

"special advantages, which may here be noticed. The chart which accompanies this will show that the entrance to the Bay Chaleurs is so situated, geographically, that while it is about as near Europe as the entrance to Halifax harbour, it is, at the same time, several hundred miles nearer Montreal and all points West of that city.

"Some of the projected lines of Railway touch the Bay Chaleurs at Dalhousie and at Bathurst; the latter place is not admitted to be suitable for the purpose of Steam Navigation, and the former, although in possession of a fine sheet of water well sheltered and accessible at all conditions of the tide, is, nevertheless, from its position at the extreme Westerly end of the Bay, farther inland than might be wished. In order to reduce the Steamship passage to a minimum, it is desirable to have the point of embarkation as far Easterly as possible, and therefore the existence of a commodious harbour near the entrance of the Bay is of no little importance. A place named Shippegan, on the southerly side of the entrance of the Bay Chaleurs, appears to have many of the requisites of a good Harbour." Mr. Fleming then proceeds to shew on pages 54, 55, 56 and in Appendix F, that by means of a railway across Newfoundland, and a line of Steamers to Shippegan, the latter port could be reached

From London in.....	5 days 20 hours,
" Halifax.....	6 " 5 "
" St. John, N. B.....	6 " 4 "
" Quebec.....	6 " 10 "
" Montreal	6 " 16 "

This is certainly a strong argument furnished by Mr. Fleming in favour of the Northern Route, but he could have made it much stronger had he stated the fact, that the harbor of Paspebiac on the Northern side of the Bay Chaleurs, below Dalhousie, is entirely free from the objections that may be urged against the latter, as it is never impeded by ice, is open and approachable at all seasons of the year, and by means of a short branch could be connected with the Intercolonial at the junction of Metapediac with the Restigouche.