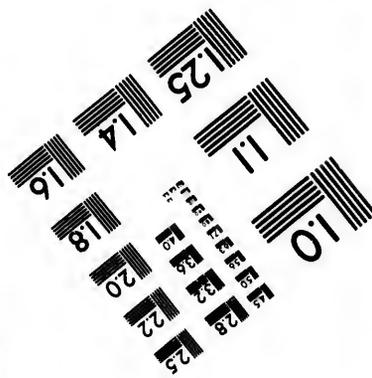
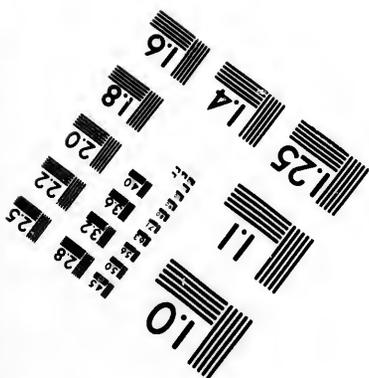
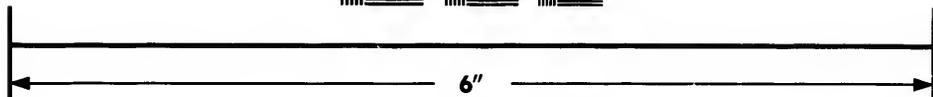
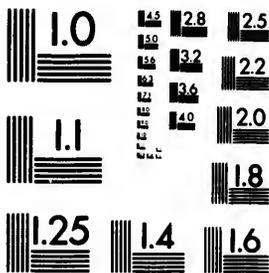


**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

**CIHM/ICMH
Microfiche
Series.**

**CIHM/ICMH
Collection de
microfiches.**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

© 1982

Technical and Bibliographic Notes/Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- Coloured covers/
Couverture de couleur
- Covers damaged/
Couverture endommagée
- Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée
- Cover title missing/
Le titre de couverture manque
- Coloured maps/
Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)
- Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur
- Bound with other material/
Relié avec d'autres documents
- Tight binding may cause shadows or distortion along interior margin/
La reliure serrée peut causer de l'ombre ou de la distortion le long de la marge intérieure
- Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/
Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.
- Additional comments:/
Commentaires supplémentaires:

- Coloured pages/
Pages de couleur
- Pages damaged/
Pages endommagées
- Pages restored and/or laminated/
Pages restaurées et/ou pelliculées
- Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées
- Pages detached/
Pages détachées
- Showthrough/
Transparence
- Quality of print varies/
Qualité inégale de l'impression
- Includes supplementary material/
Comprend du matériel supplémentaire
- Only edition available/
Seule édition disponible
- Pages wholly or partially obscured by errata slips, tissues, etc., have been refilmed to ensure the best possible image/
Les pages totalement ou partiellement obscurcies par un feuillet d'errata, une pelure, etc., ont été filmées à nouveau de façon à obtenir la meilleure image possible.

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	14X	18X	22X	26X	30X
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12X	16X	20X	24X	28X	32X

The to th
The poss of th film
Orig begi the sion othe first sion or ill
The shal TINU whic
Map diffe entir begi right requ riet

The copy filmed here has been reproduced thanks to the generosity of:

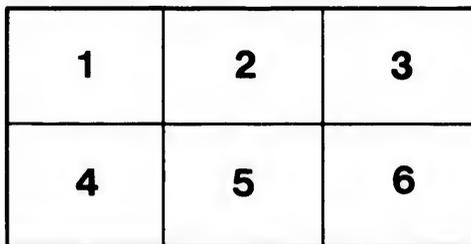
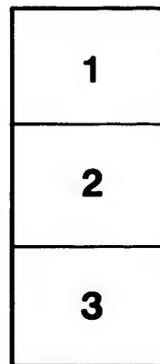
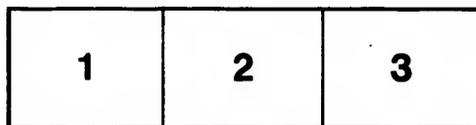
Library of the Public
Archives of Canada

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol \rightarrow (meaning "CONTINUED"), or the symbol ∇ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

