

“ road in a straight line, from one point to another because it is the
 “ shortest, is an erroneous one. A point of the greatest importance
 “ is to select a route where the slopes are easiest, and the most
 “ level and firmest surface is to be found. The route with this
 “ advantage is the preferable one ; the cost of levelling declivities
 “ ought to be avoided in the building of railroads, for steep
 “ ascents and descents will always occasion delays and stop-
 “ pages of the trains.”

Mr. Lawrence quotes Sir Francis Hincks in favor of his pet line, as follows : “ The North Shore Line was distant from the
 “ more populous settlements of New Brunswick and from her
 “ principal Cities of St. John and Fredericton, and would pass
 “ through a thinly settled Country to the St. Lawrence. In a
 “ commercial point of view the two lines do not admit of compa-
 “ rison, while the section of line between River du Loup and
 “ Quebec would be less than thirty miles distant from the Ame-
 “ rican frontier, and would be nearly if not quite as much exposed
 “ to the enemy as that passing by the Valley of the St. John.”

We have shown, under the Commercial view of the subject, that the Northern Central has nothing to fear in a fair comparison with *any other line*, as regards the population of the country it passes through, taking its whole length, and we have shown, that more important interests will be served and developed by it, and with reference to distance from the frontier, we have shown, Sir Francis to the contrary notwithstanding, that it is not nearly as much exposed to danger from hostile aggression, at the section between River du Loup and Quebec, as it would be passing by the valley of the St. John.

Mr. Lawrence places great stress upon the importance of making St. John the Atlantic port for the commerce of the St. Lawrence, and occupies two pages in telling what every one knows just as well as Mr. Lawrence, but he has failed to show how the adoption of the Northern Central Route will in any way interfere with this ; all he says is, that, “ The
 “ great advantages possessed by St. John for an Atlantic port for
 “ the commerce of Quebec and Ontario, can be largely neutra-