

the British Government. It is above all to be hoped that the well-understood expression of public opinion, that the north shore route should form part of the main trunk line from Halifax to Hamilton, will have the effect of inducing both the Imperial and Provincial Governments to act in such a way as not to disappoint public expectation, or lose sight of their own interest in the selection of the route in question.

Your Committee will now present you the report of their engineer, Mr. Staveley, who has received their instructions to explore the country between Quebec and Montreal to the north of the St. Lawrence, in order to ascertain what would be the best line for the track of a railway.

The Report is eminently favorable to the execution of the projected enterprise; and, the route being known to a great portion of our population, they can satisfy themselves that the report contains no exaggeration, and nothing contrary to truth.

Accustomed as we are in this country to see our railroads requiring large sums of money to put them in working order, it might happen that doubt would be thrown on the correctness of our engineer's estimate of the probable cost of this railroad. But your Committee are convinced that Mr. Staveley's estimate is quite sufficient, if the funds are managed prudently and without extravagance. Moreover, that railroads may be constructed even in these provinces for a reasonable amount, is convincingly shown by the following copy of a contract between Mr. Shaw, of London, and the Board of Directors of the St. Andrew's and Quebec Railroad, viz:—

“LONDON, July 18, 1851.

“I, William Shaw, of Porto Bello, Wakefield, county of York, do hereby propose to execute the whole of the works, and to provide the whole of the materials, for a distance of seventy miles, (viz., from the end of the ten miles, now in progress, to near Woodstock,) according to the report of your engineer, Alexr. Light, Esq. As regards the ballasting of permanent way, viz., 2,000 cubic yards per mile, and correspondent reduction of earthwork for the same, and in all other respects accord-