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alifax route
rough New

Brunswick, by the Bend and Boiestown to Quebec; total estimated distance, 595 miles.

The 5th route combines the Whitehaven route through Nova Scotia, with the Eastern, or Bay Chaleur route through New Brunswick, to Quebec; distance 692 miles.

The first line, route No. 1, is said to fail in the most essential object contemplated by the proposed railway, viz: a free and uninterrupted communication, at all times and seasons of the year, from the port of arrival at the Atlantic terminus in Nova Scotia, to Quebec. Other serious objections are also made to this route, such as the inconvenience, loss of time, and additional expense of transshipping goods and passengers; the obstructions and difficulties to which the navigation of the Bay of Fundy is liable in the winter season; the risk in the conveyance of troops, artillery, and munitions of war, across the Bay, when suddenly required in critical times; and the inability to compete commercially with the route by the Gulf of St. Lawrence, or with rival lines in the United States.

Other objections are offered to this route, which are also deemed serious. It is considered that, passing through New Brunswick, as it must, on the right bank of the river St. John, and, for a considerable distance, close to the frontier of the United States, it would, when most needed, be most sure to fail; and that the passage across the Bay of Fundy, so close to Maine, would invite aggression, and require a large naval force for its protection. To these objections, it is added, that the engineering difficulties, as the line approaches the Grand Falls from Woodstock, would not be easily overcome; and that from the Grand Falls to the St. Lawrence, a distance of more than one hundred miles, there is very difficult and unfavourable ground to be encountered.

In comparing the routes No. 2 and No. 3, the advantages are stated to be greatly in favor of No. 2, the "Eastern, or Bay Chaleur route." To No. 3, or the "direct route," it is objected that an extensive range of highlands in the centre of New Brunswick, occupies nearly the whole space from the Miramichi river north to the Restigouche. The Tobique river runs through this range, forming a deep valley, or trough; the lowest point of the ridge overlooking the Tobique river, which any line of railway must pass, is 1216 feet above the sea, while the opposite ridge, or crest, is 920 feet above the sea, or a rise of 500 feet above the point of crossing the Tobique water. But the great obstacle in this route is, the mountain range running the whole course of the river St. Lawrence, the exploring parties having failed in finding a line through this range to connect with the "direct line" through New Brunswick. It is further objected, that from the Bend of Petitcodiac to the St. Lawrence,