La bibliothèque des Archives
publiques du Canada

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole \rightarrow signifie "A SUIVRE", le symbole ∇ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

ire
détails
es du
modifier
er une
filmage

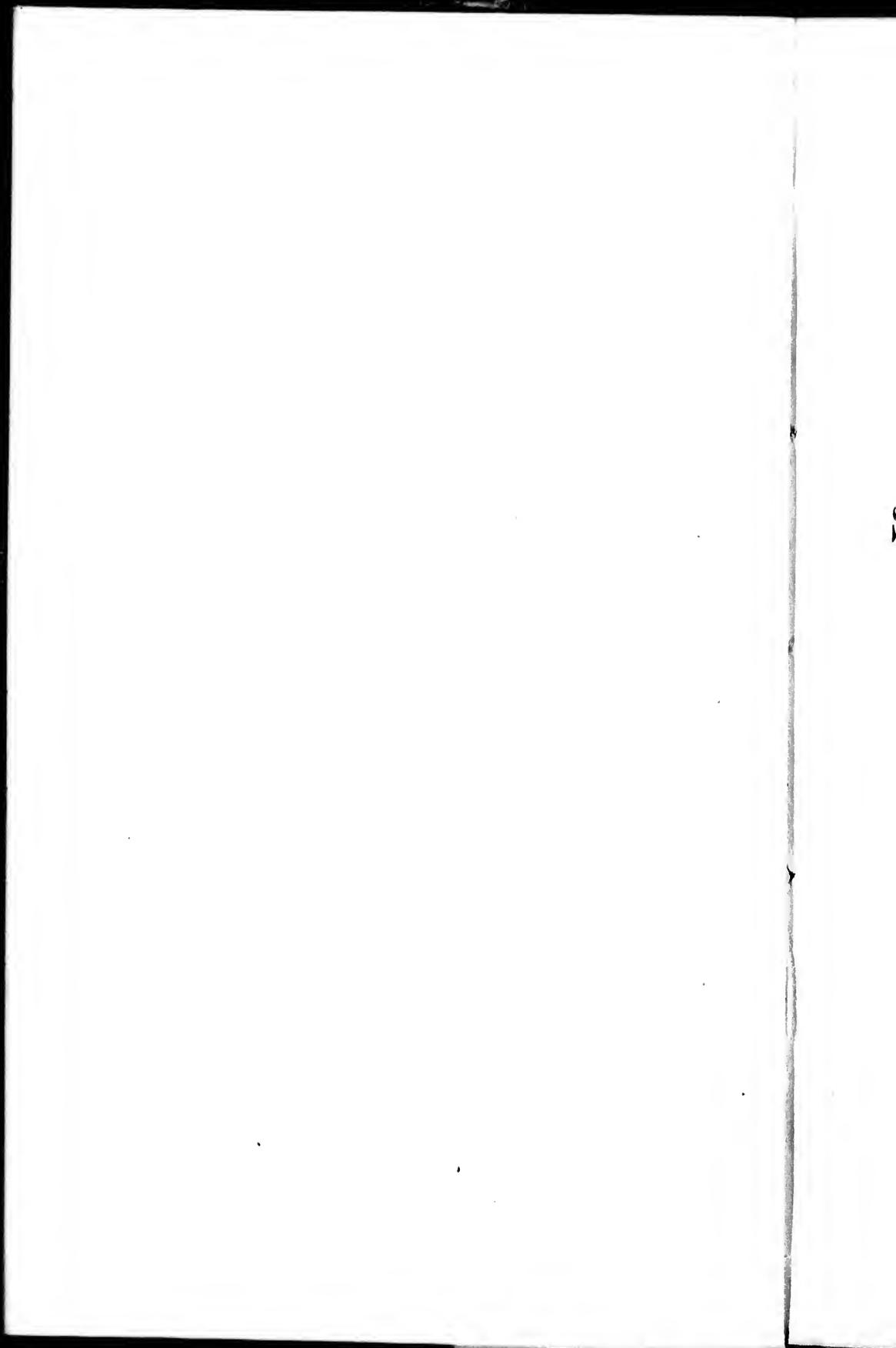
es

errata
l to

t
e pelure,
on à



32X



PROSPECTUS

OF THE

ST. ANDREWS AND QUEBEC

RAILROAD.



