

duce, limestone, freestone, gypsum, salt, and iron, in abundance, will eventually become tributary to the traffic of the line.

Independently of these considerations, the intrinsic importance of the Harbour of Shediac to Shipping frequenting the Gulf, is thus stated by Captain Bayfield :

"Shediac Harbour is the easiest of access and egress on this part of the Coast, being the only one which a vessel in distress can safely run for as a Harbour of Refuge. The space in which shipping may be moored, in from 12 to 17 feet at low water, is three quarters of a mile long and from 170 to 300 fathoms wide. The depth that can be carried in by a good Pilot is 14 feet at low water, and 18 feet at high water in ordinary Spring Tides, and the bottom of the channel is of mud, as is also the Harbour within. Although a slight swell may be felt in this Harbour at high water, in a north east gale, yet it is never sufficient to endanger in the slightest degree a vessel with good anchors and cables; even in the Bay outside the Bar, a vessel would ride safely in any gale not unusually strong for the Summer months."

§ 22. The extent of navigation which would be saved by this communication between the Ports of Saint John and Quebec, would generally be from 500 to 600 nautical miles.

§ 23. It has been a cherished scheme almost coeval with the first settlement of the Province, to intersect the Isthmus separating the Bay of Fundy and the Gulf of Saint Lawrence, by a Canal. The absence of such an advantage has doubtless been very unfavourable to Inter-Colonial intercourse. But now that this enterprize remains in abeyance, it may be no cause of regret that the desired communication is not dependent upon a work of questionable expediency, as well as very doubtful practicability. Besides being more costly and liable to damage, a Canal sealed up for several months in the year, could not be equal in commercial value to a Railway.

§ 24. In touching upon the question of the probable cost of this Railway it seems proper to remark, that in the cost of those to which reference has been made, an expenditure equal to about £2,000 currency per mile is included for the heavy iron Rail and its necessary appurtenances and fastenings. The Plate Rail now generally abandoned as insufficient, might probably cost half that sum. It is true that Iron Rails could be procured by this Province from England at a lower rate than they can be obtained in the United States; but it is doubtful that the difference would exceed about £500 per mile in our favour, even at the present low rate of the material. By the adoption of an efficient iron Rail, a charge of about £1,500 currency per mile would therefore be necessary, amounting upon the whole Line, for a single track only, to the large sum