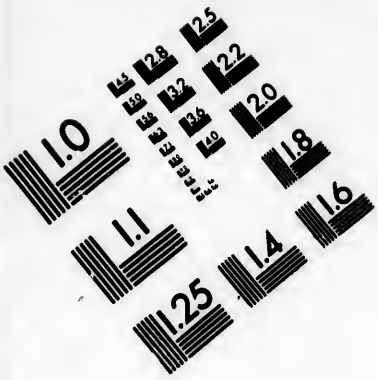

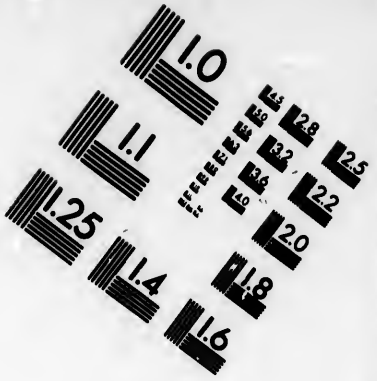

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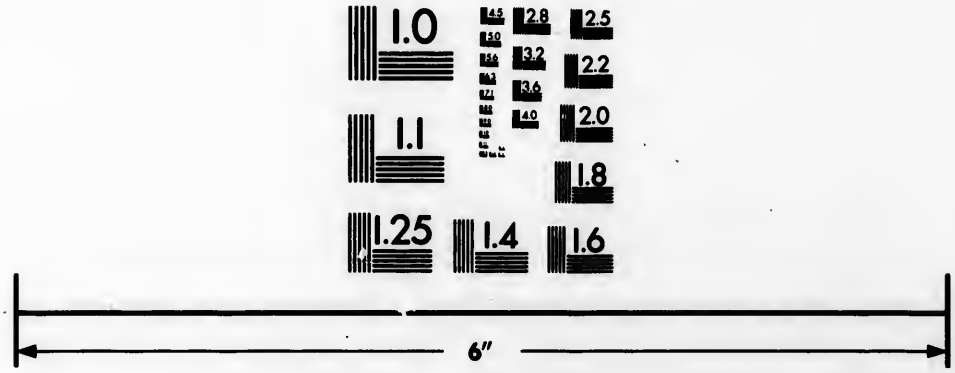

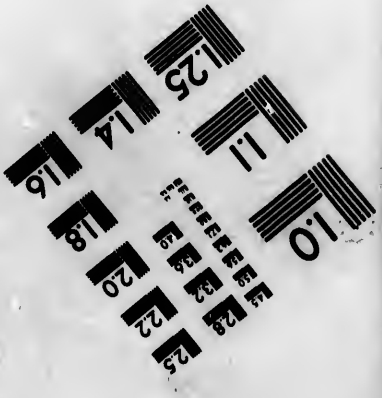

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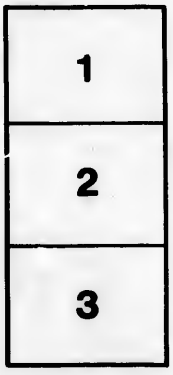

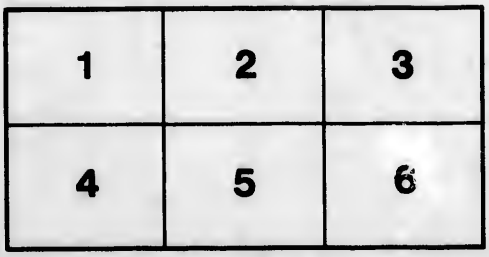

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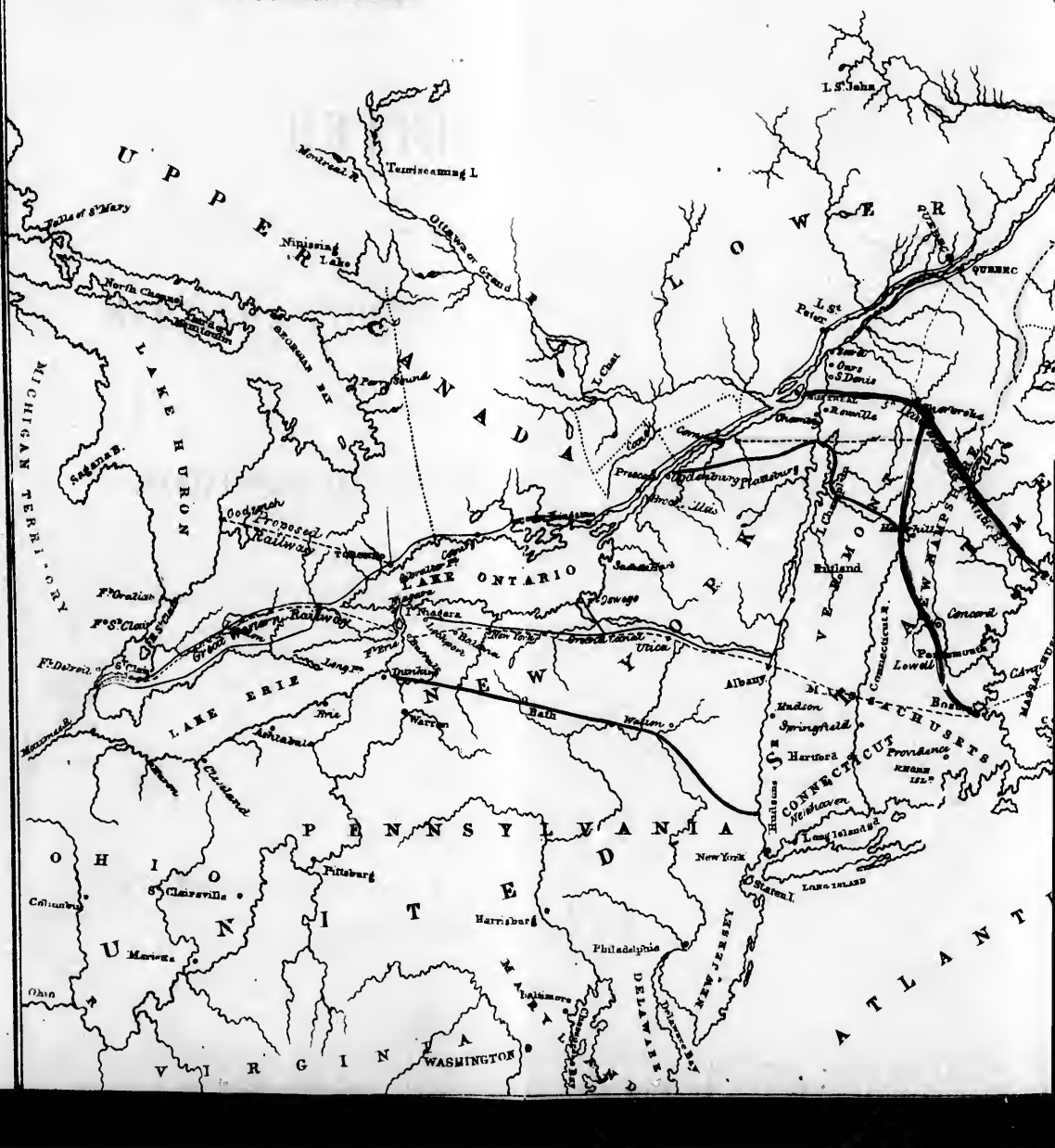
32X

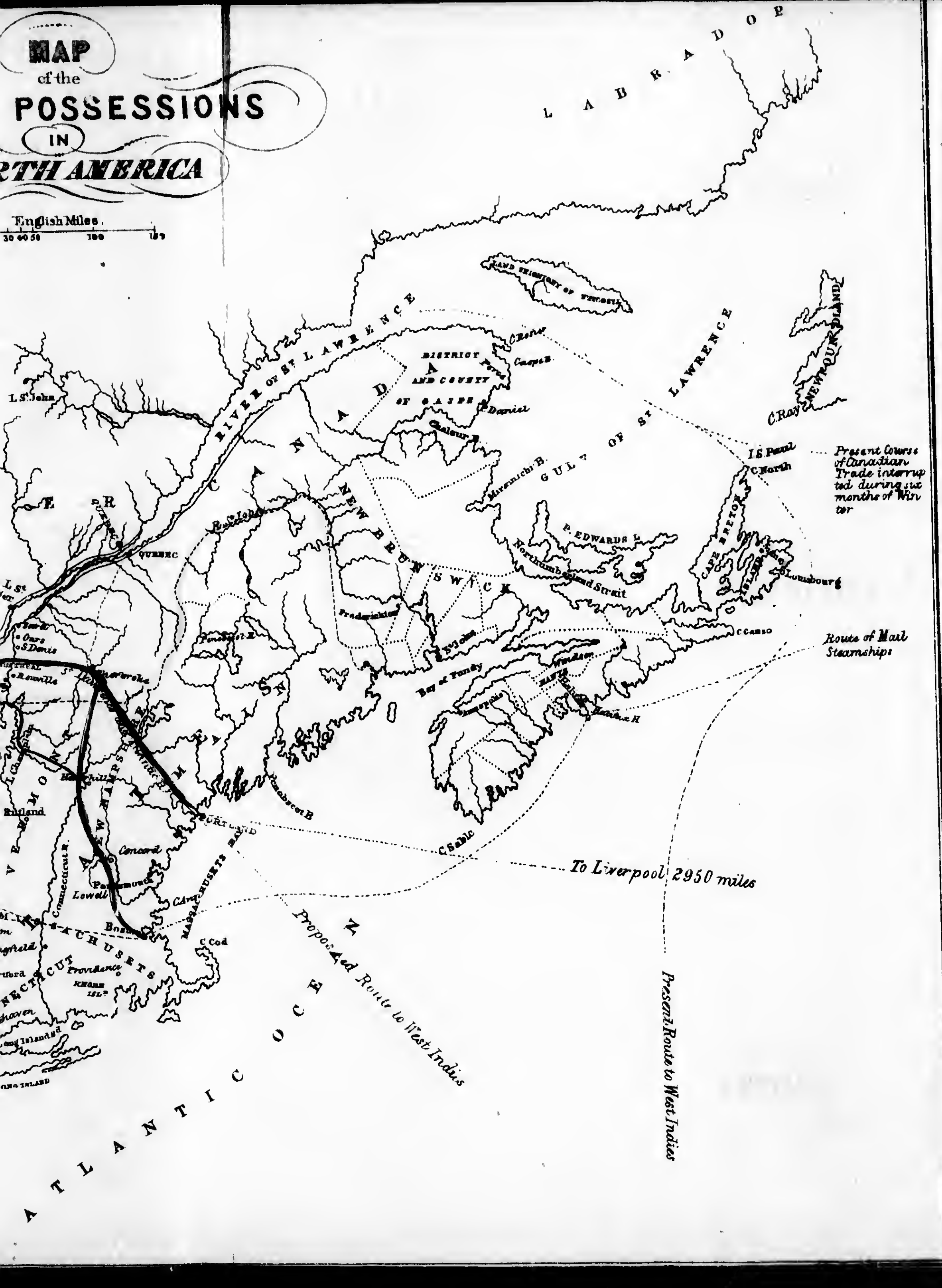
MAP of the BRITISH POSSESSIO IN NORTH AMERICA

AREA and POPULATION

	Area in Geo. Sq. Ms	Populat^n
Upper Canada	167.336	600.000
Lower Canada	261.503	740.000
New Brunswick	24.791	172.932
Nova Scotia	10.680	223.848
Cape Breton	3.559	28.700
Prince Edward's I^d	1.638	38.600
Total	475.507	1804.080

