

the limited trade that may be expected from the North Shore. Now, we happen to know something of this matter, and can confidently declare that during the past season there have been employed the steamers "Lady Head," the "Emperor," the "Secret," and the "Gaspé," and that occasional trips along the same route have been made by the "Napoleon III," and by "Her Majesty," the latter vessel bringing freight from the inland Lakes of Canada, and that even with this accommodation, the vessels have frequently had to refuse freight at the different ports, although many sailing packets have also been employed upon the same route. We have made enquiries and have learned that the "Lady Head" has made good returns upon the route which Mr. Buck, C. E. considers of such small importance. Mr. Buck has rather overreached himself in this argument, and has committed the error of "showing his cards" too plainly.

The manner in which Mr. Buck quotes Mr. Lawrence, and in which the latter returns the compliment, would lead those unacquainted with the gentlemen to suppose that they were unexceptionable authorities on all matters pertaining to railways and their routes, but to those who know them both, this little game excites only a smile of derision.

Notwithstanding this interchange of compliments, each can knock away the superstructure of the other's argument when it suits his purpose. Take the following as a specimen of the manner in which Mr. Buck tickles Mr. Lawrence, while at the same time he demolishes his argument :—

#### "THE WESTERN ROUTE CONSIDERED."

"This route is ably advocated by Mr. Lawrence, in his letter "to the Minister of Public Works," \* \* \* \* \* Mr. Buck describes this line, and says that the chief objection in point of magnitude and cost, is that the River St. John will have to be crossed at Fredericton, and then he adds :—"Another objection is, that leaving Grand Falls for the Eastward much of the "Aroostook trade is lost, and the Eastern side of the river is but "a wilderness, Mr. Lawrence here departs from his own axiom "that railroads should *follow* population, not *precede* it. Again,