

fully answering all the ends designed by this great work, and costing several millions less than the admitted estimate of the North Shore line can be constructed, that is a worthy consideration, and the bare probability of finding such a line should be a sufficient reason for further exploration.

Now, in order to make my main position clear, I will proceed to place in order before my readers, a few strong points upon which controversy seems impossible. First, as to

#### DISTANCES.

It will not be denied that economy in constructing, and still more largely in operating, a railway, is largely involved in the question of distance. It cannot be denied, because a single glance at any ordinary map of New Brunswick, and the testimony of all explorers, are sufficient to prove beyond a doubt, that by one route at least, the port of St. John can be reached by the construction of a line of only 301 miles from River du Loup, against 486 miles by the North Shore, thus effecting a saving in distance of 185 miles, between those two important points. I purposely refrain from the introduction of other figures, in this connection, because the point to be established would not be thereby affected. This difference does not apply, in its full extent, to construction, because the present European and North American Railway, between Moncton and St. John, would constitute about 90 miles of the distance by the North Shore route, but the fact is undeniable that the inhabitants of Ontario and Quebec would be able to reach the excellent and always available port of St. John, by travelling 301 miles from River du Loup, by the adoption of one practicable route; whereas by the North Shore or Major Robinson route, they would have to travel 486 miles to reach the same point. Is it necessary to enlarge upon the relative expensiveness of freight and passenger fares? Would it not be insulting to the common-sense of a mercantile people, to spend time in proving what is self-evident, that all the purposes of trade can be much better served, and at much less cost, by the shorter than by the longer line?

It may be argued that the recent proposition, intended as a sort of compromise, emanating from a North Shore source, would very materially diminish the difference in distance to St. John. This must be admitted. It would be folly for even the hottest partizan to deny the fact, but there still remains a sufficient margin to maintain the position assumed. The

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