English Miles.
10 20 30 40 50 100 150




MAP
of the
POSSESSIONS
IN
RTH AMERICA
English Miles.
LABRADOR
RIVER OF ST LAWRENCE
CANADA
DISTRICT AND COUNTY OF GASPE
C Rosier
Gaspe B.
C Daniel
Chaleurs B.
Miramichi B.
GULF OF ST LAWRENCE
NEWFOUNDLAND
C Ray
I S Paul
C North
Present Course of Canadian Trade interrupted during six months of Winter
P. EDWARDS I.
Northumberland Strait
CAPE BRETON ISLAND
Louisbourg
C Canso
Route of Mail Steamships
NEW BRUNSWICK
Fredericton
St John
Bay of Fundy
Windsor
Halifax H
Annapolis
QUEBEC
L St John
Penobscot B
C Sable
PORTLAND
To Liverpool 2950 miles
Concord
Portsmouth
Lowell
Boston
C Ann
C Cod
MASSACHUSETTS
Providence
RHODE ISLD
Connecticut R.
Rutland
Haverhill
Long Island
LONG ISLAND
Proposed Route to West Indies
Present Route to West Indies
ATLANTIC OCEAN

AREA and POPULATION

	Area in Geo Sq.Ms	Populatn
Upper Canada	167.336	600.000
Lower Canada	267.503	740.000
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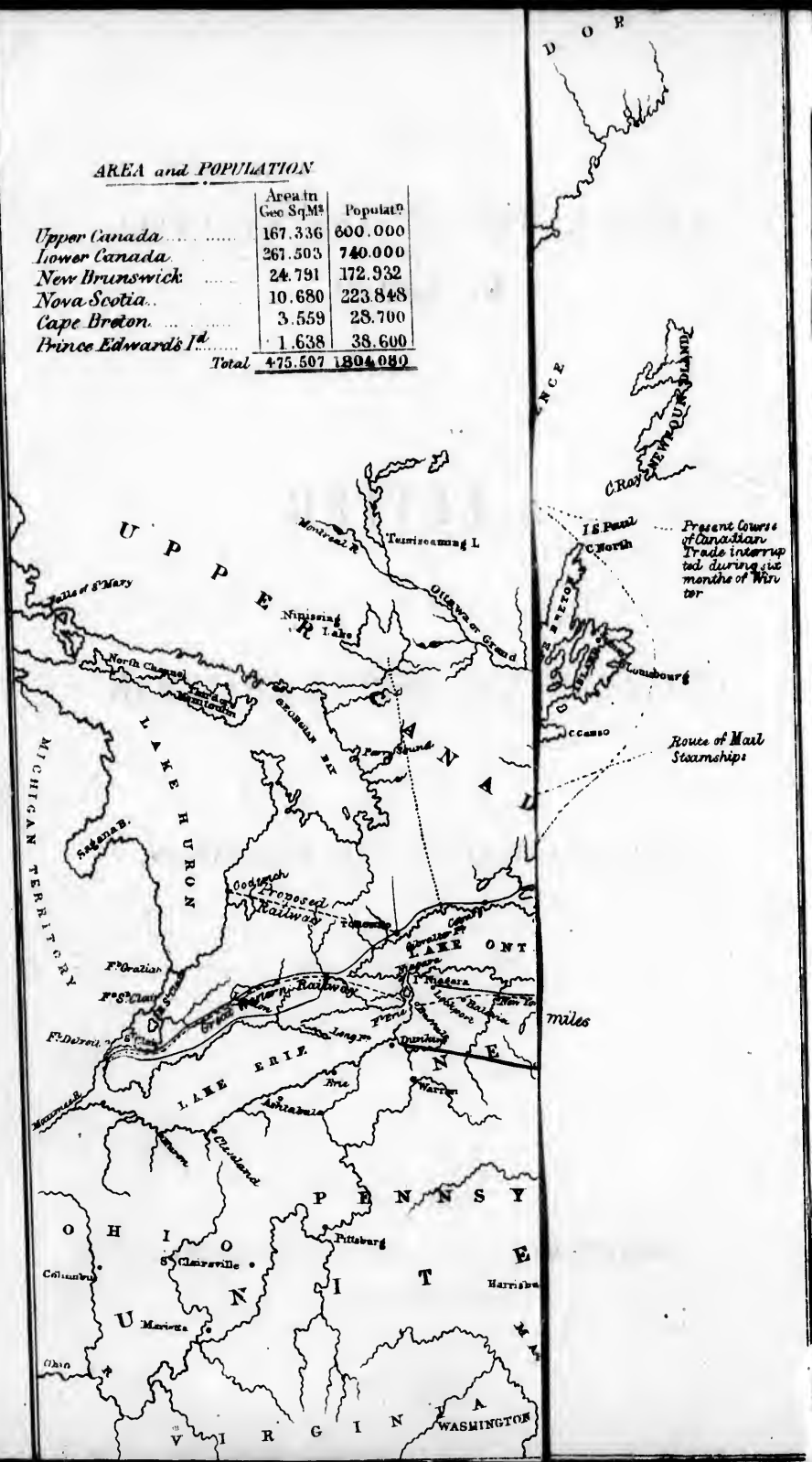

THE

SAINT LAWRENCE AND ATLANTIC RAILROAD.

A LETTER

TO THE

CHAIRMAN AND DEPUTY CHAIRMAN

OF THE

NORTH AMERICAN COLONIAL ASSOCIATION,

11, LEADENHALL STREET.

LONDON:

PRINTED BY J. UNWIN, 31, BUCKLERSBURY.

MDCCCXLVII.

1847
(36)

A LETTER

TO

JAMES DOWIE, ESQ., CHAIRMAN,

AND

ROBERT HARRISON, ESQ.,

DEPUTY-CHAIRMAN.

GENTLEMEN,

It having been decided by the Proprietors of the Saint Lawrence and Atlantic Railway to proceed with the immediate construction of that work, and operations having been already commenced upon extensive sections of it, it may be interesting to those connected with the trade of Canada to review the causes which have induced colonial enterprise to undertake a work of such magnitude.

The trade of Canada has hitherto been almost exclusively carried on by way of the River St. Lawrence; a route which, from being interrupted during the winter months, has necessarily hampered the operations of commerce, and subjected it to heavy charges in respect of freight and insurance. These

disadvantages were, until very recently, rendered less onerous by the preference given in the British markets to Canadian exports. Now, however, that this preference has been in a great measure withdrawn, it has become a subject for very serious consideration, whether the exports of Canada will still be made by way of the St. Lawrence, or will obtain shipment at Boston or New York.

By the equalization of duties the question becomes one of simple cost, and unless it can be shown that the products of Canada can reach Great Britain at less cost by way of Montreal than by New York or Boston, it must be conceded that the colonial trade will be diverted into American channels.

Under the impression that the protection afforded to colonial industry would be continued, a vast expenditure was incurred by Canada in the formation of a series of ship canals, connecting the navigable waters of the Saint Lawrence with Lakes Ontario and Erie. These canals, are calculated to permit the passage of vessels drawing nine feet water, capable of carrying 3,500 barrels of flour, and were intended to compete with the Erie and Oswego Canals, leading to Albany, and thence to New York, which permit the transport of flour in barges carrying only 700 barrels.

The following comparative view of the estimated cost of freight by these respective routes to Boston, New York, and Montreal, is subjoined. In submitting this statement, it will be observed that the comparison is drawn with the Oswego route, as it will prove ultimately the cheapest route to New

York and Boston, although for the moment the scale of canal tolls has a tendency to force business to Buffaloe :—

	Halifax Curr. s.	d.
Cleveland to Oswego, average cost of transport for a barrel of flour by Lake Navigation and Welland Canal.....	2	0
Oswego to Albany, 200 miles, barges, at proportionate rate for the whole length of the Erie Canal in 1846.....	2	6
Albany to New York	0	7½
To New York	5	1½
If sent to Boston, the difference of freight per railroad, between Albany and Boston, and Albany and New York, is	0	10½
To Boston	6	0

Some small addition must be made for the repeated removals from one mode of conveyance to another, and also for truckage on delivery in either New York or Boston.

If sent by Buffaloe, an addition of one shilling must be made to the above charges. *

From Cleveland to Montreal, by Lake Navigation, Welland and St. Lawrence Canals, the carriage of a barrel of flour is estimated to cost 2*s.* 11*d.*

No transhipment will take place, and the flour will be carried in vessels containing 3,500 bls.

It will thus be seen that flour can be delivered in Montreal at an estimated less cost than at Boston

* Vide Appendix.

of 3s. 1d. per barrel, and at New York of 2s. 2½d. per barrel. The freight to Great Britain, however, at Montreal, averages from 2s. 4d. to 3s. higher than at New York, and insurance being also much dearer in the spring and autumn, it will be found, in practice, that deliveries at Liverpool can be made, viâ New York, a fraction cheaper than by Montreal: from Quebec they would possibly be a trifle lower than at Montreal; but the difficulties attendant on the short season of navigation, equally affect Quebec, and compel shipments to be made, whether the markets or freight be favourable or otherwise; circumstances not occurring at New York, and giving it thus a decided advantage over the Canadian ports.

For the importation of goods for the Canadian market, New York still more evidently possesses great advantages over the St. Lawrence, as having a constant communication with Great Britain, and enabling the merchants of Western Canada to procure their goods as they may, from time to time, require them, as well earlier in the season, as in such quantities as may suit the demand.

Under the operation of the former colonial policy, the protection afforded in the British markets enabled the St. Lawrence to compete with New York, even under these disadvantages; while, at the same time, the Americans by high frontier duties compelled British goods and Canadian products to seek Canadian ports. Both these causes have now ceased to exist. Canadian corn has at present, and will soon permanently have no advantage over American in Great Britain, and by a system of

drawback duties, flour or goods may be transported through the United States, on paying a duty of 2½ per cent. *ad valorem.* The extent to which this has already been done will be hereafter shown.

If the question were one merely affecting the Canadian trade, it might, perhaps, be considered as of minor importance; but it must be remembered, that the same causes which may render New York or Boston the sea ports for Canada West, equally entitle Montreal and Quebec to compete with them for the trade of the vast territory of the United States, around or near the Great Lakes; comprehending in whole, or in part, the States of Ohio, Michigan, Illinois, Wisconsin, Indiana, Kentucky, and Missouri—states possessing the following population :—

Ohio	1,519,467	by census of	1840
Michigan	304,278	„	1845
Illinois	643,482	„	„
Wisconsin.....	155,277	„	„
Indiana	685,866	„	1840
Missouri	511,937	„	1845
Kentucky	779,828	„	1840
	4,600,135		

and including a portion of Pennsylvania, now certainly giving a total of five millions, and increasing with unexampled rapidity, before whose trade that of Canada sinks into insignificance.

The following extracts from a recent work on the

lake commerce,* will partly show what it was, west of Buffaloe, a few years since, and what it now is; while it is almost impossible to form an estimate of what the trade of that vast region will become.

"Prior to the year 1832, the whole commerce west of Detroit was confined almost exclusively to the carrying up provisions and goods for the Indian trade, and bringing back, in return, the furs and other matters collected by that trade for an Eastern market, and the freighting up of provisions and supplies for the troops at the different posts established around the Upper Lakes; all of which furnished a limited business for a few schooners." (Page 4.)

* * * *

"This year [1834] two trips, with steam-boats, were made to Green Bay, and three to Chicago; and the amount of business done was $6,272·65. The greatest part of this sum was for business west of Detroit, as the trips to Chicago were made by a boat running from that place." (Page 6.)

* * * *

"I estimate that three-fourths of the steamboat business done by the Chicago and Green Bay boats this year [1841], is made from legitimate business west of Detroit, and amounts to $226,352·46."

* * * *

"I have not been able, neither is it possible, to show the annual increase of business west of

---

* "Lake Commerce. Letter to the Hon. Robert M'Lelland, Chairman of Committee of Commerce," in United States House of Representatives, by James S. Barton, Buffaloe, N. Y., 1846.

