

vantages of railway communication, and their great mineral, agricultural, and fishing resources will remain undeveloped. The immense mineral resources of Gloucester and Restigouche are in part known from the hasty examinations of Dr. Gesner and Professor Bailey, and there is not the slightest doubt that these counties, when more carefully explored, will be found as rich in valuable minerals as any portion of the Dominion. The construction of the Railway through these counties will do more to develop these resources than any other means that could be adopted.

Is it fair, then, that the Northern and Eastern Counties, which have so largely contributed to the revenues of the country, from which the various lines on the South and West of the Province have been either subsidized or built, and by which the counties of Westmorland, Albert, Kings, Queens, St. John, Sunbury, York, Carleton and Charlotte have been linked together by the European and North American, the Western extension, the St. Stephens and Woodstock branches, the St. Andrews line, and latest by the Fredericton branch—is it fair that these northern counties should now have their interests neglected, and that they, in common with the Eastern part of the Province of Quebec, should be further ignored for years to come; while, in addition to their claims, military considerations, shortness of distance, and economy of construction, all demand the adoption of the Northern Route. They have always looked forward with confidence to the time when their great want—access to the markets of the world—would be supplied, by means of this road, which they were justified in doing by the reiterated assertions of successive Colonial Secretaries, that the military character of the road would never be lost sight of. Is it fair, we ask, that when every consideration, National, Commercial and Economical, points to the Northern Central Route as the one best calculated to serve the interests of the whole Dominion; that faith should now be broken with them, and that to serve the interests of a small section of the Province of New Brunswick, they should be cut off for ever from all hope of participating in the benefits of railway communication, which all other parts of the Province will enjoy?

In this connection we may state what the Hon. S. L. Tilley,