

the whole north shore will be neglected, the interests of the Dominion will be ignored, its military protection, its commerce, its colonization, and its industry will be sacrificed to the advantage of a small portion of the Province of New Brunswick.

It has been said, and we doubt not it is probable enough, that some parties have offered to build the Frontier Line and run it to the satisfaction of the Government for a bonus of \$5,000,000 ; but we have seen several instances of the manner in which such engagements are fulfilled, and judging from these, we have no hesitation in expressing our firm conviction that this would prove, in the end, the dearest possible mode in which the road could be secured. What assurance can these parties give that after they have got Government committed to their scheme, they will not do as other private parties and Companies have done in the cases of the Grand Trunk, the Western Extension and the European and North American Road. We can only breathe a fervent prayer that no such proposition will, for a moment, be entertained,—delay and ultimate loss is inevitable. The experience of the past is too costly to be bought over again.

APPENDIX A.

The letter addressed by J. W. Lawrence of St. John, to Hon. W. McDougall, Minister of Works, is written with so palpable a view of bolstering up his favourite Western route No. 5, at the expense of the whole Northern part of the Province of New Brunswick, and he has made use of arguments so contradictory in support of it, that we should not consider the letter worthy of much attention, even were the line he advocates free from the insuperable objection that it is totally unfit as a military route. But in order to show the weakness of his position, we shall notice some of the points on which he founds his strongest arguments in its favour.

In a national point of view, then, we observe that Mr. Lawrence, well aware of the objectionable nature of his pet line in a military