Detroit, since the year 1834; but I have been able to exhibit, and very correctly too, the astonishing increase in steam-boat freight and passenger business in that quarter, from that time to the close of 1841; and it is found to have grown, in the short period of seven years, from the trifling sum of $6,272·65, to the magnificent amount of $226,352·46. I shall now call your attention to the commercial business done by sail craft on the same lakes.

"I estimate the number of sail vessels owned on Lake Erie and the Upper Lakes at 250, varying in size from 30 to 350 tons: the largest one being an old steam-boat converted into a sail craft; the smaller sized ones are employed in wood, lumber, and stone business, and confine their operations principally to rivers and short trips; while the larger ones are employed in freighting produce, merchandise, and other property, the whole length of the lakes.

"The cost of these vessels varies from $1,000 to $14,000. I have taken 5,000 as a fair average; which will show that there is employed in sail vessels, a capital of $1,250,000; these vessels will earn annually from $500 to $6,500 each. I average them all at $3,000; which will show an amount of business done, $750,000. Very many thousands dollars of this business is made from freight west of Detroit; how much, I am unable to say." (Page 9.)

* * * *

"In the year 1845, there were the following number and description of vessels owned and run-

ning on the lakes above Niagara Falls, as near as can be ascertained by the most careful inquiry :—

Steam-boats.....	52	20,500	tons.
Propellers	8	2,500	„
Brigs	50	11,000	„
Schooners	270	42,000	„
	380	76,000	„

costing, in their construction, $4,600,000. And during the same year, the number on Lake Ontario was very near the following:—Seven steam-boats, which confined their trade to that lake; eight large propellers; and about 100 brigs and schooners, not merely engaged in that lake, but the largest-sized and greater number extend their operations to the extreme end of Lake Michigan, viâ the Welland Canal; and carry up and bring back an immense amount of business in merchandise, salt, passengers, agricultural productions, &c. The tonnage owned and built on Lake Ontario, I estimate at 18,000 tons; and the cost of construction at $1,500,000.

"In the year 1845, after the close of navigation, there were put in construction around these Upper Lakes, the following vessels which I know of—several of them are finished, and are now employed—viz., seven steam-boats, nine propellers, fourteen brigs and schooners, all of the largest class. Large additions were made during the past winter of tonnage, on Lake Ontario; but I have no means of giving the amount." (Page 19.)

That the American Atlantic cities are fully awake to the importance of opening up communi-

cations with this immense region, may be judged of by the works undertaken by Boston and New York alone, with a view to secure a share in the rich harvest.

Boston has formed a railway of 200 miles, at a cost of $10,000,000 to the Hudson River at Albany, where it meets the Erie Canal, and whence a line of Railway extends to Buffaloe, a distance of 336 miles, costing $8,000,000. This city has also another line of railway projected to Ogdensburgh, on the River St. Lawrence, about 100 miles above Montreal, and distant from Boston nearly 400 miles, of which 257 are now either constructed or in progress of construction.

In 1840 the Western Railroad from Albany to Boston was in part opened, in 1842 it was opened throughout; the following is a comparative view of Boston in 1842, and 1845, and 1846:—

	Population.	Real Estate.	Personal Estate.	Total.
1842	not taken	$65,499,900	$41,223,800	$106,723,700
1845	114,366	81,991,400	53,957,300	135,948,700
1846	not taken	91,119,600	58,720,000	149,839,600

New York has formed the Erie Canal from Albany to Buffaloe, with its branches, at a cost of $30,723,000.* It was opened in 1825. The business done by the Erie Canal alone has been as follows—

1836	124,982 Tons	
1841	201,360	„
1846	400,000	„ estimated.

A detailed statement of the business of the Erie

* Vide American Almanack, 1847.

Canal done at Buffaloe will be found in the Appendix, being too lengthy for insertion here.

The *increase* above 1845 of bread stuffs alone, landed at tide-water, New York, last year, by the returns to 22nd November, was 550,463 barrels of flour, 1,407,013 bushels of wheat, 1,511,809 bushels of Indian corn, and 307,964 bushels of barley.

The effect on the City of New York by the opening of the western trade is shown by the following comparative view of the assessed value of real and personal property at different periods:*—

Close of the War	1815	£ 20,409,010
Prior to opening of Erie Canal	1824	20,768,919
	1825	25,290,011
	1835	54,680,926
	1845	59,998,889
	1846	61,238,026

New York is now engaged in the construction of the Erie Railroad, in length about 500 miles, to Dunkirk on Lake Erie.

With reference to the statement of business now done by Buffaloe and the Erie Canal, the writer previously quoted, remarks:—

"This will show an important branch of the lake commerce, perhaps the largest, but far from being all; much passes on the railroad between this city and Albany, viâ Erie, through the Pennsylvania Canal; Cleveland and Toledo, through the Ohio and Indiana Canals, and Erie and Kalamazoo Railroad; Monroe and Detroit, by the Michigan Railroad; and

* Vide Appendix.

yet more through the Welland Canal to Canadian markets; and to New York, viâ the Oswego Canal, the whole of which, could it be arrived at, would increase the quantity I give you very greatly."

* * * *

"In the year 1835 the following description of property came from the State of Ohio, being then the only exporting state on these lakes, and passed through Buffalo, viâ the Erie Canal to tide-water.

Barrels of Flour.	Bushels of Wheat.	Lbs. of Staves.
86,233	98,071	2,565,272
Barrels of Provisions.	**Barrels of Ashes.**	**Lbs. of Wool.**
6,562	4,410	149,911

"In 1845 the exports of Ohio and other states around these lakes, sent off by the same channel—were

Barrels of Flour.	Bushels of Wheat.	Lbs. of Staves.
717,466	1,354,990	88,296,431
Barrels of Provisions.	**Barrels of Ashes.**	**Lbs. of Wool.**
68,000	34,602	2,957,761

The total amount of flour and wheat exported from the same states in 1845, and which passed over the lakes, exceeded 1,500,000 barrels of flour."

Respecting the present export trade of Canada, it may be remarked, that last year the receipts of flour and wheat at Montreal from the interior by the canals and River St. Lawrence, were equal to 1,300,000 barrels of flour, of which were exported, viâ the St. Lawrence, equal to 800,000 barrels. A large quantity now remaining in store there (notwithstanding the great advance in price), from the absence of any route to the Atlantic.

The foregoing statement of the trade of the Western Lakes is necessary as an introduction to the estimates which have induced the commencement of the St. Lawrence and Atlantic Railway.

It will be universally conceded, that the natural outlet for all the commerce that is now afloat on the Great Lakes is the River St. Lawrence, now rendered navigable for the largest class of lake craft, and were this channel not interrupted by the severity of the winter, an amount of business would soon be done at Montreal and Quebec exceeding present belief. But as, unfortunately, for both British and colonial interests, this barrier to navigation will, probably, never be removed, Canada, is compelled to seek the same artificial modes of conveyance which are being so vigorously carried on by her rivals, and in supplying a remedy for the natural difficulties of her position, a railway communication between Montreal and the Atlantic, at the city of Portland, has appeared to be most essential.

The distance between Montreal and Portland, by the line of railroad as surveyed, is between 270 and 280 miles; the cost is estimated as not exceeding £1,750,000, and the cost of conveying a barrel of flour will not exceed 2s. currency.

Recurring, therefore, to the statements previously made of the cost of delivering flour at Montreal, Boston, and New York, it will appear, that it may be delivered at Portland, with the expense of only one transhipment at Montreal for 2s. 11d. + 2s. = 4s. 11d., as against 5s. 1½d. at New York, and 6s. at Boston.

Portland, it may be here observed, is two days' sail

nearer Great Britain than New York, and possesses a most admirable harbour; never subject to interruption in winter, and from whence insurance can be effected as low as from any other port on the Atlantic coast. Vessels will also be here enabled to load direct from the railway cars, and expenses of truckage, storage, &c., will thus in a great measure be saved.

The effect of the construction of this railway will be to give to Montreal and to Canada, an outlet at those times when the navigation of the St. Lawrence may be closed. It will, during the summer, give Canada as well a choice of market, as of routes to the English market; tending to prevent injuriously high freights, or insurance. It will render unnecessary, shipments of produce, or importations of goods, at unfavourable periods, and will thus in all important respects place the merchants on an equal footing with those of New York and Boston.

To show it is high time this new channel of trade were opened, it may be here stated that the effect of the drawback on Goods' Bill, passed by the United States, in 1845, has already been to create an extensive forwarding trade through the New York canals to Western Canada. Last year, it is stated, that fifty boats thus found employment on the Oswego Canal, and $75,000 of back entries were paid at the port of Oswego alone, for goods passing through to Canada, notwithstanding a differential duty of 7 per cent. exists in Canada on the importation of British goods by way of the United States.

The whole of this freight would, no doubt, be transported over the railroad on its completion, from the advantages offered by the navigation of the St. Lawrence above Montreal; and a great increase may be anticipated in this trade, when the differential duty spoken of is repealed, which will, no doubt, soon take place, as the Imperial Parliament have placed it at the disposal of the Colonial Legislature.

This view of the altered position in which Canadian commerce will stand, on the completion of the St. Lawrence and Atlantic Railway, has induced the promoters of it to anticipate a large amount of business, both in goods and produce, with Great Britain, by way of Portland.

The next object of importance which it is expected will be gained to Canada by the construction of this railway, is the supply of the market now existing in the New England States, for the products of the West; a market from which want of communication has hitherto completely debarred the Canadian merchant from entering. And in reference to this portion of the subject, attention must be drawn to the circumstance, that, in addition to the lines leading to Portland, a railway is now extending from Boston, with the intention of joining the main line at Sherbrooke, about 100 miles east from Montreal. This railway proceeds from Boston northward, through the wealthiest manufacturing districts of New England, including the towns of Lowell, Nashua, Manchester, Essex, &c. One hundred miles is now in operation; fifty more

will be opened in November next; and of the remaining 120 miles to Sherbrooke, 40 are now under contract.

In speaking of the market for Western produce, afforded by New England, it will be well briefly to state the position of these districts, and the channels by which their present wants are supplied.

The State of Maine is the North-eastern part of the Union, lying between Canada and the Atlantic.

It contained in 1830 a population of..	399,955
Do. 1840 do .	501,793
Increase in ten years....	101,838

and has since proceeded in like ratio. It is the principal market from whence lumber for the United States is supplied; it is largely engaged in the Fisheries; in shipbuilding it exceeds any other state in the Union; while it is third as respects tonnage. A very large business is now carried on by Maine in supplying lumber and fish for the West Indies, South America, and the Mediterranean; which would be greatly increased, were the merchants of this state able to include bread-stuffs as an article of shipment. This, however, they cannot at present do, as their own supplies are now drawn from New York and Boston, to an extent estimated by a gentleman of Bangor, intimately acquainted with the subject, at 300,000 bls. Flour; 500,000 bush. Indian Corn; with Pork, and other articles in corresponding quantities. These amounts are fully borne out by

the fact, that from New York alone there were last year shipped to the Eastern States, 255,000 bls. Fof lour; and by the Western Railway there were also imported into Boston, for the same markets, 275,000 bls. Now the whole of these imports were brought to New York, at a cost of 5s. 1½d. per bl., and to Boston at 6s.; while by Montreal they will be laid down at 4s. 11d. It may, therefore, be safely assumed that the whole imports of Western produce into Maine will be made by Montreal, and the Saint Lawrence and Atlantic Railway.

The comparative distance from Buffaloe to Portland, will stand thus:—

	Montreal.	Boston via Oswego.
Navigation in Lake vessels, carrying 3,500 bls.	370	200
Canal, by barges of 700 bls.	none	200
Railroad..... ..	275	200
Railroad, or coasting schooners....	none	106
	645	706

Via New York the distance would be one-half more. Besides being shorter by Montreal, it will be observed, that the mode of conveyance will necessarily be cheaper.