SAINT JOHN, N. B.

PRINTED BY HENRY CHUBB & CO. (COURIER OFFICE,)

PRINCE WILLIAM-STREET.



1846.

Th
cer
the
to
ad
cer
ver
Ca
Ca
tha
be
mo
or
the
to
pla

ac
is,
co
Ro
fer
Co
co

pr

“ SAINT ANDREWS AND QUEBEC RAIL ROAD.”

(ORIGINAL PROSPECTUS.)

THE splendid and highly interesting scheme for opening a certain and expeditious communication between Canada and the Atlantic Ocean, by a Rail Road from a point near Quebec to Saint Andrews in New-Brunswick, an open Winter Port, advantageously situated in the Bay of Fundy, having now received the approbation and support of Earl Gosford, the Governor in Chief of British North America, the people of Lower Canada, and the two branches of its Legislature; of Sir Archibald Campbell, Lieutenant Governor of New-Brunswick, the people of that Province, and both branches of the Legislature; it therefore becomes expedient, that the views of the Projectors should be more fully exhibited to the Public than has yet been done, in order that it may be enabled, in some degree, to appreciate the benefits likely to result from so great an undertaking, and to judge how far, and what degree of confidence may be placed in the investment of funds necessary for its completion.

When it is considered that the only natural outlet from and access to Canada, are by the St. Lawrence, and that this River is, as to navigation, closed more than half of the year, it becomes evident, that a communication of the nature of a Rail Road must be of immense utility to such vast, flourishing, and fertile Countries, and that the transportation of Goods and Commodities of various kinds would unquestionably be of corresponding magnitude.

The Imports to and exports from these Countries, have, in prospect, scarcely a limit. At present, the former are exten-

sive, but would be greatly and progressively enlarged by an increased facility of procuring them, particularly such articles as might be wanted when the usual and hitherto only source was closed to their introduction ; and many of the latter, such as Flour, Grain, Provisions, Ashes, and other products, are, from the same cause, excluded from a market until late in the spring or early in summer.

The contemplated Rail Road would remove all these obstructions and disadvantages, and command a large portion of the transportation of those goods and products at all seasons, and the whole during half the year ; thus securing to the Canadas an uninterrupted intercourse with all the world, but more especially with New-Brunswick, Nova-Scotia, the West Indies, and the United Kingdom, which, with the consequent advantages of more speedy returns and greater accommodation, would advance the prosperity of all the Provinces, give an impulse to enterprise and production, and increase trade to an unknown extent. Indeed, it would be but the commencement of internal improvement that must soon extend to the *further West*, and concentrate an immense traffic of the utmost national importance.

This magnificent view should never for an instant be lost sight of, but be acted upon with all possible promptitude and energy, the urgency of which is indicated every day, and if not attended to, will shortly be manifested in the diversion of wealth and trade to neighbouring Countries, with but little chance even of a partial recovery ; the great value of which may, in a degree, be established by the circumstance of the rivalry now subsisting between the States of New-York and Pennsylvania to obtain each a portion of it.

To secure these unlimited and legitimate resources, it will be only necessary to construct a Rail Road from Quebec and Montreal to Lake Huron, in extension of that from St. Andrews to Quebec, which may be done at an expence not exceeding One Million Pounds : thereby shortening the distance, and almost uniting the Ocean and Great Lakes.

Another feature of great moment is presented to the interests of humanity by the preliminary and fundamental project now brought forward, in the inestimable benefits that would accrue to Emigration, both in comparative safety and shortness of voyage ; by which the Emigrant would find his way to any

part of Canada cheaper and in less time than he could by any other route, and that without encountering the extra risk, too frequently experienced in the Gulf of St. Lawrence.

Nor are these the only views to be taken of the subject:— The resources of two hundred miles of rich forest Country would at once be opened and rendered productive, and the Timber and different kinds of Lumber procured on the track of the Road would afford immediate employment and yield of itself a large income, besides giving rise to Towns, Villages, and Settlements along the whole line. Lime, Gypsum, and superior Slate quarries also are to be found in abundance, and indications of Coal have been discovered.

