

This Railway will be six and one quarter miles in length, to Saint-John's Gate.

On this route the grades will not exceed fifty feet per mile, which is less than the maximum grade of the Quebec and Richmond Railway, while the curvatures are greater in radius than the minimum of the best constructed Railways.

By it all the business going to the Southern Shore of the River, could be, for passengers brought within less than fifteen minutes distance, in time; and for freight and heavy articles less than three quarters of an hour.

The connection with any great trunk line of Railway, to Halifax or any part of the Lower Provinces, must necessarily come to the river in such a way as to admit of an easy junction. Major Robinsons route, coming from Halifax on the line of the second concession, can be as easily if not more easily connected with the crossing of the river at this site than at any other.

Greater facilities exist at this site for connecting with the Richmond Railway, than at any other point of crossing that could be occupied by a Bridge.

At the site N^o. 2, it would be necessary for the Bridge to be at least *thirty five feet higher*, than at N^o. 1, as the largest class "men of war" are frequently in the Harbour, while, if I am correctly informed, they have never been up the river beyond Woolf's Cove, since the country has been in the British dominions.

In case of war, operations, in all probability, upon the waters above Quebec, would be carried on by steamers, as vessels of more than 600 tons burthen could not pass through Lake St. Peter (M. Culloughs, Geography).

Another advantage in favor of the upper site is the facility with which it can be connected with the shipping