

where most connect the Granville side of Digby Strait, year, thence by valley of the St. to the Grand ne, by the short- In remarking es, they believe, y nearly alike; he Bay of Funde this Line pose it enters this ntry, in which ss of the Rail- and what troops e of passengers ounds, there- ot pay half the s Line."

ut, altogether, icate ground, in every res- mittee of the to shew how ately be, for rred to in the For the Com- d endeavour of a work so of both Pro- sidered as good.

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part of their plan from which they may reasonably expect to derive a large part of their revenue—viz :—the occupation and settling of a large tract of ungranted lands, by emigration, on either side the Line of Railway, and offering to settlers security and peace.

The Line proposed by the Chamber of St. John, would thus defeat one of their principal objects—for on one side, lies the American territory—and on the other, the River, of which, the same nation has the right of navigation.

Again,—the Line proposed by the London Committee—as will be seen on reference to the annexed map—running from Halifax through Truro, thence, by the Bend of the Peticodiac through New Brunswick, throwing out a Branch to St. John's, Fredericton, and the Military Post at the Grand Falls, on the one side, and on the other, touching the heads of the great Rivers, and running within five to thirty-five miles to the large and prosperous ports of Richibucto, Cocagne, and Shediac on the Gulf Shore, and of the thriving ports of Bathurst, Dalhousie and the Restigouche, at the head of the Bay de Chaleur, will connect, and open up a traffic between those ports, St. John's and Fredericton, of which, they have, hitherto, been entirely deprived; and not only with these ports in the Gulf of St. Lawrence, but also, with Prince Edward Island, Cape Breton, Magdalen Islands, and Gaspé; also, offering the greatest facility of supplying the lumberers on both sides of the Line, either from St. John's or Quebec.

The Line proposed by the Chamber of St. John, would deprive the Railway Company of all this valuable trade and intercourse.

Again,—the Line proposed by the London Committee, offers to the Canadian merchant the *choice* of forming his connexion, and directing his goods for shipment, either at the port of St. John or Halifax, as he may be disposed, the trains proceeding, to either port, in an unbroken Line.

The Line proposed by the Chamber of St. John, deprives him of this choice, and forces him to disembark his goods from train to steamer, and from steamer to train, to reach St. John, his only port of shipment. The Line proposed by the London Committee, would command all the trade and travel we have referred to, between Halifax and Canada, and from Quebec, St. John and Halifax, to the whole North East shore of Nova Scotia and New Brunswick. The Line proposed by the Chamber of St. John, cuts off all this intercourse. The Committee trust, therefore, that in a second consideration of the subject, the Chamber of Commerce of St. John