

Northern Central line, so called, would involve 437 miles travel from River du Loup to St. John, or 136 miles more than the direct course before mentioned.

Now without losing sight of the fact, that the port of St. John presents immense advantages as a point of embarkation for all Atlantic voyages, being always open, never obstructed in the least degree by ice, and always supplied with an abundant tonnage of every class of vessels, with a general ruling of the most reasonable freights of any Atlantic port on this continent, let us consider for a moment how the principle of economy is affected in relation to Halifax. Let it be admitted that the Major Robinson route attains the latter port by 560 miles' travel from River du Loup, and we have a saving of one mile over the shortest Western line proposed, and by adopting the shortest proposed Central route there would be a saving of 64 miles. It is thus apparent that by ignoring St. John and only seeking the shortest Western line to Halifax, the utmost saving is but one mile, and against this slight advantage must be arrayed all the disadvantages, to Ontario and Quebec, of being deprived of the choice of ports, while the Central line would fully accommodate both ports and still save some three score miles' travel. Are these considerations, or are they not, sufficiently weighty to enforce effectually, the reasonable demand for further information before committing the Dominion to the immense expenditure involved? If they are not, perhaps the position may be strengthened by an examination of the nature and extent of the information already furnished. To this end let me ask my readers to take a glance at the

SURVEYS.

"Explorations" is certainly the truthful term to be applied to all past engineering operations in reference to this railway. That there has been any real and reliable survey of any of the proposed routes, is claimed and can only be claimed by interested parties or very ignorant people. The very respectable gentlemen who have been employed in the work would not be thankful to the party who would characterize their hasty explorations as actual surveys, unless indeed the latter term be understood in the vague sense of a mere ocular examination of the surface of the country, with occasional measurements and estimations of difficulties and quantities. In support of the assertion that these were mere explorations, I might quote many public documents in which the terms "Exploration," "Explora-