

tory," and "Exploring," are applied to the operations of Major Robinson and his associates, and the worthy Major himself, writing on the subject on 30th March, 1849, expressly declares: "Our object was not to locate the exact line, but to ascertain that there was nothing impracticable in the way, and to ascertain the general features of the country." Any person who will take the trouble to consult Major Robinson's Report, will find that there are several parts of his proposed line which he did not go over at all. If this is not conclusive as to the Northern route, it follows that evidence is impossible in the case. With reference to Mr. Fleming's labors, it is only necessary to say, that in his Report and communications he used the term "Exploratory Survey," and, indeed, such is the very title of the Report itself. It is not essential to the purpose of this article to weigh the merits of the information furnished as the result of a mere "exploratory survey." It will, of course, be more or less reliable according to the carefulness with which the work is prosecuted, and even an actual "location survey" may be valueless if prosecuted by careless or incompetent engineers. It is freely admitted that the Reports of Major Robinson and Mr. Fleming are quite reliable to the full extent of their pretensions, but it is quite apparent that they never intended their calculations and estimates to be regarded as final and irreversable, and hence the inference is inevitable that more yet ought to be done before fully deciding upon the route to be chosen. Now as to the question of choice of route, what I have already advanced appears conclusive against hasty and inconsiderate action; but to make the position still stronger, I will proceed briefly to review the nature of the

ROUTES PROPOSED.

In treating this part of the question, I will adhere to my avowed purpose of proving the propriety and necessity of more careful surveys before deciding upon the location of the line. It may be admitted here, that, connected with every proposed route, there are engineering difficulties, and if the selection of one of them was the question at issue, it could only be decided by carefully weighing all the advantages and disadvantages of each, and accepting that which was found to possess the maximum of the one and the minimum of the other. Happily, however, there is "a more excellent way;" one which, if adopted, will lead to a result which, in one way or another, must prove satisfactory to the great mass of the people of this Dominion. I have already shewn the possibility of con-

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