

the first line of the next paragraph, by interpolating the word "for" so as to make a connection with the first part of the quotation, and then quotes just as much as makes for his purpose thus:—
 "It is too apparent that the Interecolonial Railway may find in the United States route, a formidable rival for Canadian passenger traffic to and from Europe," leaving out the concluding words "by way of Halifax." Had Mr. Lawrence quoted the whole context, the argument which he distorts in his favor, would at once have been seen to be against him, or had he been honest enough to add the next paragraph, his readers would have seen through his little game, for the very next paragraph says:—"Fortunately, with a view to counteract this difficulty, *a line by the Bay Chaleurs would offer special advantages* which may be here noticed." Mr. Fleming then goes on to propound his grand scheme of ocean travel by means of a railway across Newfoundland, which scheme can be carried out only *by means of a North Shore route* for the Interecolonial Road.

After this specimen of Mr. Lawrence's fairness in dealing with the whole subject, we think both he and his letter may be dismissed into the oblivion from which they ought never to have emerged. And when we add that the Western route No. 5, necessitates the construction of two enormously expensive bridges over the St. John River, we think our readers will quite agree with us that the sooner this pet scheme of his follows him and his letter, the better for the Dominion.

APPENDIX B.

A pamphlet by Walter Buck, C. E., intituled the "Best Route for the Interecolonial Railway" is confessedly written to advocate the Frontier route. He founds its claims upon the shorter distance to be built and run, the smaller sum it will cost, and the greater amount of traffic it would afford. He does not pretend that it would serve to open up any greater extent of new country, nor that