

the protection of the Lower Provinces requiring no such assistance. The surveys already procured proved that the Central route was one which should not be chosen, if any other could be made available. The Northern line could be worked at the least expense, and the population of the district through which it would pass would furnish more available useful labour than any other. It would traverse a great extent of fertile country, it being a mistake to suppose that it adhered altogether to the coast, and encountered a maximum grade through eight miles only of over 50 feet to the mile, while Mr. Fleming's route was to be carried over great rivers of expensive viaducts, with grades varying from 34 to 70 feet to the mile at an undulating level, reaching some points to a height of 1,000, 1100, and as much as 1478 feet above the sea, descending at no great distance to less than 500 feet. He proceeded to trace Mr. Fleming's line through its innumerable difficulties of bridging, grading, and level, pointing out that, in 160 miles of its 360, its incline was over 50 feet to the mile; and to compare it disadvantageously with the comparatively easy route recommended by Major Robinson, the cost of which, taken at its highest possible estimate, would including its 15 miles of extra length, be actually considerably less than the, in every way, inferior Central track through the heart of a howling wilderness, while it would traverse some of the most productive tracts of the whole Dominion. Whether then viewed from a military or commercial point of regard, there could be no question as to the comparative merits of the two routes proposed. He passed over the frontier line altogether, because the Imperial Government had declared that they would give no guarantee for its constructive cost, as being liable to interruption at any moment in the event of war with the United States. Upon such a subject he might in a New Brunswick Legislature express himself somewhat differently but standing where he did, could only take into account the general interests of the entire established Confederation, and not those of the county which he represented, or the city where he resided, which might derive greater local benefit from the adoption of another channel. If the adoption of the Northern line was made a cardinal point of the policy of the Government he should accord them as large a support as he could conscientiously give to any Administration. (Hear, hear.) He was entirely in support of constructing the road under the supervision of a commission

[Mr. Anglin (Gloucester).]

in whose selection he hoped that properly qualified men would be chosen, who would be held to a strict account for the expenditure they should authorize. He elicited from the Hon. Mr. Cartier that the question as to whether the Commissioners should be allowed to sit in the House would be answered when the Government introduced their Bill affecting the independence of members, and that the salary of the Chief Commissioner had not been yet considered.

Mr. Bolton replied in a speech of great length, using the superiority of the route through the St. John Valley in a commercial point of view, and asked whether the peaceful interest which it would serve were to be set aside, from regard to a contingency of war which might never happen, and denied that the Imperial Government would refuse consent to the line he advocated.

Effort had been made on both sides of the House to obtain an adjournment, it being then nearly one o'clock, or to eliminate from the debate discussion as to the comparative merits of different routes which the Speaker held to be irregular, and only to be proceeded with by the indulgence of the House. The House manifested impatience in a very marked manner during the speeches of Mr. Bolton and Mr. MacMillan.

Hon. Mr. McMillan said he would rather not address the House at this hour, as from the extraordinary speech just now delivered by his honourable friend from Charlotte, he desired to go into this question at greater length than he could at 2 o'clock in the morning. (Go on, go on.) His honourable friend has made sweeping charges and statements which he cannot sustain by facts—he states that the north is bleak and barren, and unfit for settlement; will you not be surprised when I tell you that my honourable friend never had his feet in any one of the northern counties, and never had a sight of the north, even at a distance. I do not desire to say anything disparagingly of my honourable friend's county, but I will tell you how high its fertility has been estimated, by one well able to judge, and who represented the adjoining county in the House of Assembly of New Brunswick. We were on one occasion discussing this very question of railway, we had two routes under consideration. An honourable member, who represented the County of York, in speaking of the soil through which the direct line would pass through the County of Charlotte, stated that if a "blue jay" had to make a journey