

upwards of 300 miles, the "direct line" would pass through a perfect wilderness, without a single settler, except a few at or near Boiestown; and that, leaving engineering difficulties out of the question, the cost of construction would be materially increased by the extra expense attendant on the transport of necessary materials, and supplies of food for laborers and workmen.

The route No. 4, commencing at Whitehaven, is rejected by the Commissioners for a variety of reasons, in addition to great engineering difficulties, such as expensive cuttings, long tunnels, viaducts, and lofty ridges not easily crossed.

The advantages and facilities of route No. 2, the "Eastern, or Bay Chaleur line," are fully stated in the Report, and may be thus briefly noticed:

It is set forth, that one most important object to be attained by the construction of the railroad is the settlement of the public lands, by the encouragement of emigration from the Mother country. The great agricultural capabilities of the Northern and Eastern counties of New Brunswick are pointed out; and reference is made by the Commissioner to the Reports of Mr. Perley, the Emigration Officer, presented to the Legislature, and ordered to be printed in February, 1847, for more particular description.

The geological systems which prevail from the banks of Gay's River (twenty miles from Halifax,) up to the mountain ranges north of the Restigouche River, are the carboniferous and new red sand-stone. These include large deposits of red marl, limestone, gypsum, freestone of excellent quality, and extensive beds of coal. Wherever these systems and minerals are found, a strong and productive soil, favorable for agricultural pursuits, is sure to accompany them. The surface of such a country too, is generally low and moderately undulated, thus offering the greatest facility for railway construction.

This formation occupies the northern section of Nova Scotia, and extends over all the northern and eastern parts of New Brunswick, thus giving a decided advantage to route No. 2, the "Eastern, or Bay Chaleur line." This route can be approached in numerous places along the Gulf Shore, by means of bays and navigable rivers.

The facility for *external* as well as *internal* communication, and other advantages arising from commerce and the fisheries, which will be developed by the "Eastern line," (and which are entirely wanting on the "direct route,") it is fully expected, will make its vicinity eagerly sought for by settlers. There is now what may be termed a long-continued village of 200 miles, between Quebec and Metis, containing 75,000 inhabitants; and it is believed, that in no very great length of time