

Minister of Customs, said in his speech at the hustings in St. John; that he would not pledge himself to a Northern line, nor to a Central line, nor to a Frontier line, but when the subject came up for discussion in Parliament, he would support that line which was best calculated to secure the greatest general benefit to the whole Dominion. We may also quote the following from a speech delivered by the Hon. P. Mitchell, Minister of Marine and Fisheries, at the Declaration of the Poll for the County of Northumberland, when the Hon. Mr. Johnston was elected by an overwhelming majority. We find this in the *Canadian News*, a paper published in London, and the editor makes special mention of it in connection with the route of the railway. The Minister's acquaintance with the subject, in all its bearings, is well known, and his opinions are worthy of consideration :

"I fear not all their opposition nor their array of facts and arguments. The Major Robinson line is the only route that has been surveyed throughout—we know every mile of it, from Shediac to Rivière Du Loup—and we can speak confidently without drawing on our imagination for our facts, or our fancy for our arguments. Those other routes of which we hear such feasible accounts have only a paper existence, and no reliable data has yet been furnished on which any man who fairly and honestly looks into the matter can base an argument.

"The Southern and Western portions of the Province have already been largely aided by subsidies from the Treasury, of which you have had to pay your share, and common justice demands that a portion of that large sum which is now to be expended shall aid in opening up these northern counties. It has been said by one of the opposition papers that I am 'the evil genius of St. John'—that I desire to divert from that city the terminus of the railway. I do nothing of the kind. I desire to see her as prosperous as an enterprising population and great natural facilities can make her. I do more—I am anxious to see her get the terminus of this great highway, and on the part of the people of the north, I am willing to accept as a compromise of conflicting interests a route, which, while it suits us in the North, will give St. John the terminus as near the city as the Central route surveyed by Fleming, or any other route east of the