

rican soil for Transatlantic advantages; as a means, indeed, whereby the fortress of Quebec, inaccessible at present for five months in the year, would be brought within thirty hours' travelling distance of the great naval station and depot of the military strength of Great Britain on the British American continent.

These results, however, as respects the trunk line, are necessarily subject to further and more careful inquiry; but more ample data exist for coming to a conclusion upon most important portions of such a trunk: one of these, the St. Andrews and Quebec line, being in itself a trunk connection of the Canadas and the Atlantic, offering the most palpable advantages as respects the trade of Europe, the West Indies, and the whole of North America, being the shortest practicable route across British North America, and adapted to admit of the most successful competition with any similar connection through the States. This line, indeed, must form part of any steam connexion between Halifax and Quebec, whether across the Bay of Fundy, or by a continuous line through Shediac and St. John; a central line through New Brunswick having been found impracticable, while a continuous railway by the north of the province would involve an immense addition of distance, besides passing away from the centres of population.

The same Report from which we have above quoted states, with reference to this line:—"The survey between Quebec and St. Andrews was made in 1836, by Major Yule, an officer of the Royal Engineers; and I have authority for stating that the line of country was found to be highly favourable. The Company was incorporated in that year; but the action of the Company was stopped, by a remonstrance of the United States' Government, that the Railway Company was about to interfere with the disputed territory on the Maine frontier. Howison, in his 'European Colonies', observes:—"Of all the physical peculiarities of British North America, the most remarkable is the general levelness of its surface; for in her vast extent of territory comprehended between the coast of Labrador and the Rocky Mountains, there does not exist one range of hills, nor even a single peak of moderate elevation. The highest lands in that part of the globe seldom rise more than 400 feet above the level of the surrounding country, and, in many places, unbroken plains are found the same number of miles in circumference."

The actual traffic between the Bay of Fundy and Woodstock, by the circuitous route of the river St. John—which is more than 50 miles longer than the railway (80 miles) from St. Andrews to Woodstock—is, at present, as follows:—

Up traffic—	
Flour and salted provisions 100,000 barrels, at 2s. 6d.	£12,500
West Indian produce, equal to 20,000 barrels, at 2s. 6d.	2,500
British merchandise, equal to 20,000 barrels, at 2s. 6d.	2,500
Passengers, 60 per day, for 310 days, at 10s. each	9,300
	£26,800
Down traffic—	
Timber, deals, boards, &c. equal to 50,000 tons, at 7s. 6d. per ton	£18,750
Agricultural produce	1,500
Passengers, 60 per day for 310 days.....	9,300
	£56,353