

None of the above lines of railroad have either a lumber or a mineral traffic. The Halifax and Quebec Railway will have both. It will run through the finest portion, both of the timber and mineral district, for which New Brunswick is so celebrated, for upwards of 200 miles. No port in America is so suitable for an extensive timber trade as Halifax; the trade may be kept open during the whole year.

The iron and coal mines of Nova Scotia and New Brunswick are not surpassed in richness by any on the continent of America, and they are the only ones on the Atlantic side of the Alleghany mountains. The railway will run through their very centre. Whenever this line of railroad is open through to the St. Lawrence, the port of Halifax will become the great steam-ship terminus of the American seaboard, as surely as a straight line is the shortest possible distance between two points.

In conclusion, I submit that the question is one of vital importance to Great Britain and her colonies, and well worthy the immediate and attentive consideration and the practical support of Her Majesty's Government.

BURY.

February 7th, 1859.
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