

"river, would give it. This offer is a fair one, and if accepted and acted upon it will bring every county in this province, with one exception, within the circle of railway communication; and I much mistake the people of St. John if a proposition which appeals so strongly to their sense of justice as well as their interests will not meet their approval."

These considerations alone, independent of any others, should have great weight in the decision of this question, and point to the remaining lines, Nos. 13, 14 and 15 as those offering the greatest advantages to the whole Dominion. No. 13, is the line we have designated as the Northern Central, No. 14 is the same line from River du Loup to Indiantown on the Miramichi; from that point, instead of running southerly to Apohaqui, it pursues a south-easterly course to Moncton, where it joins the Shediac road. No. 15 is Major Robinson's line "pure and simple." Of these three, which all combine the merits of a safe military road, with the advantages of cheap and easy construction, added to the further advantages of opening up more populous portions of the country, and developing more important interests than any of the other lines, we have already shown that No. 13 possesses some merits not shared by Nos. 14 and 15; these consist in running nearer to the city of St. John; in passing through the populous counties of Kings, Queens, and Sunbury, without shutting out Kent, in opening up the coal regions of Grand Lake, Salmon river and Coal Creek. While these advantages are gained by the modification of Major Robinson's line, none which that line offers are lost. It still remains the best,—in fact the only line that can be at all suitable as a national and military road, and this consideration, we feel assured, will never be lost sight of, either by the British Government, or by that of the Dominion. When we add to this, that the cost of construction, fitting out, and maintaining, will be less, that the cars can traverse it with greater speed, more facility, and less probability of accident, that the prices of freight will be less on this route than on one which has very high grades, passes through unsettled and uncultivated solitudes, greatly obstructed by snow, we feel assured, that on due consideration, this Northern Central route will commend itself to the favor of all who have the prosperity of the Dominion at heart. If this route is not adopted,