

This proposition is made after due consideration and careful calculations, and in good faith, and I have to request that you will lay the same before His Excellency the Governor General and Privy Council, at your earliest convenience.

The Directors have observed some very erroneous calculations and statements in the *Montreal Gazette* tending to the prejudice and injury of this section of the Province, and totally void of the semblance of truth; for your information I subjoin a few statistics bearing upon the subject, and derived from the most authentic sources.

Population of counties contributing to the Railway by Keswick Valley, viz. :—

Albert.....	13,166
Carleton.....	24,099
Charlotte.....	28,395
King's.....	28,754
Queen's.....	17,009
St. John's City and County.....	63,522
Sunbury.....	6,897
Victoria.....	11,261
Westmoreland.....	36,681
York.....	36,613

Total Population, 1868..... 266,397

Population of Counties contributing to the Railway by the North Shore route.

Albert.....	13,166
Westmoreland.....	36,681
Gloucester.....	18,076
Kent.....	20,654
Northumberland.....	23,312
Restigouche.....	13,007

Total, 1868..... 124,896

Shewing a population difference in favor of the Keswick valley route of 141,301; and to this number should be added 30,000 from the State of Maine, who would contribute at least \$100,000 per annum to the revenues of the Intercolonial, built by the Keswick valley.

You will observe that the population of the Counties of Albert and Westmoreland are included in the above, as both these counties would contribute to the road by either route.

I would now draw your attention to the difference there exists in the Exports and Imports from the counties referred to above.

Imports from counties contributing to Intercolonial by Keswick Valley route, 1867.....	\$8,994,129
Imports by counties contributing to Intercolonial by North Shore.....	1,006,655
Difference in favor of Keswick Valley Route.....	\$7,987,374

Exports from counties contributing to Intercolonial by the Keswick Valley Route, 1867.....	\$4,933,047
Exports from counties, North Shore Route.....	1,440,658

Difference in favor Keswick Valley Route..... \$3,492,389

The foregoing statements you can depend upon as reliable in every particular, and should have weight in the determining of the route of so important a line of Railway as the Intercolonial.