

Halifax to Quebec which should serve as a trunk line through the above provinces.

The result has been a lengthened and, in many respects, a valuable Report, dated 31st of August, 1848, and addressed to Major-General Sir John Burgoyne, which was presented, with despatches and other papers, to both houses of Parliament, by command of her Majesty, in Feb. 1849.

This Report, drawn up by Major Robinson, of the Royal Engineers, deserves to be more generally known, and it no doubt would have been had it not been consigned to the oblivion of a parliamentary Blue Book.

The Report describes the various means adopted in order to ascertain the shortest and the best route for the proposed trunk line, and although the line recommended to be adopted may in all probability advantageously admit of considerable alteration, when the ground has been more minutely examined, in the preparation of the permanent working plans and sections, still the explorations which have taken place have so narrowed the limits to be investigated, that little time need be lost in setting out the line, and the work may also with perfect safety be commenced simultaneously at several points along the line, which is an advantage of considerable importance.

Upon the general advantages of the proposed line of railway communication from Halifax to Quebec, and the peculiar adaptation of the route selected for the full development of these advantages, the Report states—

“The opening up a large field for provincial improvements, for the settlement of emigrants, and by affording the opportunity, in addition to internal, of external communication by means of the Gulf of St. Lawrence and the Bay Chaleurs, it will tend to develop in the highest degree the commerce and the fisheries of the province of New Brunswick.

“If a straight line be drawn from Cape Clear, in Ireland, to New York, it will cut through or pass close to Halifax. The latter is therefore on the direct route, and as the sea voyage across the Atlantic to New York may be shortened by three days nearly, in steamers, it is not improbable that on that account, when the branch railroad to St. John is completed, and other lines to connect on with those in the United States, the whole or the greatest portion of the passenger traffic between the old and the new world would pass through Halifax, and over a great section of the proposed railroad.”

These anticipations are now so far realized, that the subject is exciting very great interest in the United States and in the British colonies, and to which I have adverted in my former letter.