

"*Passenger Traffic*," the carriage of *Mail matter* and *Express Freight*, and, next to a frontier route, would accommodate the "greatest amount of "local traffic."

Here then we have the great preponderance of freight and passengers given to the Northern line by Mr. Fleming. For the "Frontier" he claims only "the largest amount of local traffic" and "Through freight in winter;" but we must reflect that this traffic springs from people not belonging to the Dominion, but residing in the State of Maine, and citizens of a foreign country. ✓ To the Central route he accords the character of being the "best for transportation of Through Freight," which transportation is hinged upon a contingency that arises only when the United States and the Dominion disagree. The Northern line on the contrary, secures three different elements of trade which are never mentioned in connection with either the Central or the Frontier, whilst he admits that next to the "Frontier line the Northern would always furnish the heaviest local traffic. In addition to these admissions of Mr. Fleming, the Northern Central line will tap no fewer than eleven seaports, which will all be its feeders, and increase its traffic; these are Buclouche, Richibucto, Kingston, Kouehibouguac, Chatham, Douglastown, Newcastle, Nelson, Bathurst, Dalhousie and Campbelltown. A railway by this route will give a great impetus to all these places, and industrious populations will soon add to the traffic of the road.

From these considerations, we think it apparent that in a Commercial point of view, the Northern Central route, has the greatest claims to adoption.

IN AN ECONOMICAL POINT OF VIEW.

Mr. Fleming, by some ingenious manipulation of figures, tries to show that the Central Line proper, No. 6, is shorter than the Northern Central. But let us examine this matter a little more closely, and see whether there is really a difference of distance in favor of the Central route proper, and against the Northern Central. We are quite willing to be guided by Mr. Fleming's figures when they pertain to his own original lines, but we cannot allow him to alter the carefully ascertained figures of Major