Without entering into a detail of the various items from which the revenue will arise, a few of the leading ones may be adverted to as data by which general conclusions may be attained. As the Road will necessarily pass through superior and abundant groves of Yellow and Red Pine, and across minor Streams and branches of Rivers, near excellent Mill Sites, no doubt can be entertained but that prodigious quantities of Timber, Boards, and Deals, will be brought down for exportation which otherwise must for the most part be locked up for ages; but allowing the moderate and average quantity of One Hundred Thousand Tons annually to be transported at the rate of Five Shillings per ton, (about the cost of *River-driving*.) and this item will pay £25,000; and taking the consumption of New-Brunswick and the Northern part of Nova-Scotia as the standard of computation for Flour, Grain, and Provisions, it will be found at least equal to 110,000 Barrels, which, at Three Shillings per Barrel, will be £16,500; in all, for these articles alone, £41,500. This may be said to apply at the present time, with a reasonable expectation of arriving to double that sum; and if the West-India and other imports, with Passengers, Emigrants, &c. are included, it must, in rational probability, be more than treble. The actual, or even probable amount of income, however, cannot be ascertained otherwise than by inference; but enough is known of the nature and importance of the forests, and of Canadian import and production, to justify the conclusion, that the profits of transportation would warrant the undertaking; and that they would be fully adequate to defray charges and pay interest for capital invested, so soon as the Road was fairly in operation,

and become, shortly after, stock of greatly enhanced value ; and this expectation is the more apparent from the certainty that the cars on the whole route will be loaded both ways, an advantage which few Rail Roads can possess.

The cost of constructing this Rail-road is unknown. The distance is supposed to be about 250 miles,* through an uncommonly level country, without the intervention of any ascents that would require stationary power,—except at Point Levi, near Quebec,—or of any impediment worthy of notice. But, taking as an estimate the expense of similar works in the United States, it is presumed, and confidently believed, that One Million, sterling, will be sufficient ; and that little more than half that sum will be ample, should Government make liberal grants in aid of the undertaking—for which, application has been made to His Majesty by petition.

An Act has passed the Legislature of New-Brunswick, without expense, incorporating “The St. Andrews and Quebec Rail-Road Company,” with a capital of £750,000, divided into 30,000 Shares of £25 each, which, with a similar Act, to be passed in Lower Canada, with a capital of £250,000, will make One Million—the full amount of the estimated expense : or, the capital of the latter may be greater, if thought expedient.

When it is taken into consideration, that the proposed Rail-road, the track of which is indicated by the accompanying plan, will be through wilderness country, with a plentiful supply of all kinds of timber wanted in constructing the works, where few bridges or embankments will be required, and where the right of way can be secured at little or no expense, there can be little doubt that the estimate will be found to exceed the actual cost.

In the neighbouring States, Rail-roads are in the course of construction, of far greater magnitude, and with much less inducement from immediate prospect of profitable returns, and many of them have greater difficulties to encounter than the one from St. Andrews to Quebec, which latter the Association are induced to advocate, from the most careful attention they have been able to give it, as being one of the most splendid and promising routes, and one that possesses more graphic and

* This was the supposed distance, previous to the survey, but since the alteration in the route, from the cession of territory, it is estimated at about 340 miles.

national features and advantages, than any other that has been, or probably can be suggested in North America.

This statement and prospect, the Association hope and trust, will be admitted to be reasonable and satisfactory; and they pledge for its accuracy *all they can*—the integrity of their deliberate investigation, and of their entire conviction.

JAMES ALLANSHAW, *Chairman,*

THOMAS WYER, *Deputy Chairman,*

H. HATCH,

JOHN WILSON,

JAMES RAIT,

SAMUEL FRYE,

J. McMASTER,

} *Committee
of
Management.*

ADAM JACK, *Secretary.*

Both branches of the Legislature of Lower Canada also approved the scheme, and showed the interest they took in it by passing the following Resolutions:—

HOUSE OF ASSEMBLY, QUEBEC,)
 Wednesday, 16th Dec. 1835. }

Resolved,—That every facility should be given to meet the views of the Legislature of New-Brunswick, in opening any intercourse between the two Provinces.

