

The railway from Shediac to St. John, which passes through an open and settled country, has never met with such interruptions.

In 1818, Major Robinson recommended the Northern route on Military grounds, since then, from the revolution in *Nakat Armament*, its claim has entirely disappeared. Then it would have been comparatively safe from attack from the water, now, in gunboats, steam frigates, and armour plated ships, for seven months of the year it would be exposed to the enemy.

Treaties and orders in Council since then have thrown open the waters of the gulf and the bay to the world.

There are no grounds for alarm from our American neighbours, their commercial and other interests are so much in common with ours, and like ours all on the side of peace, that should any disturbing element arise, it will be disposed of in the future as in the past, by the pen and not the sword.

One thing is certain, should the time ever come when the American Government wished to intercept communication by destroying a portion of the Intercolonial distance will not defeat their purpose.

Better then accept the situation at once, and build the line on a commercial basis, knowing that as a military work, should war occur, it would be in danger wherever placed. If constructed as a military road, it would invite attack. While as a commercial enterprise, its peaceful mission would be its shield.

ONTARIO AND QUEBEC AND THE WESTERN ROUTE

The St. Lawrence is the natural outlet for the products of the West, yet notwithstanding an expenditure of \$15,000,000, on its unrivaled canals, it has attracted but a small portion of its trade.

The chief rival of Montreal and Quebec for the trade of the West is New York, and although labouring under many disadvantages, she has, from her *low freights* been enabled to monopolise nearly the whole. The question arises, can the Intercolonial Railway secure to the St. Lawrence an increased share of the commerce of the West?

From Lakes Superior and Michigan the Western products for Montreal and Quebec pass through the Welland Canal: those for New York through the Erie or Welland and Oswego.

The Montreal route saves the transhipment from propellers at Buffalo and Oswego: it also uses large vessels the whole of the voyage as well as propellers instead of 350 miles of horse-power on the canals, to which is to be added the saving of towing down the Hudson to New York.

The St. Lawrence route has another advantage over New York. It takes two days to tranship the cargo at Buffalo, and a voyage of twelve days between that port and New York, against three days to Montreal, four to Quebec, and five to River du Loup.

A cargo can be delivered at the latter place by propeller for 60c per ton over the cost to Montreal, and for \$3.50 additional by the short route of the Intercolonial at St. John. The Intercolonial can alone extend the commerce of the St. Lawrence, by following a short route to the ocean. Lengthened mileage will as effectually injure it by turning the commerce of the West to the American railways, as the *high freights* of the St. Lawrence have diverted the largest share of it to New York.

This is a point of deep importance to Quebec and Ontario, not only on commercial, but on economic grounds, for should a railway cost \$20,000,000, nearly \$17,000,000 of it will have to be paid by those sections of the Dominion.

ST. JOHN THE ATLANTIC PORT FOR ONTARIO AND QUEBEC.

The river St. John, although 400 miles in length, is spanned at its mouth by a suspension bridge 600 feet in length, without interrupting navigation.

The city of St. John, at its mouth, has one of the finest harbours in America, and open at all seasons. It is the centre of a large and growing commerce with the Mother Country, the British and foreign West India Islands, the United States, and the British Colonies.

It has a population of 50,000, and is distant from River du Loup 300 miles. From its unrivaled position and advantages it should be the Atlantic port for the commerce of the St. Lawrence. On the 31st December she owned 23,753 tons of shipping, worth over \$9,000,000.

As a shipbuilding port it has no superior, the reputation of her vessels is not surpassed. In proportion to population New Brunswick is the largest shipbuilding country in the world.

The trade of New Brunswick with foreign West India Islands is fast extending. In 1860 their were shipped to Cuba only 31,139 box shooks, in 1865, 433,363, while from St. John alone from Sept. 1st, 1866, to 30th April, 1867, a period of seven months, 749,620. Formerly Cuba was entirely supplied from Maine, now the New Brunswick shooks are preferred. In 1861, New Brunswick shipped to Cuba and Porto Rico 4,639,685 feet of lumber, in seven months ending 30th April 1867, St. John shipped 6,116,906 feet.

This trade offers superior facilities for return cargoes, as the vessels leave St. John and return during the close of the St. Lawrence, so that the merchants of Quebec and Ontario could receive their supplies over the Intercolonial, weeks in advance of the opening of navigation.

The extent and value of the trade of the West India Islands, which has been chiefly enjoyed by the United States, is very large. In 1861 their imports were \$25,618,000, of which only \$3,727,800 was from the British Provinces.

The Commissioners appointed to enquire into the trade of these Islands justly remarked:—“That the trade of British America with countries so commercially active, and having a population of 15,000,000, whose products are so different from ours, and yet as necessary to us as ours to them, ought to be increased.

The unsurpassed facilities which St. John enjoys from a great command of tonnage, low port charges, storage, wharfage and labour, should secure for her a large share of the carrying trade between Canada and these Islands.

For the shipments of grain her lumber carrying vessels are admirably adapted, saving the whole expense of building inside “skin and bulk heads,” as they are not required.

A line of steamers are now running between St. John and Glasgow, with frequent arrivals of others from Liverpool and London. The Montreal Steam Ships occasionally call at St. John in the winter months.

The certainty of at all times finding cargoes, enables vessels to deliver freight at St. John, at lower rates than at any other Atlantic port.

