

expensive machinery, it may be prudent in the interests of the people to turn aside and enquire into the state of the Dominion, with a view to a more economical system. By the Keswick Valley route the distance from Rivière du Loup to Saint John will be 1180 miles, of which 343 are to be built, and to Halifax 572, of which 452 are to be built. Every line strikes the European and North American Railway at some point, which requires 109 miles to be constructed by the Intercolonial, to connect Moncton on that line with Truro. Rivière du Loup will be connected with the Frontier Line at Woodstock, through this line, by 200 miles of new railway, and then the connection would be complete to St. Stephen, St. Andrew and Saint John, and with Halifax by the European and North American. Rivière du Loup can be connected with the so-called western extension by constructing 260 miles and a bridge; this would make the whole distance to Saint John 526, and to Halifax 592. It should not be forgotten that there is every probability that thirty miles of the upper part of the line can be saved, shortening the distance and reducing the amount required to be constructed. The Northern Line from Rivière du Loup to Saint John is 486 miles, of which 390 are to be built; and to Halifax 580 miles, of which 499 are to be constructed. I have not referred to the North Central, so-called. If it should be determined to take the shortest line to Halifax and ignore Saint John and the great interests of New Brunswick, there is a manly and straightforward way of doing it, either by adopting the Northern Line circuitous as it is, with its expensive bridges; or the Central direct to Moncton instead of Apohaqui, this would shorten the distances. But to follow all the crooks and turns of a tortuous line over all the rivers, and then when it arrives at Indian Town on the Miramichi, instead of passing directly through Kent to Moncton, it diverges toward the River Saint John, requiring the road to follow two sides of a triangle instead of the base. The distance by this line to Saint John is 424 miles of which 387 are to be built, and to Halifax 616 with 490 to be built. I observe that great efforts are being made to prejudice the public mind on the question of the route, and it does not require much discernment to perceive the moving principle in all this; but if there is an honest and thorough survey, and estimate of expense of each line made, upon principles applicable to each, I have no fear of the result; it will be found that the Central Line can be constructed for some millions of dollars less than

the Northern. Assuming that a Central Line will be selected, it being the shortest, the least expensive, and that which will open up the largest extent of country for settlement, I prefer the line by the Valley of the Keswick to Apohaqui, which I have described, because though it is a few miles longer to Halifax than by Moncton, it shortens the distance to Saint John, but there are six miles less to be built. Giving hind force to every military prejudice, which I do not value myself, it preserves in the upper part of New Brunswick, where it approaches nearest to the boundary, is sufficient distance to prevent any objection on that score. From the partial survey made, the grades are generally favourable, and I believe when it is thoroughly surveyed, it will be found equal to any other line in that respect, so much of the country is a dead level. It should not be forgotten that Major Robinson was nearly three years surveying the Northern Line, and has not furnished any reliable data upon which to construct the road. Fleming was only occupied a few months. It can be connected by branches with all the roads now in course of construction, and thereby give to Ontario and Quebec several other short avenues to the sea; and if the Northern Route is chosen, these railways will by extension to the American roads, and otherwise command much of the trade which the Intercolonial should enjoy. The location of the line is such that it can be built upon the best terms; the whole country from Apohaqui to the Temiscouata is well supplied with horses, oxen, teams, and all other things required for such a work, and it is approachable by water and by roads at short intervals all along that portion of the line. I have not discussed any of the advantages of the Intercolonial Railway, because it is part of the compact of Union, and is provided by the Act of Parliament. I have always regarded it as a link in the great chain of communication which is to unite the Atlantic to the Pacific, and its extension will be a means of developing the resources of the North-West and Rupert's Land, which we were discussing a few days since.

Hon. Mr. Johnson followed, speaking in favour of the northern route, and was interrupted by the arrival of six o'clock.

SUPPLIES—PROMISSORY NOTES

After the recess.

The supply Bill was read a third time and passed; also the Bill to impose duties on promissory notes and bills of exchange.