Allusion has been already made to the Railway now in progress of construction, leading from Boston to the St. Lawrence and Atlantic Railway at Sherbrooke.

The importance of this outlet for the trade down

the St. Lawrence, may be seen by a brief statement of the present position of the principal manufacturing towns along the line. Lowell, population in 1844, 25,163; capital invested in mills, 1845, $10,550,000; spindles, 228,858; operatives, 9,595. Nashua, population, 6,000; spindles, 40,000. Manchester, population, 13,000; spindles, 100,000, &c., and many other separate mills. That this trade is greatly on the increase may be judged of by the fact, that in 1828 the population of Lowell was only 3,532, and the other towns had no existence. It would, however, occupy too much space to enter into any detail of the progress of manufactures in Massachusetts, a statement of the population of the state in 1830 and 1840, will best show their increase.

1830	Population	610,408
1840	„	737,700
	Increase	127,292

And it is said by the best informed men, that this progress continues in like ratio.

Massachusetts and New Hampshire do not raise by any means a sufficiency of agricultural produce for their population, and the deficiency has to be drawn from the western states; the amount of this deficiency on the line of the Western Railroad is shown by the deliveries of western flour at the way stations between Albany and Boston, and the extent to which facility of communication is enabling western produce to replace previous articles of

food, may be judged from the deliveries as given below.

1842	172,110	barrels of flour
1843	244,239	,
1844	297,403	„
1845	328,183	„

other grains, butter, cheese, lard, &c., also form large items of traffic.*

These statements are rendered valuable from the circumstance that the Western Railroad is the only present route from Boston to the Lakes, and passes through a country not dissimilar in population to that traversed by the Railroad leading to Montreal, without, however, being in any respect a rival line, so far as way business is concerned.

That portion of the line from Boston to Montreal, already completed, yielded net receipts for 1845, of

9⅛	per cent.	on the cost of	the Boston and Lowell Railroad.†
12⅞	„	„	Lowell and Nashua.
10	„	„	Concord.

The latter Company have also leased a portion of the extension towards Canada, at a guaranteed interest of ten per cent.

From these circumstances, it may be supposed that the mercantile community of Montreal, and the Directors of the St. Lawrence and Atlantic Railway Company, attach very great importance to a connexion with Massachusetts and the city of Boston,

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* Report by the Railway Company to the State, 1846.
† Vide Appendix.

and anticipate from it very beneficial results; inasmuch as the same causes which will, it is believed, make the Canadian route preferable for the American manufacturers to obtain their supplies of western produce, will render it also the most advantageous for the transmission of their goods to the interior. The same may be said of the importers at Boston of West Indian and Foreign productions, which the vast population enumerated as around the Great Lakes are necessarily, in a great measure, compelled to purchase at New York or Boston.

Having thus completed a general review of the grounds upon which it is considered that the St. Lawrence and Atlantic Railway will become a great thoroughfare to Canada and the Western States, and also, it is thought, sufficiently demonstrated its ability to compete with the existing routes, for the traffic which they now hold, it will be proper to conclude this portion of the subject by stating that from the experience of the last few years, particularly of 1846 (when from the difficulty in getting produce forward from Buffaloe to Albany, freight rose from 45 to 118 cents. per barrel), it must be evident that it is unnecessary to anticipate that the success of the St. Lawrence and Atlantic Railway involves a diminution of business on existing routes, as it cannot be doubted that the present means of transport are insufficient to keep pace with the increase of business, and that new channels must be opened, among which the St. Lawrence River and Railroad, will offer, in diminished expense, greater facility, and much greater dispatch, advantages above any other route that can be suggested.

The foregoing considerations of the present state of the commerce of Canada, of the Western States, and of a part of New England, have been carefully weighed by the Directors of the St. Lawrence and Atlantic Railroad Company, in estimating their traffic returns, and having in view the certain augmentation which must occur before the line can be opened for *through* business, they have every confidence that the following results will be attained. And in proof of the belief entertained that an immense demand will be made on the capabilities of the railroad, it has been decided that the Canadian and American Railroad to Portland shall be constructed with a guage of 5 feet 6 inches, as affording greater scope for a heavy freight business, than 4 feet 8½ inches:—

	Barrels
Flour for the State of Maine, and Eastern Provinces of New Brunswick and Nova Scotia	250,000
Flour to manufacturing districts of Massachusetts and New Hampshire, say ½ the amount of way business of Western Railroad.....	164,000
Flour for shipment to Great Britain, West Indies, and foreign markets ...	500,000
Indian Corn and other grains in the proportion of ⅓ to flour, equal to	250,000
	Bls. 1,164,000

Pork, Beef, Butter, Cheese, &c. &c. equal to 50,000 barrels of pork.

Merchandize, West Indian produce, and foreign

goods, from Great Britain and the United States, it is estimated will amount to ten thousand tons.

With reference to the Passenger Traffic, it may be remarked, that this railroad will form the most expeditious route for the mercantile community of Canada generally, to reach the Atlantic, whether their object be to proceed to Great Britain, or to transact business in the United States; and during nearly six months of the year, will be the sole means of communication between the whole population of Canada East, and part of Canada West, now amounting to above 800,000 souls, and the United States and Great Britain. It will also form a rapid and easy communication between Canada, and the other British Provinces of New Brunswick and Nova Scotia, which is now much required. Halifax will, on the completion of this railroad, be brought within forty hours of Montreal, say thirty hours by steamboat, and ten by rail.

Another source from whence much passenger traffic would arise, is the pleasure travelling in which the Americans indulge. The extreme heat and insalubrity of the Southern States in summer, compel great numbers to travel to the North, and even with the present communications above two thousand visit Montreal every summer. The St. Lawrence and Atlantic Railway, passing through a highly picturesque country in Canada, and approaching in New Hampshire the grand scenery of the White Mountains (a favorite district for tourists), would no doubt attract many, to whom other routes have become uninteresting.

It is also believed that a very considerable number of emigrants would choose Portland or Boston as their landing port, were they enabled to reach Canada by railway. By leaving England in February, they could be actually established on their land in the month of April, thus giving them as regards a crop, the advantage of a year over those who proceed to Quebec, where they arrive in the end of May, or June.

Of the business along the line of the Railway in Canada, it may be remarked that the population in the immediate vicinity of the route was, in 1843, 96,976, (exclusive of the city of Montreal, containing now about 50,000), who are almost universally small proprietors; labourers, or persons of that class, forming but a small proportion of an American or Canadian rural population. The resources of this districts were by the census of 1843,* stated to be 263,778 bushels of wheat; 1,534,407 bushels of Indian corn and other grains; 1,731,161 bushels of potatoes; 83,371 head of neat cattle; 24,649 horses, and a great number of sheep and hogs. These amounts are now largely increased.

The passenger traffic by stages to and from the Eastern townships, (comprehending about one half of the above), were last year ascertained to average fifteen persons per diem, or about 4,500 per annum, exclusive of such as made use of their own conveyance, which is done to a great extent.

The freight of goods to and from the Eastern

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* Vide Appendix.

townships, at a cost of about £3. 15s. per ton, now amounts to above 6,500 tons, (the town of Sherbrooke alone has now 1,075 tons). This freight will be carried by Railway, for 25s. per ton, and it would, therefore, be fair to estimate a large increase; but for the purpose of the present estimate, the amount to be carried by rail is assumed as above.

The cattle, horses, sheep, pigs, &c., which now go on foot to Montreal and Quebec, would, it is anticipated, yield a revenue of £2,500 to the Railway; and grain and potatoes, and other agricultural produce, now debarred from market by the cost of freight, would, it is anticipated, amount to £5,000.

The Canadian Seigniories, or that district traversed by the Railway lying between the Eastern townships and Montreal, is now densely inhabited; several villages and one small town are passed by the line, and the intercourse with Montreal is constant. Large quantities of grain are sent there, and the tonnage is very considerable. This district gives employment, during summer, to two steamboats, which are, even now, insufficient for the business. The distance by water to Montreal is 90 miles; by Railway 19 only.

There is one item which will form a great article of traffic, for the first few years after the portion of the Railway now under contract, is opened; it is the supply of wood, for fuel, to Montreal, which now costs about 25s. per cord of 128 cubic feet; while on the Railway line, 45 miles from Montreal, it can be delivered in any quantity at 5s. per cord.

The cost of transport to market will certainly not exceed 10s., allowing the Railway freight to be 7s. 6d.; and it is, therefore, believed that a large portion of the supply of fuel will be thus obtained. The quantity of firewood consumed in Montreal is estimated at 150,000 cords; of which one-third, it is thought, would pay the Railway toll of 7s. 6d.

From the carriage of Sawn Lumber for the New York and Montreal markets, a revenue, it is expected, of £3,000 would be derived.

In summing up the resources on which the St. Lawrence and Atlantic Railway relies for its revenue, it may be remarked, that the estimate is submitted, as evincing the variety of important points bearing in its favour, of which any one may be omitted without detracting from its claim to be considered as a highly remunerative undertaking. Necessarily much must have been omitted; and this may be taken as a further allowance against any supposed over-estimation.

My object has been to show, on sound data, that this work, the importance of which to the trade of Canada cannot, I think, be disputed, likewise combines a certainty of being a highly profitable investment; for, although it is difficult to estimate the extent to which improved communications will increase the business, yet the cheapness of construction and of working the line, render a successful result to the Proprietors attainable, with a much less extensive traffic than is required on railways in Great Britain.

GENERAL ESTIMATE OF TRAFFIC ON THE ST. LAWRENCE AND ATLANTIC RAILWAY, IN CANADA.

	Hal. Cur.
Flour and Indian Corn, 1,164,000 brls., @ 10½d.	£49,470
Pork, beef, butter, cheese, &c., equal to 50,000 brls., @ 1s. 3d.....	3,125
Merchandise from Great Britain and United States, West Indian produce, fish, &c., 10,000 tons, @ 25s.....	12,500
Eastern Townships tonnage, 6,500 tons @ 25s.	8,125
Cattle, sheep, pigs, horses	2,500
Salt	750
Grain and potatoes	5,000
Canadian Seigniories tonnage, merchandise, grain, salt, cattle, &c.	5,000
Fuel, 50,000 cords, at 7s. 6d.....	18,750
Lumber, 6,000 tons, at 10s.	3,000
Passengers, including the travel from Sherbrooke to Montreal, at thrice their present number, (a usual and safe estimate), 30,000, @ 20s.....	30,000
Way travel between Montreal and stations west of Sherbrooke, and between all local stations, say, for Passengers .. .	10,000
Mails	2,000
	£150,220
Expense of working line, @ 47 per cent.,*	70,603
Nett Annual Income	£79,617

* The average rate of all the Railroads in Massachusetts.

The foregoing estimate of the traffic on the Canadian portion of the Montreal and Portland Railroad shows a surplus of about £80,000 Halifax currency, which the Directors have every confidence in anticipating, after the line shall have come into full operation.

The whole length of line to be constructed in Canada is about 130 miles; and although the detailed estimates are not quite completed, it is expected the cost of construction will not exceed £825,000 Halifax currency; forty-five miles, including the cost of wharfs and terminus at Montreal, having been contracted for, on terms that render the completion of this section attainable, for £275,000 It will thus be seen that putting the commercial importance of the undertaking out of the question, the St. Lawrence and Atlantic Railway has claims to be regarded as in the first rank of similar enterprises.

