

From this careful examination of the matter, we cannot divest ourselves of the conviction that a special effort has been made to favor the Central and to discourage the Northern line. But, we think we have shown beyond a doubt, that St. John, in this matter of the route, will be fairly dealt with by adopting the Northern Central, striking Apohaqui. And if more is done in her favor, it must be done not only at a greater cost, and to the total destruction of the military character of the road, but also at the expense and sacrifice of the interests of the whole northern part of New Brunswick, and of the eastern part of Lower Canada.

SUMMARY.

Although a number of routes have been projected by sectional interests, of which Mr. Fleming's Report notices no fewer than *fifteen*, it will be perceived from the results of his observations at page 50 of his report, that of these fifteen projected lines, Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, and 12, are all open to the insuperable objection that they run so near to the United States boundary that their character as military lines is completely destroyed. In addition to this, they are all open to the other objections we have urged—the frontier lines are unnecessary, as the river counties are now, or soon will be, amply provided with means of communication by the roads and branches that are now in course of construction; they open up no new country that will not have ample means of outlet by the river and these railroads and branches. The central lines offer great engineering difficulties, are in more danger of obstruction from the snow and storms of winter, and have only one point at which they can be reached by water, even if their construction is practicable, which, from the insufficient surveys yet made, is very doubtful. They will run through a country with the smallest number of inhabitants, and only the most unimportant branches of industry and enterprise will receive advantage from their construction. They will totally ignore the great fishing interests of the Gulf of St. Lawrence, the lower waters of that river, the Bay of Chaleurs and Miramichi Bay. By any of these routes the whole northern part the Province, including Northumberland, Gloucester, Restigouche, Bonaventure, Gaspé and Rimouski will be shut out from any hope of participation in the ad-