

of Mr. Tilley is universally condemned in St. John. It is tolerably well known that Mr. Tilley did all in his power in favour of the southern route, but he is far too sagacious a statesman not to know that resignation on so untenable a ground could never be justified to his country. He would now briefly advert to the inconsistency of the Brownites regarding the route of the Intercolonial Railway. It is well known that in 1852 the negotiations with the Imperial Government for a loan for this work were broken off by Mr. Chandler of New Brunswick, and himself, because the northern route was insisted on. For this he was denounced at the time and ever since by the Brownites. He would have been justly denounced if it had been in his power to accept the northern route; but, as he had already shewn, this was rendered impossible by the positive refusal of New Brunswick to co-operate on that basis. The same faction which in 1852 denounced him for not yielding to the Imperial Government now denounce the Dominion Government for having chosen a route not only insisted on by the Imperial Government, but recommended by the Chief Engineer and by the Commission. He would now advert to Mr. Mackenzie's statement at Aylmer as to the progress of the works. He says: "Well, on the 150 miles "from Moncton to Bathurst, part of which he had visited, there "were only 44 men engaged, who had 4 horses, 12 engineers, and "2 paymasters with them." Mr. Mackenzie took good care, when visiting the Maritime Provinces, to avoid those sections of the line which are being prosecuted with vigour. He went by water from Pictou to Shediac, and then took a land route alongside of the sections which have only been placed under contract within the last few days. To show the reliance to be placed on Mr. Mackenzie's statements, he would give a few facts, which he defied Mr. Mackenzie to grapple with. The line between Moncton and Bathurst consists of 6 sections—viz., Nos. 16, 10, 20, 21, 22, 23. Of these, 4 had not been put under contract at the time of Mr. Mackenzie's visit, while No. 10 has since been re-let, owing to the unsatisfactory progress of the work. On No. 16, which is a section very difficult of access, the work is light, and can be completed in a much shorter time than the sections on each side of it. Mr. Mackenzie leads his audience to believe that there was a very large staff for very few men, concealing most disingenuously the fact that on the sections not under contract, an engineering staff was required for the purpose of preparing the profiles and specifications. Notwithstanding the declaration of Mr. Mackenzie that the road will take 10 to 15 years to construct, he (Sir F. Hincks) affirmed that the great work in question is making most satisfactory progress. He would read an extract from a letter which he had received from one