The Directors wished to have placed the entire Canadian portion of the line under contract for immediate completion, but unfortunately the panic which has recently affected all railways in England, compelled them for the present to forego, in a great measure, the assistance, in raising the required capital, which they had expected in this country, and to commence the work with very little more than the stock subscribed in Canada. The great importance of the undertaking, however, will, they believe, when properly considered, strike every one interested in the prosperity of the colony, and it is in the confident belief that this railway can never be

permitted to languish, that, notwithstanding all discouragements and obstacles, the proprietors unanimously directed the work to be prosecuted to the full extent that the means at the comma. of the Directors permitted. That it will be ultimately completed by colonial resources alone, if necessary, I do not doubt; it is, however, well worthy the consideration of those connected with the trade of this important country, whether, if the foregoing statements be correct, it is not their interest to secure a more speedy termination to the construction of the St. Lawrence and Atlantic Railroad.

In conclusion, I have to express my acknowledgments for your obliging permission to address these remarks to you; and

I have the honor to be,
Gentlemen,
Your most obedient humble servant,
A. T. GALT,
A Director of the St. Lawrence and Atlantic Railway Company.

APPENDIX.

Comparative Statement of Cost of Transport of a Barrel of Flour from Cleveland, Lake Erie, to New York, Boston, and Montreal:—

	s.	d.
Cleveland, in Ohio, to Buffaloe, by Lake navigation, average	1	3
Buffaloe to Albany, by Erie Canal, average for 1846	4	4
Albany to Boston	1	6
Total cost of freight for Flour from Cleveland to Boston, exclusive of transhipments	7	1
To New York it would be 1s. less, or	6	1
Cleveland to Montreal by Canal and Lake navigation, without transhipment, average	2	6
Canal Tolls	0	5
Total	2	11

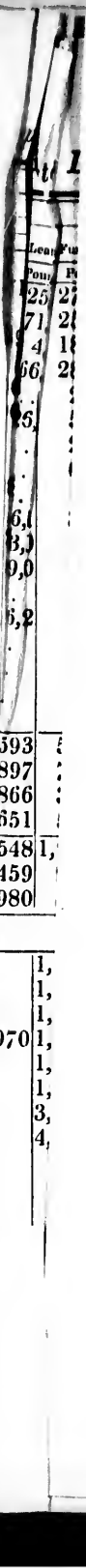

TABLE No. 1.
(FROM THE WEST.)

			THE FOREST.						
			PRODUCT OF WOOD.						
			Fur & Poltry.	Boards & Scantl'g.	Shingles.	Timber.	Staves.	Wood.	Ashes
			Pounds.	Feet.	M.	C. Feet.	Pounds.	Cords.	Barrels.
Ohio	business of	1844	98,520	1,557,676	..	8,312	52,388,447	..	16,806
,,	,,	1845	107,364	1,976,334	5	7,310	60,604,854	..	19,714
Michigan	,,	1844	122,500	77,139	..	..	8,082,548	..	11,827
,,	,,	1845	144,675	306,773	..	..	19,271,577	..	11,158
Illinois	,,	1844	24,550	..	..	..	..	..	79
,,	,,	1845	59,292	..	..	..	..	..	101
Wisconsin	,,	1844	4,204	..	..	..	..	..	254
,,	,,	1845	7,828	6,000	..	..	190,000	..	282
Indiana	,,	1844	94,772	..	..	..	..	..	1,252
,,	,,	1845	189,983	660	..	1,478	244,000	..	1,891
Pennsylvania	,,	1844	1,853	344,774	17½	..	166,052	..	1,768
,,	,,	1845	1,834	1,214,554	323	..	7,638,000	..	1,456
Kentucky	,,	1844	..	..	..	..	..	..	..
,,	,,	1845	..	..	..	..	..	..	..
Missouri	,,	1844	..	..	..	..	..	..	..
,,	,,	1845	4,157	..	..	..	..	..	..
Canada	,,	1844	..	2,880,168	..	..	312,000	..	54
,,	,,	1845	1,810	4,602,541	35	298	348,000	..	..
Total from Western States, and Canada	,,	1844	346,399	4,859,759	17½	8,312	60,949,047	..	32,040
,,	,,	1845	516,943	8,106,862	363	9,086	88,296,431	..	34,602
New York	,,	1844	15,047	10,642,693	244½	200	566,189	409	5,325
,,	,,	1845	28,154	11,825,247	191	2,354	877,679	980	3,815
Aggregate	business of	1845	545,097	19,932,069	554	11,440	89,174,110	980	38,417
,,	,,	1844	361,446	15,502,450	262	8,512	61,515,236	409	37,365
,,	,,	1843	483,796	8,661,361	221	1,564	34,747,261	917	38,261

TABLE No. II. (TO THE WEST.)

Ohio	business of	1844	4,725	2,910	..	..	..	..	..
,,	,,	1845	2,562	480	..	..	..	..	..
Michigan	,,	1844	4,110	..	..	..	..	..	..
,,	,,	1845	1,330	900	..	..	..	..	..
Illinois	,,	1844	2,280	..	..	..	..	..	..
,,	,,	1845	..	3,600	..	..	..	..	..
Wisconsin	,,	1844	800	..	..	..	..	..	..
,,	,,	1845	..	360	..	..	..	..	..
Indiana	,,	1844	160	..	..	..	..	..	..
,,	,,	1845	..	..	..	..	..	..	..
Pennsylvania	,,	1844	422	..	..	..	..	..	..
,,	,,	1845	220	..	..	..	..	..	..
Kentucky	,,	1844	..	..	..	..	..	..	..
,,	,,	1845	..	..	..	..	..	..	..
Missouri	,,	1844	..	..	..	..	..	..	..
,,	,,	1845	..	..	..	..	..	..	..
Tennessee	,,	1844	..	..	..	..	..	..	..
,,	,,	1845	..	..	..	..	..	..	..
Alabama	,,	1844	..	..	..	..	..	..	..
,,	,,	1845	..	..	..	..	..	..	..
Iowa	,,	1844	..	..	..	..	..	..	..
,,	,,	1845	..	..	..	..	..	..	..
Canada	,,	1844	..	..	..	..	..	..	..
,,	,,	1845	..	..	..	..	..	..	..
Total from Western States and Canada	,,	1844	12,497	2,910	..	..	..	..	..
,,	,,	1845	4,112	5,340	..	..	..	..	..
New York	,,	1844	2,375	2,819,496	..	109,499	96,325	14,440	..
,,	,,	1845	10,750	3,135,619	..	84,344	137,580	13,025	
Aggregate	business of	1845	14,862	3,140,959	..	84,344	137,580	13,025	
,,	,,	1844	14,872	2,822,406	..	109,499	96,325	14,440	..
,,	,,	1843	31,731	908,833	7	45,612	151,480	12,428	..

TABLES.—Showing the amount and description of Property, received at and shipped fr

EST.												AC	
	WOOD.			PRODUCT OF ANIMALS.									
	Staves.	Wood.	Ashes	Pork.	Beef.	Bacon.	Cheese.	Butter.	Lard.	Wool	Hides.	Flour.	Wheat.
	Pounds.	Cords.	Barrels.	Barrels.	Barrels.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Barrels.	Bushels.
2	52,388,447	..	16,806	38,558	23,616	..	1,404,631	3,668,082	..	1,720,947	21,386	440,244	695,71
0	60,604,854	..	19,714	21,141	25,802	779,259	1,370,917	1,719,040	1,837,171	2,250,438	171,895	404,029	262,29
	8,082,548	..	11,827	1,626	617	..	34,644	210,283	..	256,407	19,348	373,461	224,96
	19,271,577	..	11,158	325	914	6,761	3,977	6,633	42,869	352,081	40,623	265,858	255,12
	..	..	79	1,002	7,372	..	375	40,812	..	71,436	220,545	7,824	472,56
	..	..	101	3,507	5,184	98,051	..	18,555	82,346	162,199	386,840	6,487	479,27
	..	..	254	80	510	..	..	..	200	12,221	13,027	4,530	157,66
	190,000	..	282	..	1,304	..	..	389	..	37,324	33,578	2,804	186,55
	..	..	1,252	10,530	751	..	..	1,493,774	..	12,811	9,922	24,104	235,19
78	244,000	..	1,891	3,092	76	314,095	..	3,975	876,528	35,965	15,534	37,735	168,22
	166,052	..	1,768	66	34	..	120,694	123,953	..	15,767	..	168	..
	7,638,000	..	1,456	1	382	..	197,121	437,434	52	79,263	..	553	3,52
	..	..	..	..	..	..	..	..	..	..	..	..	..
	..	..	..	..	..	..	..	..	..	1,746	..	..	..
	..	..	..	..	..	..	..	..	..	..	..	..	..
	..	..	..	..	..	..	..	..	..	..	..	..	..
	312,000	..	54	..	..	..	..	..	..	..	..	..	..
98	348,000	..	..	..	..	..	..	..	..	38,745	..	..	
12	60,949,047	..	32,040	51,862	32,900	..	1,560,344	5,537,104	..	2,089,589	284,228	850,331	1,78[illegible],09
86	88,296,431	..	34,602	28,066	33,662	1,198,166	1,572,015	2,186,026	2,838,966	2,957,761	648,470	717,466	1,354,99
00	566,189	409	5,325	555	448	..	744,483	744,437	..	553,559	92,101	849	2
54	877,679	980	3,815	169	422	20,645	1,187,913	1,211,664	13,475	483,556	121,391	4,425	6
40	89,174,110	980	38,417	28,235	34,084	1,218,811	2,759,928	3,397,690	2,852,441	3,441,317	769,861	721,891	1,354,99
12	61,515,236	409	37,365	52,417	33,348	..	2,304,827	6,281,577	..	2,643,148	376,329	851,180	1,786,10
64	34,747,261	917	38,261	48,556	26,666	* ..	2,901,778	7,985,628	* ..	1,249,524	..	880,868	1,699,72

	..	..	..	..	..	..	1,696	..	..	3,526	4,770	..	30
	..	..	..	5	..	..	1,118	615	..	4,050	4,857	..	73
	..	..	..	..	..	..	89	92	..	2,016	..	..	34
	..	..	..	5	..	..	2,658	5,593	..	63	3,931	..	75
	..	..	..	..	..	..	..	..	..	..	..	..	1
	..	..	..	2	..	..	..	129	..	..	..	..	[illegible]
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	..	..	..	..	..	..	..	..	..	184	..	..	1
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	..	..	..	..	..	..	..	..	..	..	..	..	
	..	..	..	..	..	..	1,785	92	..	5,726	1,770	..	9
	..	..	..	12	..	..	3,776	6,337	..	4,113	10,823	..	20
99	96,325	14,440	..	..	..	..	2,924	5,248	..	112	296,452	2,366	10,98
44	137,580	13,025	4	31	..	..	3,482	1,228	200	10,800	308,449	3,310	[illegible]
44	137,580	13,025	4	43	..	..	7,258	7,565	200	14,913	319,272	3,310	2
99	96,325	14,440	..	..	..	..	4,709	5,340	..	5,838	298,222	2,366	11,0
12	151,480	12,428	..	5	..	..	9,930	6,878	..	166	..	2,275	7,5

* Previous to 1845 no distinction was made betwe

…ped from Buffaloe, on the Erie Canal, *in the years* 1843, 1844, *and* 1845. *(Taken from …*

AGRICULTURE.

