

“ Mr. Lawrence says, ‘ To ask them [the Provinces of Quebec and Ontario] to sacrifice this all important consideration, [a short highway to the ocean] that the Intercolonial may pass through the wilderness section of New Brunswick to open up a field for settlement for the benefit of that Province, would be requiring from them too much.’ Now No. 3 line runs a distance of at least 60 miles through the wilderness.”

See, now, an instance of the manner in which Mr. Lawrence takes the wind out of Mr. Buck's sails. At page 23 of his letter, in reference to the Frontier routes, Nos. 1, 2, and 3, he says:—

“ One of the chief arguments in favor of the Western routes, Nos. 1, 2 and 3, is, that from the population of the North Eastern Section of Maine, considerable traffic would be secured to the Intercolonial. It has been already shown that No. 5 route would secure all the traffic of that section of country that either of these would. Were it otherwise, that in itself, would be no reason for locating the Intercolonial by the Frontier. As it would be unwise to build it *away from the frontier* on military grounds, to the sacrifice of the Commercial interests of the Dominion, it would be as unwise to build it *close to and parallel* with the frontier for forty miles, for the traffic of the Aroostook Section of Maine, to the *permanent injury* of the Central and North Eastern sections of New Brunswick, and without one solitary compensating advantage to the other sections of the Dominion.”

Mr. Buck, like his “ illustrious predecessor,” tries to make his readers believe that by the Northern Central route the “ trains would be snow-drifted, and frozen in for a whole winter.” These men surely rate the intelligence of their readers at a low standard, or are themselves ignorant of common natural truths. But, as we have fully shown, in the course of our remarks, under the Economical view, that the Northern Central has all the advantage in this respect, we shall waste no time in refuting Walter Buck, C. E., but will merely advise him to read up his natural philosophy. We understand, upon reliable authority, that he is the paid advocate of parties interested in Railways in Charlotte county and may shortly be here in the interest of that section—of course he must do something to show that “ the laborer is worthy of his hire.”