

4th.—By no Parliamentary or legal expenses being incurred to any great extent.

SECURITY FOR INTEREST.

1st.—By a grant from Her Majesty's Government of one million to aid in the construction, for which no interest would require to be paid.

2d.—By the pledge of four millions of acres of Wilderness Lands, which, if the Railway did not pay at once, might be sold to afford an interest for the first ten years.

3d.—By the funds of the Legislature being pledged to pay an interest for ten years on the capital expended.

SOURCES OF INCOME.

- 1.—Way Trade in the three Provinces.
- 2.—Way Trade from Settlement to Settlement.
- 3.—Passengers in the three Provinces.
- 4.—Passengers and Trade from Province to Province.
- 5.—Passengers from Southern and United States on their way to and from Europe.

6.—Passengers from Canada and New Brunswick at all seasons, to and from Great Britain.

7.—Emigrants from Great Britain destined to Canada.

8.—Pleasure Travelling in Summer to and from the United States and Canada, and the Lower Provinces.

9.—Light Goods from Europe landed at Halifax,* for consumption in New Brunswick and Canada.

10.—West India produce from the Lower Ports to Canada.

11.—Fish, &c., from the Lower Ports to the interior.

12.—Canada produce from Quebec for the supply of New Brunswick and Nova Scotia, flour, pork, beef, peas, &c.

13.—Shipments of Canadian produce from Quebec via Halifax and Saint John, to Great Britain.

Of the whole annual expense of £216,250, the Trade and Transit of Passengers in Nova Scotia would require to yield say 1-4th of the whole, only £56,462 10s. a year.

The Trade of Nova Scotia would yield more :

Rate of Passage—1st class car, 1d. sterling per mile.

2d	"	3d.	"
3d	"	1d.	"

In Belgium these rates are established, altho' the Railways there cost on an average £17,250 sterling per mile, while here it is to cost only £5000 currency.

	1st class	2d.	3d.	fares per stage now
Pas. to Truro from Halifax, 5s.	3s. 9d.	2s. 6d.	20s.	
" Amherst " 11s. 3d.	8s. 5d.	5s. 8d.	40s.	
" St. John " 20s. 10d.	15s. 8d.	10s. 5d.	87s. 6d.	
" Quebec " 46s. 2d.	34s. 8d.	23s. 1d.	£10 to £15	

Barrel of Flour—		3s. per. cwt.
Truro to Halifax,	5½d.	now 5s. 3d.
Amherst to " 11½d.		" 8s.
		Londonderry, 7s.

A ton of Hay—		
Gay's River to Halifax,	4s. 2d.	now 25s.
Truro " "	6s. 3d.	" 30s.
Amherst " "	13s. 10d.	" 40s.

A chaldron of Coals—
Onslow Mines to Halifax, 70 miles, 6s. 3d. Transportable in winter as in summer. Reduce the price of coals in Halifax to 20s. now 30s., often 40s. in spring, now 55s.

1000 feet of dry pine Lumber—		
Truro to Halifax,	7s. per M.	now 70s.
Amherst do.	13s. " "	by water, 25s.
	20s. from St. Andrew's N. B.	

A tub of Butter—		
Truro to Halifax, 60 lbs.	5d.	1s. 8d.
Amherst " "	8½d.	3s.

Population of Halifax County,	40,000
" Colchester, "	16,000
" Cumberland, "	14,000
	70,000

Value of Agricultural produce consumed, at £12 10s. a head—£875,000.

Value of British Goods and West India produce, to be transported by railway, to supply—

Say in Halifax,	£8,000
" Colchester and Cumberland,	30,000
	£38,000

British goods, each head, not less than £2 10s. Sterling, Wines Spirits, Rum, Sugar, Tea, &c.

American Manufactures,	2 10 0
Sterling,	£5 0 0
Currency,	£6 5 0

Official value of imports, £1,800,000 for 1844 in Nova Scotia. This less than the real value.

Western Counties do not pay their fair proportion—a large part of the dutiable goods being smuggled.

* Or at Canseau, for Halifax, New Brunswick and Canada.

Consumption of part of Halifax County, Colchester, and Cumberland, in value, £237,500
Independent of part of Pictou County, River John, &c., supplied from Halifax.

One of the effects of the Railway would be to bring the whole trade of the Province east of Amherst to Halifax.

Consumption of Halifax of Agricultural produce alone 25,000, at £12 10s. per head, £312,500

Say one half from the East, £156,200

Say the freight of this—beef, pork, hay, oats, and potatoes—12½ per cent. value, £19,525

Passengers—In Halifax,	10,000
" " Colchester,	4,000
" " Cumberland,	3,500

17,500 persons.

Pictou, Sydney, Guysboro', P. E. Island, 15,000. Halifax to Truro, say 25,000.

One trip, equal to 50,000 passengers, 5s., £12—500

Colchester, " 4,000

8,000 at 6s., 2—400

Cumberland, 3,500

7,000 at 10s., 3—500

£18—400

To this add—

Freight of goods from Halifax to Amherst.

Do. West India produce.

Do. Materials for shipbuilding.

Do. Deals, lumber, battens &c., to Halifax; this would grow into a valuable trade.

Do. Cordwood for shipment to Boston, &c.

Do. Coals from Onslow.

Do. Manures, marsh mud, limestone &c., from the Basin of Mines to a circle of 10 or 20 miles round.

Add to this the increase of trade and transit of passengers, in consequence of the facilities of the Railway—the trade and passengers to and from Halifax, Saint John and Quebec—the passengers and emigrants to and from Europe to Canada, and the United States; and the travelling in summer for pleasure, and the through trade by and from Canada.

TRADE OF NEW BRUNSWICK.

Trade and passengers from Dorchester, Sussex Vale, &c., to Saint John, agricultural produce, British goods and West India produce. Do. Pettitcodiac and thence to the ports in the Gulf of St. Lawrence.

Coal trade from the Grand Lake.

Timber Trade, lumber, deals, battens, shipbuilding timber, short and long distances, from the interior to the shipping ports. Trade, passengers, freight, &c., upwards to Grand Falls and Madawaska for population, and for lumbering parties.

The minerals of New Brunswick are free for public enterprise and competition—those of Nova Scotia are held now by the General Mining Association of London. The Westmorland coal field is 70 miles in length—the great coal field of New Brunswick extends over an area of 5000 square miles. It is believed that if an easier access were afforded, American capitalists would be induced to speculate in the coal fields and iron ores of this Province, and reduce the price of coals both there and in Nova Scotia. The Railroad would facilitate operations.

TRADE OF CANADA.

Trade and passengers to River Du Loup.

Population on the line, 125,000.

30,000 capable of travelling one trip each a year to and from—60,000 passages at 10s., £30,000.

Agricultural produce to Quebec, beef, pork, hay, butter, milk, fruit, poultry, &c.

Cord wood.

Deals, battens, lumber, &c.

£55,000 of British West India goods passed last year from Quebec across to Metis and Black River to supply lumberers.

A large portion of the wealthy classes from Quebec, Montreal, as far west as Toronto, come to the River Du Loup, to enjoy sea bathing—this travelling would be a large source of income.

THROUGH TRADE TO CANADA.

1. Passengers and emigrants from Europe.
2. Light goods from Europe,—by being landed at Halifax—the supply may be periodical—and heavy importations by spring and fall avoided, creating loss of interest, stock, and affecting credit.
3. West India produce and fish.
4. Produce of Canada to New Brunswick—Nova Scotia.

From Quebec to and from Halifax—	barrels
Beef, flour, pork, tea, &c.	20,000
Do. do. do. do. to lower ports,	40,000
	60,000