Resolved,—That as soon as the Legislature of New-Brunswick has passed an Act to establish a Rail Road from Saint Andrews to the Province Line, that every facility should be given to the enactment of a Law of a similar nature, upon conditions as favourable as may have been granted to any Rail Road Company within the Province.

Resolutions adopted by the Legislative Council, Saturday, 19th December, 1835.

Resolved,—That a Rail Road between the Port of Saint Andrews, on the Bay of Fundy, which is open at all seasons of the year, and the Port of Quebec, would greatly diminish the disadvantages under which the Province labours from the severity of its climate, and the consequent periodical interruption of the navigation of the River Saint Lawrence.

Resolved,—That the opening of such communication between the port before mentioned, would promote the settlement of the country, greatly facilitate the intercourse between this Province and the United Kingdom, extend the interchange of commodities between the British Possessions in America, increase the demand for British manufactures, and be the means of affording additional employment to British shipping.

Resolved,—That for the foregoing reasons it is highly expedient to promote and facilitate the views of the Saint Andrews and Quebec Rail Road Association; and that so soon as the Legislature of the Province of New-Brunswick shall have passed an Act to establish a Rail Road between St. Andrews and the Province Line, every facility ought to be given to the enactment of a Law of a similar nature, upon conditions as favourable as may have been granted to any Rail Road Company within this Province.

Resolved,—That an humble Address be presented to His Excellency the Governor in Chief, praying that His Excellency will be pleased to transmit the above Resolutions to the Secretary of State for the Colonial Department, as the opinion of the Legislative Council upon the subject to which it has reference, and praying also that His Excellency will be pleased to recommend the subject to the favourable consideration of His Majesty's Government, if His Excellency shall think fit to do so.

The inhabitants of Quebec and Montreal took a warm interest in the measure, and zealously came forward and signed a Petition to His Majesty for aid: and the Board of Trade of both of those cities joined the Association, as will appear by the correspondence with the Deputation.

On the 16th of January, 1836, the party of exploration returned, having proceeded to the head waters of the Saint John River, near the Canadian line, and having found a very level tract for a Road, without any material impediments, as will appear by their report.

*Resolutions of the House of Assembly of Nova-Scotia,
March 11th, 1836.*

Resolved,—That it is the opinion of this House, that a Rail Road between Saint Andrews, in the Province of New-Brunswick, and the Province of Lower Canada, as contemplated by the Petitioners, will promote the settlement of the country, facilitate the intercourse between these Provinces and the United Kingdom, extend the interchange of commodities between the British Possessions in America, and increase the demand for British manufactures.

Resolved,—That for the foregoing reasons it is expedient to promote the views of the Saint Andrews and Quebec Rail Road Association: and, therefore, that a Committee be appointed to wait upon His Excellency the Lieutenant Governor, and respectfully request that he will be pleased to transmit these Resolutions to the Secretary of State for the Colonies, as the opinion of this House, and recommend the subject to the favourable consideration of His Majesty's Government.

Resolved,—That Mr. Stewart, Mr. Smith, and Mr. Chipman, be a Committee for the above purpose.

JOHN WHIDDEN, CLERK.

Copy of the Association's Petition to His Majesty, for aid, &c.

TO THE KING'S MOST EXCELLENT MAJESTY.

The Humble Petition of the Saint Andrews and Quebec Rail Road Association,

SHEWETH :—

That your Petitioners, firmly impressed with a conviction of the practicability of opening a Railroad Communication from Saint Andrews, in your Majesty's Province of New-Brunswick, to Quebec, in your Majesty's Province of Lower Canada, did, in the month of October last, form themselves into an Association for the express purpose of bringing that desirable measure before the Public, thereby to enable it to form a correct estimate of the incalculable benefits to be derived therefrom.

That they immediately submitted the object of their Association to His Excellency Sir Archibald Campbell, your Majesty's Lieutenant Governor, who was pleased to approve the same, in decided and gratifying terms.

That in a short time, thereafter, they also submitted the scheme to His Excellency Earl Gosford, your Majesty's Governor General in Chief, who likewise was pleased to approve the measure and their proceedings, in the most unqualified manner.

