

point between Annapolis and Bridgetown, where most convenient to cross the River,—thence down the Granville side to Indian Point, inside the Eastern head of Digby Strait, accessible to steamers at all seasons of the year, thence by Steamboat to St. John, and thence up the valley of the St. John through Fredericton and Woodstock to the Grand Falls, and from thence, as in the former Line, by the shortest and most convenient route to Quebec. In remarking upon the different merits of these two Lines, they believe, that as to distance, they will be found very nearly alike; but the first has the advantage of avoiding the Bay of Fundy, which they believe is the only advantage this Line possesses; passing as it does from nearly where it enters this Province, through an entirely wilderness country, in which there is, and can be no traffic. The business of the Railroad would be confined to carrying the mails, and what troops to and from the mail steamers. On these grounds, therefore, they believe that the earnings would not pay half the expences that would be incurred working this line."

The Committee in being obliged to dissent, altogether, from these views, feel they are treading on delicate ground, but will endeavour to point out the superiority, in every respect, of the Line proposed by the *London Committee* of the Halifax and Quebec Railway Company; and to shew how much more profitable and eligible it must ultimately be, for St. John's and Fredericton, than the Line referred to in the above extract, as thought the more desirable. For the Committee feel how great is the necessity for united endeavour and energetic co-operation for the promotion of a work so eminently calculated to accelerate the prosperity of both Provinces, and they trust their remarks may be considered as prompted by their earnest desire for the general good.

Following, therefore, the order they have adopted in this brief sketch, they would remark, that in a national point of view, the Line proposed by the *London Committee* offers to the Government a safe conveyance for the Mails, troops, and munitions of war in one unbroken line of transport—as also, the safe erection of the Magnetic Telegraph.

The Line proposed by the Chamber of Commerce of St. John, involves the discharge of trains at Digby—chance of disappointment, delay and danger in crossing the Bay of Fundy—embarkation by steamer twice, and route for a long distance, within four or five miles of the American border.

The Line, again, proposed by the *London Committee*, opens to the Company a wide field for carrying out that