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RAILWAY.

between the sea board and the far west. We must not allow ourselves to be carried away by the various side issues which have been and are continually being raised, apparently for no other purpose than to cause bewilderment, nor should we allow our judgment to be prejudiced, either on the one side or the other, by the attacks which have been made upon the character, veracity and professional standing of the prominent engineers who have so ably advocated different rival routes. With

THE CONTROVERSY BETWEEN MR. SCHRIEBER AND MR. LIGHT

I do not concern myself. They may be allowed to settle their own differences. When I was directed to report upon 'the line which would best serve the requirements of the Maritime Provinces, looking specially at the interests of Nova Scotia,' I examined most carefully the maps and reports of each of those gentlemen and I stated in my report to you, dated 12th June, where I found the greatest difference between them to be. Not satisfied with that examination I delved into the reports of the subordinate engineers who had the direct charge of the surveying expeditions. The result of my labors has been given to you in my report. I cannot be accused of having any political or personal interest to serve; on the contrary I may expect much loss, as I have been and am still a supporter of the Government, but I consider that when the best interests and business prospects of my native Province and city are threatened with annihilation it is about time to lay aside party feeling, and that every man in the community who is worthy of the name should be patriotic enough to forget his politics for the time and work heartily and fearlessly with the view to obtaining for our country and city at least some share of the trade and commerce of the interior, which we have the undoubted right to expect. The Government have promised repeatedly that they would not adopt any but the 'shortest and best line' that could be found. This promise they are now asked by the people of this Province and city to fulfil.

THE QUESTION IS,

do the railway resolutions which have lately been introduced into Parliament, meet the case in the face of the fact that not one of the projected lines has been thoroughly surveyed?

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