this important undertaking, for they have already been proved by the foregoing statements, and other statistics which have been published.

JOHN WILSON.

St. Andrews, New-Brunswick, Jan. 1850.

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HN WILSON.

Since the foregoing was in type, the following certificates have been received.

BANGOR, 1st Feb., 1850.

We the undersigned, do certify, that from information to be depended on, and in which we have the most implicit confidence, that there passed up the Penobscot from Bangor and the Kennebec, during the past year, for the supply of the upper St. John River on the American side :—

135,625 Barrels Merchandize, at a cost of transportation of 332,220 dollars, and that fully Two hundred Millions feet of Lumber came down the Penobscot to Bangor.

WM. BABCOCK.
A. W. BABCOCK.
I. M. BRAGG.

—

I am unacquainted with the trade of the river Pennhsent, but from the highly respectable signatures to the above, every credit may be given to the same.

FRED. HOBBS,
Solicitor.

The above goods would no doubt all go by the St. Andrews & Quebec Railway, as the cost of transportation will not be one fifth of the present rates.

—

"Knowing the high respectability of the above parties, full faith and credit is due to their statement.

C SHERWOOD,
H. B. M. Vice Consul,
District of Passamaquoddy, U. S.

—

The following extract of a letter from J. Bell Forsyth, Esq., dated Quebec, 24th Jan'y. 1850, will show the determination of the Canadian Government to carry into effect the Resolutions of 1836, as before noticed :—

"Are you not aware, the present Government of Canada have passed resolutions—pledging security of the Province, for the construction of half any Railway which may be built exceeding 70 miles in length ; consequently you will only have to make half the road from the Province line to Quebec."

J. BELL FORSYTH.

JOHN WILSON, Esq.,
President St. Andrews and Quebec Railroad Company,
St. Andrews, New Brunswick.

Extract from the work on the "British Colonies," recently published by R. Montgomery Martin, Esq., and dedicated by Special Authority to Her Majesty the Queen.

"Connected with an efficient transatlantic communication is the establishment of a railroad on the seaboard of British America, which shall connect the whole of the North American provinces and form a continuous steam transit from the sea-coast to Lake Huron; one line has been projected from Halifax via New Brunswick to Quebec, to which I have referred in the details of Nova Scotia: another line is actually in progress, termed the St. Andrews and Quebec Railroad, and is an undertaking carried on under the auspices of the Earl Fitzwilliam, Lord Ashburton, and other gentlemen in England, combined with the principal merchants and inhabitants resident at St. Andrews and other points through which the line proceeds. The line will afford, at all seasons of the year a direct and uninterrupted communication between the Canadas and Atlantic, and will be the only one the colonists will possess through British territory.

"Its political importance can therefore be scarcely overrated, when viewed either as a high road to the mother country, or as connecting the different provinces in a common bond of communication; and in a mercantile point of view, it cannot be considered otherwise than as one of the best investments of the day, having been stamped with the patronage and approval of the late Lord Ashburton, even before the Company received their recent magnificent grant of land. Lord Ashburton's acquaintance with the country, from his settlement of the boundary dispute, renders his testimony of great value. The grant consists of all the unallotted lands comprised within a belt of five miles on each side of the railway, and, by a certificate from the Surveyor-General, contains upwards of 200,000 acres of some of the best land in the province, which in consequence, doubles, or even quadruples the profitable character of the undertaking.

"The Company is incorporated by several acts of the local legislature, confirmed by the Queen in Council, and in addition to the above grant of land, has obtained privileges and advantages which cannot be claimed by any other similar body, viz. 6 per Cent on the English capital guaranteed by the legislature for 25 years, which is chargeable on the revenues of the province. The Company have the power to make branch lines or extensions to, or in any part of the colony without applying for fresh legislative acts, and with the same facilities as to land and the free use of Crown materials as on the trunk line.

"It is officially stated to me that the capital of the Association is divided into 8,000 shares of £20, each: half of which, termed Class 'A,' are to be allotted in England, and the remainder, called Class 'B,' reserved for allocation in New Brunswick; the majority of these shares are already appropriated, and the works are proceeding with vigour, and it is confidently hoped that the first section to Woodstock (80 miles) will be opened in two years. Offices for the payment of dividends and the transaction of such business as must be conducted in England, are established at No. 10 Parliament Street, Westminster; and the interests of the English stockholders are guarded by a board of directors, resident in this country, whose sanction is necessary to all measures proposed by the local directors in New Brunswick. The land belonging to the Company, which has hitherto been of comparatively trifling value, will when the railway passes through it, most probably be eagerly sought after, and at once command a considerably enhanced price, which will far more than bring back their whole capital to the shareholders, as, for instance, there are 8,000 shares of £20. each, and if the 200,000 acres are divided amongst those 8,000 shares, it will give 25 acres per share, which taken at the low figure of £1. per acre gives £25. per share or £5 per share more than the actual capital subscribed: and although the land may be disposed of, and thus re- turn their capital to the shareholders, yet still the line will remain their property. and, from the provincial guarantee of interest, retain a comparative high value in the market.

"This is a strong inducement offered to the English capitalist, the use of whose money will only in the first instance be required; but to the homeless wanderer from the British shores its benefits will prove incomparably greater, as employment will be afforded him on the railway until he has had time to clear his land and become acquainted with the requirements of his novel mode of life; and by this he will be spared that fearful season of suspence which now intervenes between the first cleaning of the land and the period when it yields its return.

"Some of the shareholders have agreed to give a tenth of their land for church, school, and hospital purposes, Thus will nuclei be formed, around which a Population will collect in a healthy and legitimate manner, and blessings, both present and prospective, be secured to all future emigrants."