

The error of the writer of the "Ottawa pamphlet" and of the writers of other pamphlets and newspaper articles, emanating from the city of ST. JOHN, seems to be in trying to combine two conflicting elements or interests, viz.:—

*A Military Railway between QUEBEC and HALIFAX, with  
a Commercial Railway between MONTREAL and ST. JOHN.*

IT CANNOT BE DONE. As well try to mix oil and water.

A glance at the map ought to satisfy any intelligent observer on this point. The writers to whom we have referred are careful enough to keep MONTREAL *out of sight* in the discussion of this subject, and speak only of *River du Loup*. With them the latter seems to stand for the former—distance and difficulties between them are ignored. But, as Nature has placed nearly 300 miles of the River St. Lawrence in the intermediate space, and ordained that it shall freeze up and be ice-bound *as fast and as long* as the river and gulf below, we cannot understand the commercial advantage of a ship discharging cargo at *River du Loup* to be transferred over 350 to 400 miles of railway to ST. JOHN, when the same vessel has open water to proceed to *Shediac*—as is now done by the Gulf steamers—unless, indeed, the merchants of MONTREAL remove their stores to *River du Loup* in winter to accommodate their St. John customers.

What important *way traffic*, or general interest, a line from *River du Loup* to the city of ST. JOHN—even *by the shortest possible central route*—would develop, is *not shown*; and is difficult to conjecture. It would not be trade with MONTREAL, and there is nothing to trade in at *River du Loup*, or between ST. JOHN and QUEBEC, as has been shown; it could not be the fisheries, nor lumbering; the lumberer's axe and fire have not left anything within available railway distance to be transported; there are no mines or minerals on the way, as yet discovered; the coal regions of Grand Lake—we will say nothing more of them; there is no population on the route; and, until the European and North American Railway develops the agricultural population through "the garden of New Brunswick," and makes the lands along the line worth "Five pounds an acre," as the Government of New Brunswick promised the Messrs. Barings—it would do—neither of which has yet begun to be realized—it is scarcely prudent to make large calculations in this direction.

But if there is now, or is ever likely to be developed, *a way*