

30 miles of the frontier, while the Central line for many miles, indeed, from the Forks of the South West Miramichi to Green River, runs almost parallel, within 28 miles. Nor did Mr. Fleming allude at all to the important fact that the whole of the North Eastern part of Aroostook territory, which borders L'Islet and Kamouraska, through which the Grand Trunk runs, is an unsettled wilderness, through which no body of armed men could penetrate, being without roads or any means of communicating with a base of operations, which must necessarily be to the south-eastward of the mountain range which forms the water shed between the St. Lawrence and the St. John, which is near the boundary line between Canada and the United States, and which is almost impassible; thus making the distance for all practical purposes 80 miles to settlements, while the North Western or New Brunswick frontier is densely populated, has good roads in all directions, and offers every facility for military movements. Hence there is no analogy whatever between the two cases, and Mr. Fleming has lost sight of the rule by which he professes to be guided.

Now we ask, can any unprejudiced person, with these facts before him, divest himself of the conviction that a special effort has been made to favour the Central route? On page 16 of his Report, Mr. Fleming says, when speaking generally of an Intercolonial road:—"In dealing with the whole subject we cannot, however, overlook military considerations," yet in face of this has he not argued in favor of the line which completely overlooks them?

✓The Northern Central route, in a National point of view is entirely removed from this objection, for throughout its whole length to River du Loup it pursues a course the furthest possible removed from the frontier, places the whole breadth of the Province between it and the road, thus rendering it unapproachable except by water, and while England is mistress of the seas, this line has nothing to apprehend from foreign aggression. This great advantage, and a saving of 2 miles in distance is secured by adopting the Northern Central route, and also a further saving in construction, in consequence of the engineering difficulties which beset Mr. Fleming's Central Line, these will be more particularly examined under the Commercial and Economical views of the subject.