In a late number of *The Trade Review*, is the following:—“The time cannot be far distant when some branches of our manufactures will be seeking still further expansion, and looking for fresh markets in other parts of the world. With two such ports as St. John and Halifax, connected by railway with rich and populous interiors, many an enterprise will become not only possible but probable, and with these ports as a base of operations, we may be enabled to compete with America.

The great advantages possessed by St. John, for an Atlantic port for the commerce of Quebec and Ontario, can be largely neutralised, if not entirely destroyed, by a wrong location of the Intercolonial Railway.

ST. JOHN AS A DISTRIBUTING PORT.

The map shows St. John to be the natural distributing point for a large district of country, her position as such is unrivaled. The population dwelling on the rivers and interior, as well as on the New Brunswick and Nova Scotia sides of the bay, together with a large section of the State of Maine, draw their supplies from here.

The railway charges from Montreal to Portland, and from River du Loup to St. John would be the same, the distance by the short route of the Intercolonial being equal.

As the freight by propellers to River du Loup, is 6c. additional per barrel on delivery at Montreal, while the freight by steamers from Portland to St. John is from 20c to 25c there is a gain of from 14c to 19c per barrel, in addition to the saving of one handling and insurance by the Intercolonial short route to St. John.

Produce could be sent from Lewis by railway to St. John, at less cost than from Montreal via Portland.

All of Canada to the West of Rimouski is interested in the selection of the most direct route to the Ocean. If necessary it will be economy to spend on its construction a larger sum than on a longer one, as the saving of freight, running expenses, and maintenance, will more than compensate for the additional cost, to say nothing of the additional trade which its shorter mileage will secure.

NOVA SCOTIA AND THE WESTERN ROUTE

The important section of Nova Scotia on the Bay of Fundy, embracing the large and flourishing counties of Queen's, Shelburne, Yarmouth, Digby, Annapolis,

King's and Hants, with a population of 120,000, and with 207,770 tons of shipping, of the value of \$7,500,000, is interested in the most direct route to the Western section of the Dominion.

With a line of steamers crossing the bay in less than three hours, these fine counties would connect with the railway at St. John. By this route Annapolis the ancient capital of Nova Scotia, would be 470 miles distant from the city of Quebec, by the Northern 70 miles.

An examination of the map will remove all doubt, as to what route will be most to the interest of Nova Scotia and especially to its Western section.

Even the Eastern portion of that Province would be as much benefited from the Western route, as from either Central or Northern, for whichever is chosen, the mileage and location in Cumberland and Colchester will be the same.

Halifax the military and naval headquarters, should prefer the Western route as it would pass through or connect with all the military centers of the Dominion. It would connect in one chain the military and political capitals of Toronto, Quebec, Fredericton, and Halifax, as well as the military centers of St. John and Montreal. Its people are too patriotic to sacrifice such an important strategic point for any consideration, or to tax the commerce of the two Western Provinces with additional mileage, for any advantage they might derive from the selection of a Central or Northern route.

The position of Halifax will over command the passenger travel to and from Europe, with a choice of routes, either to go round the head of the bay, or to Windsor, and down the Annapolis Valley Railway, and cross the bay and up the valley of the St. John, through Fredericton, and on to the West.

THE DOMINION AND THE WESTERN ROUTE.

Can a route be found which will meet the requirements of the Dominion, and at the same time secure the Imperial Guarantee?

As the Provinces of Quebec and Ontario have to pay *eleven-thirtieths* of the cost of the Intercolonial Railway, and have never made its construction a condition of Union, as New Brunswick and Nova Scotia have done, as set forth in the 15th section of the Act of Union, it is only right that the route to be chosen, be one which will secure to their commerce a short highway to the Ocean.

To ask them to sacrifice this all-important consideration, that the Intercolonial may pass through the wilderness section of New Brunswick, to open up a field for settlement for the benefit of that Province, would be requiring from them altogether too much.

Which route will be most conducive to the interests of the Dominion?

Mr. Fleming's number *Three*. It would be 301 miles in length from the St. Lawrence to the Ocean, and would connect all the Political, Military, and Commercial centers of the Dominion. An objection may be made to it as “passing for 40 miles close to the Frontier. The question arises will not that be an advantage? Commercially unquestionably so, as it for the most part would pass through a settled country. On military grounds, this route has its advocates. Sir John A. McDonald in 1858, wrote to the Colonial Secretary, “That it is understood in Canada, that the Western route is not now considered objectionable as a military road; *may there are strong reasons for its selection as such*.” Sir Archibald Campbell, the Hero of Burmah must have looked at it in that light, or he never would have recommended its construction in 1859, or made an appropriation of \$40,000 for its survey out of the King's Casual and Territorial Revenue. The number of miles to construct by it is 410.

If the objection to it on the ground of proximity cannot be overcome, the one that would next best meet the requirements of commerce, and could not be objected on military grounds, is the Mr. Fleming's Number *Five*. It not only would pass through the cities of St. John and Fredericton as number *Three* would, but would keep as far distant from the American border, as a portion of the railway from River du Loup to Quebec. The distance by it from the St. Lawrence to the ocean would be 325 miles, with 437 miles to construct.

This route, like “*Three*,” would secure to passengers to and from the West a resting place at the end of the day's journey at either Fredericton or St. John, in place of having to pass the night in the heart of the country. In the winter time often storm staid for days, in summer a dreary journey at the best, even if there were no black flies or mosquitoes to torment the traveller.