

able disposition along so extensive a portion of the proposed line, the Commissioners of Railways take no notice whatever, although they, at the same time, remark prominently upon the paucity of the population of New Brunswick, and that when endeavouring to establish this singular proposition, they observe that "The successful result which has attended the construction of railways in the United States affords no grounds for anticipating similar results at present in British America."

This may be taken as a fair sample of the Report of the Railway Commissioners throughout, and of the unfair manner in which it treats the whole subject.

However necessary and useful the Railway Commissioners might have been in England, when railway speculation was running down a fearful incline with a destructive and an accelerating velocity, had they put on an efficient break to have reduced the motion to a safe and steady pace—but having neglected this very obvious and important duty, they are now found employing their influential position by every possible means to retard, "at least for a long time to come," a project requiring, from the nature of the circumstances and the unfavourable time of its introduction, every encouragement, at least fair play, from all parties.

The Commissioners of Railways labour hard to show that the agricultural produce of Upper Canada, and in fact nearly all communication and traffic, have hitherto passed and must continue to pass through the United States. This would be all very intelligible if it could be supposed for a moment that it was intended to send the British colonies to the States after their most profitable traffic.

The Quebec Board of Health state, on this part of the subject (Appendix, No. 6, of Major Robinson's Report), that

"Among the almost numberless advantages that would follow the building of a railroad, both politically and commercially, your committee would point out the certainty of a transportation to a seaport in either New Brunswick or Nova Scotia, during the period our navigation is impeded with ice, of a large portion of breadstuffs which every winter is locked up in Quebec and Montreal, to the great injury of the province at large; to which may be added the advantage that would follow by the transmission of the mails by the road, for which the Government now pay so large a sum for the transmission through the United States, which for many weighty reasons is objectionable, and, we may add, offensive to the feelings of a large portion of the inhabitants of both Canada East and Canada West."