

“ to Mr. Howe, on the 10th of March 1851, and Mr. Hincks on
 “ the 20th of February last, it will appear evident that no pledge
 “ had been given of assistance to any line except that originally
 “ proposed * * * .”

“ Among the peculiar advantages in this point of view which
 “ it was thought that the line selected on the report of Major
 “ Robinson and Captain Henderson would realize, were the
 “ opening up of a new tract of maritime country easily accessible
 “ with the railroad, but almost unapproachable without it, to
 “ Emigration from these Islands, and the affecting a safe and
 “ continuous route through the Provinces, which both by its
 “ distance from the American frontier and its proximity to the
 “ sea, might be peculiarly available for military purposes.”

This refusal set the matter practically at rest until the Intercolonial Railway convention held at Quebec on the 14th day of September, 1861, when it was again agreed to make application for assistance to the Imperial Government and to leave the question of route to be decided by that Government.

From this it will be seen that there is no hope of the British Government assenting to any line which varies much from the original one recommended by Major Robinson, and we predict that if the Lower Provinces persist in making new surveys with a view of thwarting this line, the completion of the road will again be indefinitely delayed.

✓The Central Line, No. 5, will require two enormously expensive bridges over the St. John, and as it will neither open up a new country, nor give railway facilities to populations now destitute of them, its claims are too small to merit much consideration. The means of communication with St. John by the River and Western Extension, with the Town of St. Andrews by Western Extension and the St. Andrews line, is quite sufficient to meet all the wants of the River Counties. ✓As this divergence from the Central line proper has no particular merits to recommend it over that line, but has several strong objections, besides that of running too near the American frontier, it may safely be put aside with the Frontier Line. But before taking leave of it we may remark that the disingenuous ingenuity exhibited by the author of the