

case of angry feelings existing between the United States and the Dominion and the Mother Country. Now, we believe that if even that contingency does arise, it will be found that the further a line is removed from the frontier, the more likely it will be to receive that traffic for transportation to the interior, provided, as in this case, the length of carriage is not materially increased.

IN A COMMERCIAL POINT OF VIEW.

In a commercial point of view that line which can be most cheaply built, by the shortest distance, and at the same time open up the largest extent of country for settlement, afford a market for the largest amount of produce and accommodate the largest population, is the one which both prudence and common sense will join in preferring. Now it must be borne in mind that no *reliable* survey has yet been made of the Central route. Even Mr. Fleming admits this—and all he claims is a *strong probability* that there are no difficulties which cannot, on a more thorough survey, be overcome. This argument applies to all the proposed lines, both Western and Frontier.

✓But even supposing the cost of the Northern line to exceed that of the Central, still in a commercial point of view it will be preferable, for it opens up a much larger extent of new country than the latter, and will tend to develop resources that are now lying useless for want of means to get them to a market. It will give more counties and a greater population an opportunity of participating in its benefits; it will open up a extensive country that will never have any other means of direct communication with the great markets of the Dominion; it will develop the Agricultural, Mineral, Lumbering and Fishing resources of the North, to an extent which no other means can equal; it will bring into the market a large portion of the arable public lands, and all these combined will furnish freight and business for the road, to an extent that no other line can hope to equal. In this respect it differs from all other lines suggested, as these will always find a rival in the River St. John, which runs through such a length of country in close proximity to them all.

The increased extent to which the Fisheries would be pursued and utilized by a Northern route is worthy a more