VEGETABLE FOOD.									ALL OTHER AGRICULTURAL PRODUCTS.					Dom. Spi…
Wheat. Bushels.	Rye. Bushels.	Corn. Bushels.	Barley. Bushels.	Oth. Grain. Bushels.	Br'd & B. Stuff Bushels.	Ps. & Bns. Bushels.	Potatoes. Bushels.	Dried Fruit Pounds.	Cotton Pounds.	Tobacco. Pounds.	Clo. & Gr. Seed. Pounds.	Flax Seed. Pounds.	Hops. Pounds.	Gal…
595,710	1,289	109,267	..	4,684	..	594½	..	176,339	..	204,361	2,485,211	80,061	17,304	42,
262,294	767	33,069	..	2,904	..	412	410	6,047	..	580,464	2,109,401	126,735	1,770	252,
224,963	..	..	..	..	..	316	..	1,611	..	..	531,656	13,061	3,881	9,
255,127	..	..	..	..	..	276	150	..	..	..	261,069	6,121	2,666	18,
472,562	..	..	..	..	..	..	..	2,749	..	3,889	8,580	..	..	
479,272	..	..	..	..	..	..	..	..	..	26,903	9,600	..	..	
157,668	..	..	..	..	..	..	..	..	..	1,902	3,100	..	..	
186,552	..	..	..	..	..	..	6	..	..	..	9,785	..	..	
235,194	1,216	5,262	..	..	..	..	..	525	..	..	100,126	23,219	..	
168,225	136	..	..	..	..	25	6	140	..	982	19,565	423	..	
..	..	..	..	1,718	..	..	..	..	..	..	9,909	..	..	
3,520	..	..	..	..	..	182	2,640	323	..	..	18,656	..	..	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	
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	..	..	..	..	..	..	..	..	..	..	..	..	..	
78[illegible],097	2,505	114,529	..	6,402	..	910½	..	181,224	..	210,152	3,138,582	116,341	21,185	52,
354,990	903	33,069	..	2,904	..	895	3,212	6,510	..	608,349	2,427,576	133,279	4,436	270,
7	44	..	55	1,829	15,045	16½	102	12,048	..	..	109,906	10,141	845	16,
6	..	25	..	6,136	3,266	692	243	1,327	..	..	59,760	51,284	..	1,
354,996	903	33,094	..	9,040	3,266	1,587	3,455	7,837	..	608,349	2,487,336	184,563	4,436	272,
786,104	2,549	114,529	55	8,231	15,045	927	102	193,272	..	210,152	3,248,488	126,482	22,030	69,
699,724	2,832	207,806	11	22,096	9,911	2,179	65	144,219	..	1,779,499	2,660,794	787,669	23,736	198,

Wheat.	Rye.	Corn.	Barley.	Oth. Grain.	Br'd & B. Stuff	Ps. & Bns.	Potatoes.	Dried Fruit	Cotton	Tobacco.	Clo. & Gr. Seed.	Flax Seed.	Hops.	Dom. Spi…
30	..	..	..	..	..	..	..	100	..	28,307	..	..	1,522	
73	..	..	5,139	2,248	..	16	230	73,700	2,439	12,261	4,848	..	11,867	
34	..	..	..	..	..	..	..	2,882	..	..	..	..	..	
75	..	..	2	..	..	..	8	122,504	..	7,839	..	..	1,193	
10	..	..	325	..	..	..	..	3,220	..	230	..	..	4,365	
9	..	..	..	..	..	..	..	79,921	..	26,594	548	..	..	
..	..	..	..	..	..	..	..	3,239	..	..	2,009	..	..	
34	..	..	..	..	..	3	..	9,951	..	9,975	..	..	..	
13	..	..	..	..	..	..	..	..	..	..	..	..	..	
6	..	..	..	..	..	..	..	3,530	..	291	..	..	..	
..	..	..	..	..	..	..	..	..	..	.	..	..	..	
3	..	..	..	..	..	..	..	..	..	..	..	..	..	
3	..	..	..	..	..	..	..	..	..	..	..	..	..	
..	..	..	..	..	..	..	..	..	..	888	..	..	2,553	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	
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3														
90	..	..	325	..	..	..	..	9,441	..	28,537	2,009	..	5,887	
203	..	..	5,141	2,248	..	19	238	289,606	2,439	58,352	5,396	..	15,613	
10,982	..	..	4,642	..	44,433	6	30	13,054	45,216	32,515	4,861	..	6,296	
68	3	..	5,872	8,316	45,354	348	1,468	517,993	48,475	62,012	6,162	..	19,472	1
271	3	..	11,013	19,564	45,354	367	1,706	807,599	50,914	120,364	11,558	..	35,085	1
11,072	..	..	4,967	..	44,433	6	30	22,495	45,216	61,052	6,870	..	12,183	
7,508	..	2,424	17	1,000	85,524	32	180	25,693	(§) ..	166,072	2,428	..	19,704	

…le between Pork and Bacon, or between Butter and Lard. † Hemp. ‡ Lard Oil. § No Cotton Factory in Buffaloe i…

(*Taken from* ... *on of Property, received at and shipped from Buffaloe, on the* ERIE CANAL,

...URAL PRODUCTS.			Dom. Spi...	...NIMALS.				AGRICULTURE. VEGETABLE FOOD.							
...eed.	Flax Seed.	Hops.		...er.	Lard.	Wool	Hides.	Flour.	Wheat.	Rye.	Corn.	Barley.	Oth. Grain.	Br&S.Stuff	Ps. & ...
.	Pounds.	Pounds.	Gall...	...ds.	Pounds.	Pounds.	Pounds.	Berrels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bush...
211	80,061	17,304	42,	,082	..	1,720,947	21,386	440,244	695,710	1,289	109,267	..	4,684	..	59
101	126,735	1,770	252,	,040	1,837,171	2,250,438	171,895	404,029	262,294	767	33,069	..	2,904	..	41
556	13,061	3,881	9,	,283	..	256,407	19,348	373,461	224,963	..	..	..	..	..	31
069	6,121	2,666	18,	,633	42,869	352,081	40,623	265,858	255,127	..	..	..	..	..	27
680	..	..		,812	..	71,436	220,545	7,824	472,562	..	..	..	..	..	..
600	..	..	.	,555	82,346	162,199	386,840	6,487	479,272	..	..	..	..	..	..
100	..	..	.		200	12,221	13,027	4,530	157,668	..	..	..	..	..	..
785	..	..	.	389	..	37,324	33,578	2,804	186,552	..	..	..	..	..	..
126	23,219	..	.	774	..	12,811	9,922	24,104	235,194	1,216	5,262	..	..	..	..
565	423	..	.	975	876,528	35,965	15,534	37,735	168,225	136	..	..	..	..	2.
909	..	..	.	953	..	15,767	..	168	..	..	..	..	1,718	..	.
556	..	..	.	434	52	79,263	..	553	3,520	..	..	..	..	..	18
	..	..			..	..	..	..	..	..	..	..	..	..	..
	..	..			..	1,746	..	..	..	..	..	..	..	..	..
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	..	..			..	38,745	..	..	..	..	..	..	..	..	..
582	116,341	21,185	52,	104	..	2,089,589	284,228	850,331	1.786,097	2,505	114,529	..	6,402	..	91
576	133,279	4,436	270,	026	2,838,966	2,957,761	648,470	717,466	1,354,990	903	33,069	..	2,904	..	89
006	10,141	845	16,	437	..	553,559	92,101	849	7	44	..	55	1,829	15,045	1
760	51,284	..	1,	664	13,475	483,556	121,391	4,425	6	..	25	..	6,136	3,266	69
336	184,563	4,436	272,	690	2,852,441	3,441,317	769,861	721,891	1,354,996	903	33,094	..	9,040	3,266	1,58
488	126,482	22,030	69,	577	..	2,643,148	376,329	851,180	1,786,104	2,549	114,529	55	8,231	15,045	92
794	787,669	23,736	198,	628	* ..	1,249,524	..	880,868	1,699,724	2,832	207,806	11	22,096	9,911	2,17

	..	1,522			..	3,526	4,770	..	30	..	..	..	..	..	..
848	..	11,867		615	..	4,050	4,857	..	73	..	..	5,139	2,248	..	1
	..	..		92	..	2,016	..	..	34	..	..	..	..	..	..
	..	1,193		593	..	63	3,931	..	75	..	..	2	..	..	..
	..	4,365			..	..	..	..	10	..	..	325	..	..	..
548	..	..		129	..	..	..	..	9	..	..	..	..	..	..
009	..	..			..	..	..	..	..	..	..	..	..	..	..
	..	..			..	..	..	..	34	..	..	..	..	..	..
	..	..			..	184	..	...	13	..	..	..	..	..	..
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	..	..			..	..	2,035	..	3	..	..	..	..	..	..
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	..	2,553			..	..	..	..	..	..	..	..	..	..	..
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2,009	..	5,887		92	..	5,726	1,770	..	90	..	..	325	..	..	..
5,396	..	15,613		337	..	4,113	10,823	..	203	..	..	5,141	2,248	..	1
4,861	..	6,296		248	..	112	296,452	2,366	10,982	..	..	4,642	..	44,433	
6,162	..	19,472	1	228	200	10,800	308,449	3,310	68	3	..	5,872	8,316	45,354	34
1,558	..	35,085	1	565	200	14,913	319,272	3,310	271	3	..	11,013	19,564	45,354	36
6,870	..	12,183		340	..	5,838	298,222	2,366	11,072	..	..	4,967	..	44,433	
2,428	..	19,704		878	..	166	..	2,275	7,508	..	2,424	17	1,000	85,524	3

Cotton Factory in Buffaloe i...

* Previous to 1845 no distinction was made between Pork and Bacon, or between Butter and Lard.

ANAL, *in the years* 1843, 1844, *and* 1845. *(Taken from Mr. Barton's Letter on Lake Commer*

				ALL OTHER AGRICULTURAL PRODUCTS.					MANUFACTURES.					
tuff	Pe. & Bns.	Potatoes.	Dried Fruit	Cotton	Tobacco.	Clo. & Gr. Seed.	Flax Seed.	Hops.	Domestic Spirits.	Leather.	Furniture.	Bar and Pig Lead.	Pig Iron.	Iro
ls.	Bushels.	Bushels.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Gallons.	Pounds.	Pounds.	Pounds.	Pounds.	P
	594½	..	176,339	..	204,361	2,485,211	80,061	17,304	42,513	225,045	277,102	..	6,000	2
	412	410	6,047	..	580,464	2,109,401	126,735	1,770	252,258	671,852	259,011	..	143,518	1
	316	..	1,611	..	..	531,656	13,061	3,881	9,258	4,288	183,467	..	..	
	276	150	..	..	..	261,069	6,121	2,666	18,398	66,699	289,676	..	..	
	..	..	2,749	..	3,889	8,580	..	..	128	..	23,663	2,042	..	
	..	..	..	..	26,903	9,600	..	..	..	25,073	54,621	71,832	..	
	..	..	..	..	1,902	3,100	..	..	..	..	21,128	124,116	..	
	..	6	..	..	..	9,785	..	..	..	..	69,374	273,555	..	
	..	..	525	..	..	100,126	23,219	..	800	..	10,157	..	..	
	25	6	140	..	982	19,565	423	..	..	26,401	31,057	..	..	
	..	..	..	..	..	9,909	..	..	..	3,260	13,892	..	..	
	182	2,640	323	..	..	18,656	..	..	..	29,380	19,125	..	..	
	..	..	..	..	..	..	..	..	..	..	..	..	..	
	..	..	..	..	..	..	..	..	..	16,492	850	..	..	
	..	..	..	..	..	..	..	..	..	..	..	..	..	
	..	..	..	..	..	..	..	..	..	..	250	..	..	
	..	..	..	..	..	..	..	..	..	..	829	..	..	
	..	..	..	..	..	..	..	..	..	..	12,085	..	..	
	910½	..	181,224	..	210,152	3,138,582	116,341	21,185	52,699	232,593	530,238	126,158	6,000	2
	895	3,212	6,510	..	608,349	2,427,576	133,279	4,436	270,656	836,897	720,049	345,387	143,518	
45	16½	102	12,048	..	..	109,906	10,141	845	16,653	129,866	370,752	..	50,165	
66	692	243	1,327	..	..	59,760	51,284	..	1,680	253,651	527,715	..	18,000	
66	1,587	3,455	7,837	..	608,349	2,487,336	184,563	4,436	272,336	1,090,548	1,254,764	345,387	161,518	
45	927	102	193,272	..	210,152	3,248,488	126,482	22,030	69,352	362,159	900,990	126,158	56,165	
11	2,179	65	144,219	..	1,779,499	2,660,794	787,669	23,736	198,828	108,980	594,574	1,581,334	16,400	

