

6 PAPERS RELATIVE TO THE QUEBEC AND

BRITISH
NORTH AMERICA.

This may be termed the direct route.

4th. Combining the Halifax route through Nova Scotia, and the direct route through the centre of New Brunswick.

The distances will be probably as under :—

	Miles.	
From Halifax by Truro and Amherst to Bay Verte, as per Route No. 2	124	In Nova Scotia.
Bay Verte to the Bend of Petitcodiac, Boistown, Restigouche River, as per route No. 3	235	In New Brunswick.
By the Kedgwick and Rimouski, to the mouth of the Torcadi	75	} In Canada.
Mouth of the Torcadi to the crossing of the Trois Pistoles River	30	
Along the St. Lawrence River to Quebec	131	
Total distance from Halifax to Quebec by this route	595	

5th. Combining the Whitehaven route through Nova Scotia, with the Eastern or Bay Chaleurs route through New Brunswick to Quebec, the distances will be as under :—

	Miles.	
From Whitehaven by Pictou and the North Coast to Bay Verte, as in route No. 3	181	In Nova Scotia.
From Bay Verte to the Bay Chaleurs, and mouth of the Metapedia, as in route No. 2	234	In New Brunswick.
Mouth of the Metapedia River to the mouth of the Naget	86	} In Canada.
Along the St. Lawrence to Quebec	191	
Total distance from Whitehaven to Quebec by this route	692	

Thus the distances will be as under :—

	Miles.
1st. By the mixed route, Halifax to Annapolis, by the St. John to Quebec, the distance will be	600
2nd. By the Halifax and Eastern, or Bay Chaleurs route, to Quebec	635
3rd. By the direct route, Whitehaven, Boistown, and Quebec . . .	652
4th. By the Halifax, Truro, Amherst, and Boistown, to Quebec . .	595
5th. By the Whitehaven, Bay Verte, and Bay Chaleurs, to Quebec	692

The first line fails in the most essential object contemplated by the proposed railway, viz., a free and uninterrupted communication at all times and seasons of the year from the port of arrival on the Atlantic terminus in Nova Scotia to Quebec.

The intervention of the Bay of Fundy is fatal to this route.

In summer the transshipment of passengers and goods to and fro would be attended with the greatest inconvenience, loss of time and additional expense; whilst in winter it would be even still more inconvenient, and liable to be interrupted by storms and the floating masses of ice which then occur in the bay.

In the case of the conveyance of troops, transport of artillery and munitions of war, the crossing the bay would at any time be most objectionable; and if suddenly required in critical times, might be attended with the worst consequences.

Commercially, too, it would destroy the fair prospect of the proposed line from Quebec to Halifax, competing successfully with the route by the Gulf of the St. Lawrence, and with rival lines in the neighbouring States.

But there are also other serious objections to be offered against it.

Passing through New Brunswick, and on the right bank of the St. John River, as it must necessarily do, to the Grand Falls, it would for a considerable distance, both before and after the reaching that point, run along and close to the frontier of the United States.

In case of war, therefore, or in times of internal commotion, when border quarrels or border sympathies are excited, this line, when most needed, would be the most sure to fail, for no measures could be taken which would at all times effectually guard it from an open enemy, and from treacherous attacks.

The passage across the Bay of Fundy so close to the shores of Maine, would invite aggression, and require a large naval force for its protection.

The engineering difficulties as the line approaches the Grand Falls from Woodstock would not be easily overcome.

The space between the St. John River and the boundary line becomes gradually contracted to a width of not more than two to three miles, and the country is broken and rough, whilst the banks of the St. John are rocky and precipitous for many miles below the Falls.

From the Grand Falls to the St. Lawrence, a distance of more than a hundred miles, the country is so far known as to make it certain that there is very difficult and unfavourable ground to be encountered, which would require careful explorations and extensive surveying.

This intervention of the Bay of Fundy, therefore, and the proximity of this line for a con