

that these centres of business would derive from the construction of a northern rather than a central railway, would consist in their being able to connect at a few miles less distance in the one case than in the other. Now let it be borne in mind that all the ridges and rivers in New Brunswick have a general tendency east and west, and while the difficulties of a central route are necessarily increased by having to cross these ridges almost at right angles, the facilities for connecting lines either eastward or westward are thereby greatly increased, hence, as such a trunk line as that contemplated is not for a day or a generation, but for all time, and not for a village or a town or a city, but for the whole Dominion, should not its construction be so ordered, if possible, as to render branch connecting lines from all points not only feasible but easy? This desideratum can only be attained by a Central route; but if, after due examination, it be found impracticable to follow such a route, then all parties must be satisfied with that which is practicable.

#### THE MILITARY QUESTION.

On the relative value of the different routes for Military purposes, I propose to offer but a very few observations. The whole question lies between the Northern and Western, or, as we may term them, the two Frontier routes. The Central line, proper, it must be admitted keeps more completely clear of objection on this score than any other. If the line is twenty miles from the boundary, surely it is far enough to render an enemy's access to it sufficiently difficult to make its defence comparatively easy, while it might occasionally serve an excellent purpose by enabling our military commanders to throw a heavy force upon an important point on the enemy's lines. But, as it respects the assailability of a line almost touching the land boundary on the one hand, and a line running along the coast of an open sea on the other, it must surely be conceded that the preference is due to the former. It may be made very difficult for a land force to approach a railway at but two or three miles distance; but, in these days of swift iron-clad gunboats it would be a serious matter to protect nearly seventy miles of road running in close proximity to the coast, extending from Campbelltown to Bathurst. It may be said that the Bay Chaleur and the Restigouche River are not accessible to gunboats in the winter season, but that is the very season when in our northern latitudes military operations are all but impossible, when certainly there is no such thing as invasion to be apprehended.