That they caused a party consisting of Surveyors and other men, having a knowledge of wilderness country, to explore the contemplated line of road ; who after great diligence and care, have reported favorably thereon.

That they conceive, that the completion of the proposed Railroad, from Saint Andrews to Quebec, as aforesaid, would be of great national importance, inasmuch as it would connect and consolidate your Majesty's North American Provinces : open a direct and certain communication between them at all seasons of the year ; improve and bring into action many inaccessible resources ; extend the trade and commerce of these growing Colonies, and secure the same to the interests of your Majesty's Empire, which otherwise must, in part, be diverted to other countries ; more especially the extensive and increasing trade of Upper Canada, which will be almost wholly engrossed by the internal improvements now rapidly advancing in the United States, and which the contemplated Railroad alone can counteract.

That Saint Andrews has an open winter Harbour, peculiarly and advantageously situated for shipments to, and from, all your Majesty's Possessions.

That the expense of constructing such Railroad would be too great to induce individuals to undertake it, without the patronage and encouragement of your Majesty's Government.

Wherefore, your Petitioners humbly pray that your Majesty will be graciously pleased to take the premises into your Royal consideration, and direct the construction of a Railroad between the Ports before-named, or extend to your Petitioners such protection and aid, as shall seem to your Majesty, in your wisdom, meet; and your Petitioners, as in duty bound, will ever pray.

JAMES ALLANSHAW, *Member of the Legislative Council of New-Brunswick*, CHAIRMAN.

THOMAS WYER, *M. P. P.*, DEPUTY CHAIRMAN.

H. HATCH, J. WILSON, J. RAIT, S. FRYE, J. McMASTER,	}	COMMITTEE OF MANAGEMENT.
---	---	--------------------------

WARD CHIPMAN, <i>Chief Justice of New-Brunswick,</i> WILLIAM BOTSFORD, <i>Judge of Supreme Court,</i> WILLIAM F. ODELL, <i>Secretary of the Province,</i> THOMAS BAILLIE, <i>Member of Executive and Legislative Councils, and Commissioner of Crown Lands,</i> G. F. STREET, <i>Solicitor General, and Member of Executive Council,</i> GEORGE SHORE, <i>Member of Legislative Council,</i> C. J. PETERS, <i>Attorney General, and Member of Legislative Council,</i> JOSEPH CUNARD, <i>Member of Legislative Council,</i> CHAS. SIMONDS, <i>Speaker of House of Assembly of New-Brunswick.</i>	}	STANDING COMMITTEE.
--	---	---------------------

ST. ANDREWS AND QUEBEC RAIL ROAD.

TO THE PUBLIC.

So long a time has elapsed since the original Prospectus of a Railway from Quebec to St. Andrews was issued, that a short statement of ulterior proceedings may be due to the Public, as explanatory of their suspension.

In 1836, a deputation of the Association proceeded to London, and submitted the project to Government, with a Petition to the King for aid, which was most graciously received, and the prayer of it answered by a Grant of £10,000 for exploration and survey; about £9,000 of which was expended in prosecuting the objects for which it was made, principally under the superintendence of Major YULE, of the Royal Engineers, whose Report is extremely favourable to the undertaking. During the same year, a law passed the Legislature of New-Brunswick, authorizing the construction of the Railway from St. Andrews to the Canada line, and still remains in force.

In consequence of the remonstrance of the United States Government, in 1837, further proceedings were arrested, and the surrender of a part of the tract of country surveyed, influenced a continuance of their suspension, from a fear that the altered line necessary to keep within British territory, might be considered too great an undertaking to induce capitalists to carry it through.

Recently, however, other and longer lines have been proposed and advocated upon various grounds, but the most important object to be secured, *the preservation of Canadian trade*, has only been adverted to, not investigated, so as to show that those lines are equally capable of benefiting it with the one terminating at St. Andrews; indeed it may be assumed, that comparison in that respect is out of the question.

Among the many advantages which this line possesses over any others that can be devised, is its great superiority in point of distance, which *alone* holds out a fair prospect of competing *with American lines*, and consequently of counteracting the controul of a large portion of Canadian trade by foreigners.

The more this vitally important subject is investigated, the more necessary it must appear that the nearest and cheapest route to and from Canada, should be adopted; whatever other railways may be constructed for other purposes.