	..	..	100	..	28,307	..	..	1,522	..	..	1,149,393	..	..	42
	16	230	73,700	2,439	12,261	4,848	..	11,867	..	..	1,032,022	..	..	39
	..	..	2,882	..	..	..	..	..	..	..	1,984,033	..	4,480	29
	..	8	122,504	..	7,839	..	..	1,193	..	970	1,445,947	..	18,867	46
	..	..	3,220	..	230	..	..	4,365	..	..	1,593,534	..	..	44
	..	..	79,921	..	26,594	548	..	..	..	..	1,659,065	..	..	75
	..	..	3,239	..	..	2,009	..	..	..	..	3,032,386	..	..	50
	3	..	9,951	..	9,975	..	..	..	..	..	4,114,877	..	20,000	42
	..	..	..	..	..	..	..	..	..	..	372,514	..	..	12
	..	..	3,530	..	291	..	..	..	..	..	117,560	..	..	14
	..	..	..	..	..	..	..	..	..	..	53,008	..	..	
	..	..	..	..	..	..	..	..	..	..	55,846	..	..	
	..	..	..	..	..	..	..	..	..	..	..	..	..	
	..	..	..	..	888	..	..	2,553	..	..	15,553	..	..	
	..	..	..	..	..	..	..	..	..	..	5,258	..	..	
	..	..	..	..	..	..	..	..	..	..	10,691	..	..	
	..	..	..	..	..	..	..	..	..	..	..	..	..	
	..	..	..	..	..	..	..	..	..	..	376	..	..	
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	..	..	..	..	..	..	..	..	..	..	25,512	..	..	
	..	..	..	..	..	..	..	..	..	..	6,365	..	..	
	..	..	..	..	..	..	..	..	..	..	45,015	..	..	
	..	..	9,441	..	28,537	2,009	..	5,887	..	..	8,260,653	..	4,480	1,7
	19	238	289,606	2,439	58,352	5,396	..	15,613	..	970	8,482,547	..	38,867	2,2
33	6	30	13,054	45,216	32,515	4,861	..	6,296	4,992	2,409	578,295	..	857,400	5
54	348	1,468	517,993	48,475	62,012	6,162	..	19,472	17,840	1,111	1,008,825	..	72,019	6
54	367	1,706	807,599	50,914	120,364	11,558	..	35,085	17,840	2,081	9,491,372	..	110,886	2,8
33	6	30	22,495	45,216	61,052	6,870	..	12,183	4,992	2,400	8,838,948	..	861,880	2,3
24	32	180	25,693	(§) ..	166,072	2,428	..	19,704	4,775	470	7,936,053	..	747,978	1,8

Lard. † Hemp. ‡ Lard Oil. § No Cotton Factory in Buffaloe in 1843.

tter on Lake Commerce.)

MANUFACTURES.								OTHER ARTICLES.			
ture.	Bar and Pig Lead.	Pig Iron.	Iron Ware.	Domestic Woollens.	Domestic Cottons.	Salt.	Merchandize.	Stone, Lime, and Clay.	Gypsum.	Mineral Coal.	Sundries.
nds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Bushels.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.
,102	..	6,000	24,338	..	..	..	48,059	863,878	..	6,231	2,813,997
,011	..	143,518	16,867	16,920	268	..	62,722	881,155	216	248,400	2,953,127
,467	..	..	390	..	..	..	11,982	..	..	..	1,156,587
,676	..	..	982	..	..	.	15,292	4,219	..	..	1,042,816
,663	2,042	..	..	..	..	..	1,859	..	..	..	202,794
,621	71,832	..	..	..	..	..	9,520	85	..	..	93,517
,128	124,116	..	..	..	..	..	1,781	5,677	..	..	36,037
,374	273,555	..	..	..	..	..	284	825	..	..	41,740
,157	..	..	..	..	..	..	1,678	..	..	..	236,300
,057	..	..	..	..	..	..	2,254	..	..	..	274,138
,892	..	..	..	..	..	..	1,146	..	..	..	32,039
,125	..	..	..	..	..	..	5,064	1,042	..	1,703,410	132,635
.	,	..	..	..	..	..	..	..	..	..	2,425
850	..	..	..	..	..	..	..	5,273	..	..	(†) 619,415
.	..	..	..	..	..	..	..	..	..	..	..
250	..	.	..	..	..	..	..	..	..	..	(‡) 47,170
829	..	..	..	..	..	..	..	..	..	..	150
2,085	..	..	..	..	..	..	..	..	..	..	6,510
),238	126,158	6,000	24,728	..	..	..	66,505	869,555	..	6,231	4,480,329
),049	345,387	143,518	17,849	16,920	268	..	95,236	892,599	216	1,951,810	5,211,068
),752	..	50,165	52,702	..	..	..	157,618	76,230	..	9,500	2,317,898
7,715	..	18,000	15,930	6,223	945	..	199,949	10,912,351	1,378	3,040	1,633,327
4,764	345,387	161,518	33,779	23,143	1,213	..	295,185	11,804,950	1,594	1,954,850	6,844,395
),990	126,158	56,165	77,430	..	..	..	224,123	945,785	..	15,731	6,798,227
4,574	1,581,334	16,400	87,759	3,929	..	..	167,309	3,186,483	1,669	2,000	5,303,882
),393	..	..	420,082	..	..	..	24,740,913	565,551	10,600	69,200	83,755
2,022	..	..	393,321	..	..	..	28,572,729	900,540	34,700	..	482,628
4,033	..	4,480	298,180	..	..	..	18,778,111	169,031	..	132,500	228,908
5,947	..	18,867	464,522	..	..	..	20,282,001	247,213	85,770	..	943,537
3,534	..	..	443,722	..	..	..	8,640,687	86,658	..	..	35,662
9,065	..	..	755,512	..	..	..	8,439,935	98,175	1,916	..	318,008
2,386	..	..	500,015	..	..	..	6,541,495	47,940	..	..	154,449
4,877	..	20,000	420,393	..	..	..	7,973,755	52,562	350	..	352,136
2,514	..	..	122,276	..	..	..	4,663,149	22,384	..	..	10,594
7,560	..	..	147,246	..	..	..	5,370,014	70,433	..	..	8,664
3,008	..	..	1,978	..	..	..	1,479,854	27,495	..	..	1,423
5,846	..	..	5,195	..	..	..	2,079,322	51,284	1,860	144,000	9,300
.	..	..	..	..	..	..	410,967	200	..	..	..
5,553	..	..	..	..	..	..	1,368,568	..	..	..	5,540
5,258	..	..	..	..	..	..	27,728	..	..	..	..
0,691	..	..	200	..	..	..	689,227	130	..	..	..
.	..	..	..	..	..	..	26,359	..	..	..	..
376	..	..	..	..	..	..	184,003	17,310	..	..	..
.	..	..	..	..	..	..	..	..	..	..	..
.	..	..	..	..	..	..	31,373	..	..	..	..
5,512	..	..	..	..	..	..	14,653	..	..	..	..
6,365	..	..	..	..	..	..	1,640	..	..	..	..
5,015			470				199,962	3,000	..	..	1,045
	..	..	20,736	..	..	..	433,796	230	..	114,600	2,865
0,653	..	4,480	1,786,723	..	..	..	65,493,878	922,259	10,600	201,700	515,436
2,547	..	38,867	2,207,125	..	..	..	75,426,363	1,437,867	124,596	258,600	2,122,678
8,295	..	857,400	556,862	..	..	780,492	28,184,828	21,516,161	139,012	5,469,361	3,254,726
8,825	..	72,019	605,921	..	..	582,694	25,467,065	35,696,590	368,583	4,964,391	4,453,525
1,372	..	110,886	2,813,046	..	..	582,694	100,893,428	37,134,457	493,179	5,222,991	6,576,203
8,948	..	861,880	2,343,585	..	..	780,492	93,678,706	22,438,420	149,612	5,671,061	3,770,162
6,053	..	747,978	1,829,550	..	1,205	721,224	88,296,036	7,717,204	66,142	4,023,191	1,718,259

TABULAR STATEMENT of the Length, Cost, Receipts, Expenses, and Net Income, of the principal Railroads in the State of Massachusets, for 1845.

NAME OF ROAD.	Length. Miles.	Total Cost. Pounds.	Average Cost per mile. Pounds.	Receipts. Pounds.	Expenses. Pounds.	Net Revenue.	Per Cent. per Ann. on Cost.	Per Cent. of Receipts for Expenses.	Remarks
Boston and Lowell.....	25.75	483,149	18,763	89,017	44,760	44,257	$9\frac{2}{10}$	50.28	Double Track.
„ Maine..	71.00	471,832	6,645	71,766	38,524	33,242	7	53.68	Single „
„ Providence ..	41.17	491,169	11,930	87,657	38,200	49,457	10	43.57	„ „
Eastern.....	56.00	554,631	9,904	87,537	29,210	58,327	$10\frac{1}{2}$	33.36	„ „
Boston and Worcester....	44.50	725,000	16,292	121,864	62,432	59,432	$8\frac{1}{5}$	51.23	Double „
Western.....	156.00	1,999,888	12,819	203,370	110,714	92,656	$4\frac{2}{3}$	54.43	Single „
Fitchburg.....	49.33	369,369	7,487	50,999	19,583	31,416	$8\frac{1}{2}$	38.39	„ „
Nashua and Lowell.....	14.25	125,000	8,772	28,170	12,000	16,170	$12\frac{7}{8}$	42.60	Second Track in progress.
New Bedford and Taunton	20.00	113,405	5,670	19,552	7,346	12,206	$10\frac{3}{4}$	37.56	Single Track.
Total.....	478.00	5,333,445	9,788	759,932	362,769	397,163	$7\frac{44}{100}$	47.75	

Aggregate length of all these Roads is 478 miles. Total Cost is £5,333,445. Average Cost reduced to a Single Track is £9,728 per mile. Total Net Revenue is £397,163, equal to $7\frac{44}{100}$ per cent. on the Total Cost. Total Expenses £362,769, equal to $47\frac{75}{100}$ per cent. on the Gross Receipts. All the above Roads have the H rail, varying in weight from 55 to 63 lbs. per yard.

Expenses £362,769, equal to 47 75/100 per cent. on the Gross Receipts. [illegible]
varying in weight from 55 to 63 lbs. per yard.

TABULAR STATEMENT of the Length, Cost, Receipts, Expenses, and Net Income, of the principal Railroads in the State of New York, for 1845.

Names of Roads.	Length. Miles.	Total cost. Pounds.	Average. Cost per Mile. Pounds.	Receipts. Pounds.	Expenses. Pounds.	Net Revenue.	Per Cent. per Ann. on Cost.	Per Cent. of Receipts for Expenses.	Remarks.
Utica and Schenectady..	78	547,376	7,017	102,768	36,889	65,879	12	35.89	Single Track.
Utica and Syracuse	53	279,218	5,268	50,596	18,750	31,846	11½	37.10	,, ,,
Auburn and Syracuse ..	26	192,068	7,387	24,950	11,081	13,869	7¼	44.41	,, ,,
Auburn and Rochester..	78	458,011	5,872	59,765	24,246	35,519	7¾	40.56	,, ,,
Tonawanda	43½	187,763	4,316	29,167	9,251	96	10⅔	31.71	,, ,,
Attica and Buffalo	31¼	85,500	2,736	17,574	7,743	9,831	11½	44.06	,, ,,
Total.....	309¾	1,749,936	5,649	284,820	107,960	176,860	10	37.08	,, ,,

All the above Roads are constructed with the plate rail, and are mostly single tracks. Aggregate length, 309¾ miles. Aggregate cost, £1,749,936. Average cost, £5,649 per mile. Total net revenue, £176,860, equal to 10 per cent. (nearly) on the aggregate cost. Total expenses, £107,960, equal to 37 8/10 per cent. of the gross receipts.

The following Statement of Local Statistics was submitted to the Provincial Legislature, when the Bill incorporating the Railway Company was under discussion in 1844.

The route as surveyed passes through the Counties of Chambly, part of Verchères, Rouville, St. Hyacinthe, Shefford, Sherbrooke, and Stanstead, and in the vicinity of Richelieu and of Drummond, all of which Counties will be materially benefitted by the construction of the Railway. The following statistics in relation to these Counties have been carefully compiled from the recent census of the Province, and may be relied on as correct; they have been made to include only those sections which the Committee believe would be directly benefitted by the Railroad, and would use it as their road to market.

The County of Chambly, without the Parish of St. John, contains—15,158 Inhabitants, and raises annually 40,454 bushels of Wheat, 427,978 bushels of other grains, 217,286 bushels Potatoes; it contains 13,253 head of Neat Cattle, 5,717 Horses, and 21,776 Sheep and Hogs.

That part of Rouville comprising the Parishes of St. Athanase, St. Hilaire, St. Jean Baptiste and St. Matthias, contains—9,805 Inhabitants, raising 27,957 bushels of Wheat, 175,442 bushels of other grains, 103,384 bushels Potatoes, 7,732 Neat Cattle, 2,833 Horses, 14,233 Sheep and Hogs.

That part of Verchères comprising the Parishes of Belœil and St. Marc, contains—3,223 Inhabitants, raising 5,490 bushels Wheat, 91,817 bushels other grains, 39,567 bushels Potatoes, 3,636 Neat Cattle, 1,376, Horses, 6,019 Sheep and Hogs.

That part of Richelieu comprising the parishes of St. Denis, St. Charles, St. Barnaby, and St. Jude, contains—6,823 Inhabitants, raising about 8,500 bushels Wheat, 150,000 bushels other grains.

The County of St. Hyacinthe contains—21,734 Inhabitants, raising 50,685 bushels Wheat, 236,243, bushels other grains, 225,925 bushels Potatoes, 16,351 Neat Cattle, 6,871 Horses, 26,254 Sheep and Hogs.

The County of Shefford contains—9,996 Inhabitants, raising 19,963 bushels Wheat, 88,913 bushels other grains, 196,644 bushels Potatoes, 9,049 Neat Cattle, 1,801 Horses, 13,715 Sheep and Hogs.

That part of Drummond comprising the Townships of Acton, Wickham, Durham, Kingsey, Tingwick, Warwick, and Chester, contains—5,090 Inhabitants, raising 22,640 bushels Wheat, 56,136 other grains, 156,387 bushels Potatoes, 4,705 Cattle, 703 Horses, 6,813 Sheep and Hogs.

The county of Sherbrooke has a population of 13,302 Inhabitants, raising 44,619 bushels Wheat, 166,529 other grains, 403,480 bushels Potatoes, 14,088 Cattle, 2,432 Horses, 22,197 Sheep and Hogs.

The County of Stanstead contains — 11,846 Inhabitants, raising 43,750 bushels Wheat, 141,279 other grains, 388,488 bushels Potatoes, 14,557 Cattle, 2,926 Horses, 25,385 Sheep and Hogs.

A recapitulation of the foregoing statistics gives the following amounts :—

96,976 Inhabitants, raising annually 263,778 bushels of Wheat, 1,534,407 bushels of other grains, 1,731,161 bushels of Potatoes, and having 83,371 head of Neat Cattle, 24,649 Horses, and 136,392 Sheep and Hogs.

With reference to the above amounts, it is but right to remark that they are known to be very much, probably one-fourth (population excepted), less than the actual result, as the inhabitants, from a dread of the Census being made the basis of taxation, very generally conceal the real amount of their products and stock.

The City of Montreal, the proposed terminus of the Railway, contains a population of 44,000 Inhabitants. It may, therefore, be stated with confidence, that at least 140,000 Inhabitants of Canada will be directly benefited by this undertaking, without any allusion to its favourable bearing on the interests of the Province at large.

Extract from the Report of A. C. Morton, Esq., Chief Engineer of the St. Lawrence and Atlantic Railroad.

After detailing the progress of the survey, Mr. Morton continues :—

"Before closing this Report, permit me to allude briefly to your road, in connexion with the Atlantic and St. Lawrence Road, which, taken together, are to form a continuous line from the St. Lawrence at Montreal to the Atlantic at Portland.

"From my possession as Engineer of the whole road, I have become intimately acquainted with the entire country traversed by this great work, and am familiar with its topography, facilities of construction, and resources.

"Embracing with one view this section of country, it will be observed, by reference to the annexed maps and profiles, that there is but one summit or main dividing ridge, between the waters which flow into the St. Lawrence and those flowing into the Atlantic; that the approach to this summit is through the valleys of large streams, affording long and easy slopes for overcoming its elevation.

"The principal high lands intervening between the St. Lawrence and the Atlantic are the White and Green Mountain ranges. The former is crossed through the valley of the Androscoggin and Ammonoosuck Rivers, with no inclination exceeding 40 feet per mile, with but a slight undulation in the grade of the road, and no heavy work whatever. The latter extends into Canada, but falls off as it approaches the St. Lawrence basin, and is principally avoided by following the valley of the St. Francis and Black Rivers.

"Nearly the whole route from Montreal to Portland has been carefully surveyed, and it gives me great pleasure to state that I know of no line of equal extent connecting the western waters with the Atlantic which will compare with this for the great extent of easy grades, straight lines, and cheap construction. While other lines are subjected to great disadvantages from steep

grades, abrupt curvature and excessive cost, this is happily exempt from nearly all.

"A large portion, equal probably to one-half the whole of this road, will be either level or of inclination not exceeding 20 feet per mile. The curvatures are all easy, and nearly equivalent to a straight line. Passenger trains may pass over the whole road in the space of ten hours, and the largest class of freight engines will be able to transport 200 tons over the road in either direction.

"With a view to illustrate, more clearly, the great advantages this road possesses for cheap transportation, and the attainment of great velocity, compared with other great roads, designed as channels for the western trade, I have prepared diagrams exhibiting the grades and elevations passed over by several of these lines—viz., that between Portland and Montreal, the Western Road from Boston, and the New York and Erie Road.

"It will be observed, by reference to these profiles, that the former road has but one main summit, and that the grades are either level or descending with the preponderance of the trade for a large portion of the whole road. That the two last-mentioned roads have several high summits and grades from 60 to 80 feet per mile.

"As regards the cost of transportation on the St. Lawrence and Atlantic Railroad, the most satisfactory information would be gained by comparing it with some line of nearly equal extent and facilities, and designed for general trade.

"Perhaps no other road at present in operation approaches nearer to it as it regards its object and design than the Western Railroad in Massachusetts; yet the cost of transportations on this road will much exceed that on the St. Lawrence and Atlantic, from the more unfavourable character of the grades, and large amount of curvature.

"On the Western Road there are three elevated summits, to surmount which the following grades are required, to wit:—

3	miles of	60 feet per mile
$1\frac{1}{2}$	"	68 & 69 "
$5\frac{6}{10}$	"	74 "
6	"	78 & 79 "
2	"	$82\frac{1}{2}$ & 83 "

"The total rise and fall is over 4000 feet. The length of curved line on this road is 75½ miles, or 48 per cent. of its whole length, and the minimum radius is 857½ feet.

"Relative to the grades on the road from Montreal to Portland, I have already stated, that the inclinations probably on one-half the whole distance will not exceed 20 feet per mile. The maximum grade, as indicated by the surveys thus far, will be about 50 feet per mile, and this is confined to comparatively a short distance. It is believed that from 80 to 90 per cent. of the whole road will be straight, and the curvatures will be easy.

"In the comparison therefore of these roads, it is believed that we are fully sustained by the above facts in the conclusion that the cost of transportation on this road will not equal, but fall considerably below, that on the Western Road.

In referring to these roads, we desire to be understood as not wishing to draw any invidious comparison, or in the least to detract from the great merits of these roads as a means of communication with the West; for both are entitled to the fullest confidence of the public.

The New York and Erie Railroad is as yet unfinished, but the present business of that portion now in operation affords the most gratifying evidence of the entire success of this great project when it shall have been completed.

The Western Road has been in operation several years, and as a great thoroughfare it is eminently successful. With its present rate of increase of business it will, in a few years, rank among the most profitable Railroad investments in the country.

These roads have been referred to, only with a view to exhibit their leading features, as contrasted with this work, and to illustrate more forcibly the success which will always attend works of this character.

The gross receipts of the Western Railroad for 1845, were	£203,370
The total expense of operation the Road for the same year, was	£92,655
Annual net income equal to....	£110,715

The St. Lawrence and Atlantic, and the Atlantic and St. Lawrence Railroads, will be about 280 miles in length, 130 miles of which are in Canada, and the net annual income, supposing it to be in the same proportion as the Western Road, will amount to £198,719.

We will assume for the present the two roads forming a continuous line from Montreal to Portland, constructed in the most permanent manner, and fully equipped with cars, engines, depôt buildings, &c., for the most extensive business, will cost the sum of £2,000,000.

To which if we apply the net annual income as obtained above, we have as the result an annual dividend of nearly 10 per cent.

It will be observed that in the above estimate of revenue it is assumed that the cost of transportation on your road will be as great as on the Western Road, which evidently will not be the case. And it is also assumed that the cost of the whole road to Portland will be two million pounds, currency, which is a much greater sum than it ever has been estimated to cost.

Applying as above the business results of the Western Railroad for 1845 to your road, and assuming the cost of the road to be £1,750,000, the net revenue gives a dividend of 11⅓ per cent.

I would further observe, that the Western Road, in connexion with the Boston and Worcester Road, forms a continuous line from Boston to Albany of 200 miles in length, and its design is to secure to Boston the Western trade. In its construction great obstacles were to be overcome. A mountainous section of country was to be crossed, requiring, as already stated, heavy grades, and a large expenditure of money. This has been accomplished, and the experiment (for in this light it was viewed by many) has succeeded.

To give an idea of the formidable obstacles encountered, I would state, that one section of this road known as the Mountain Division, comprising a distance of 14 miles, cost £245,000, or £17,500 per mile, and a single mile cost £54,980. The total cost of the road up to January 1st, 1846, was £1,999,888.

In its business it has to contend with a strong competition with steam-boats on the Hudson river, and another Railroad.

Notwithstanding these unfavourable circumstances, the gross receipts in 1845 were £203,370, and its net receipts for the present year will probably equal a dividend of over 6 per cent. on its cost.

With reference to your road as a great thoroughfare, it occupies a most remarkable position, connecting as it does the St. Lawrence and the Atlantic, at a point where the New England coast approaches nearest to the western waters; and having a large and populous city at either terminus, with capacious harbours, and a rich intervening country, it cannot fail to be one of the most important and profitable roads yet commenced.

From its peculiar position it never can be subject to competition. It is the shortest and cheapest channel through which the travel and trade of the provinces can reach the seaboard.

With a long line of natural and artificial communication connecting Montreal with the western waters, and the far west, it cannot be doubted that the completion of this last link will change entirely the channel of trade, open new resources, and add vastly to the business of the public works of the province, and to the wealth and enterprise of the country through which it passes. To the city of Montreal it is of vital importance; situated as she will be at the foot of this long line of communication on the one hand, and within ten hours' ride of one of the best harbours of the Atlantic coast on the other, she must unavoidably receive large accessions to her trade and commerce, and a vast increase of wealth.

J. Unwin, Printer, 31, Bucklersbury, London.