Whilst the line from Quebec to St. Andrews will best promote and secure this great commercial and political interest, it will, at the same time, pass through an extensive range of woodland, and convey lumber of different descriptions to a near market for exportation, which a longer route would not permit to the same extent, nor on equal terms.

It is therefore contended that this line, both in a commercial and political point of view, is entitled to a preference over all others, and it is believed that it may also subserve all the other national purposes equally as well.

The principal objection raised against this line is its proximity to the American boundary, being thereby rendered, in the event of a war, liable to be impeded by hostile invasion, &c. Although this state of events is not to be guarded against, it should be recollected that even the one from Halifax will be subject to the same peril, should it be an object with the enemy, as a large portion of it will be equally exposed, and that at a point where it will be most vulnerable.

It should always be kept in mind that Rail-Roads are best adapted to promote peace and civilization, and, therefore, that the argument of contiguity is greatly in favour of the St. Andrews line, instead of having any actual weight against it, as it would be met and intersected by one from the American side, which would materially increase its utility, and enhance the value of its stock, and at the same time add to its safety in the event of hostilities, by influencing restraint in self defence.

In the event of the Halifax and Quebec line being determined upon, as it most likely will be, the one to St. Andrews will

become a branch of about one hundred and forty miles in length, and undoubtedly pay far better than any other portion of it, as it will be the shortest route for Canadian intercourse and trade, and, consequently, command a greater amount of traffic than any other terminus; and it must be kept in mind, that it is the only one that can, successfully, compete with the diversion of Canadian trade to foreign ports, and their monopoly of it.

THOMAS WYER, *Chairman,*

H. HATCH,
J. WILSON,
S. FRYE,
G. D. STREET,
G. F. CAMPBELL,
W. HATCH,

} *Committee
of
Management.*

ST. ANDREWS, *24th January, 1846.*

**SUPPOSED AMOUNT OF TRANSPORTATION OF ARTICLES
FROM SAINT ANDREWS TO QUEBEC.**

West-India Produce—Rum, Sugar, Coffee, Molasses, &c. &c. &c.—say	£7,500
European Manufactures and Merchandize, including heavy Goods,	12,000
Gypsum and miscellaneous articles, equal to 50,000 Barrels, at 5s.	12,500
150 Passengers weekly to Quebec, at £2 10s. for fifty-two weeks,	19,500
Emigrants, uncertain, probably £10,000, but say	7,000
	£58,500

EXPORTS FROM QUEBEC.

Flour and Salted Provisions, estimated at 150,000 Barrels, at 3s.	£22,500
Wheat, Barley, Oats, &c. &c. say	8,000
Staves, Ashes, and miscellaneous articles, say	12,000
100 Passengers weekly, at £3 each,	15,600
	£58,100

200,000 Tons of Timber, Boards, Plank, &c. at 7s. 6d. from intermediate places,	£75,000
Shingles, Saw Logs, and other descriptions of Lumber,	7,500
Provisions, Goods, &c. &c. for Settlers on the road, and intermediate places,	5,000
	£87,500

Amount of Imports to Quebec, - - - 58,500

Amount of Exports from Quebec, - - - 58,100

Amount of Imports and Exports to and from Quebec, £204,100

Expence of Building 340 miles of Railway,
at £4000 per mile, £1,360,000—at 5 per
cent. Interest, - - - - - £68,000

Current annual expences, - - - - - 50,000

118,000

£86,100

It will be observed that, in this estimate, no allowance whatever is made for Public Service, such as carrying Mails, &c., and should Prosser's plan for building Railways be found to answer, no doubt but this can be constructed at about one-half the estimated cost.

Whether the calculations are near the truth, may be uncertain, but when the actual workings of other similar lines are examined, it will be found that there is ample ground to entertain a confident expectation that the investment in this enterprise will at least be safe, if not lucrative; indeed, we have much reason to believe that the transportation, each way, will much exceed the estimated amount, and we feel confident in saying that the calculations are made rather under than over the probable amount.

ce what-
ails, &c.,
found to
out one-

e uncer-
lines are
to enter-
his enter-
we have
ach way,
confident
der than

