

CONDEMNED BY SIR CHARLES TUPPER,

our former minister of railways, who stated at a public meeting in this city that 'the people of St. John were standing in their own light by advocating its adoption,' and I have not yet heard one argument advanced in its favor which cannot be refuted by any person who will make himself familiar with the facts. The claim that it is the shortest line cannot be sustained, as I will presently show that other lines referred to in the official report to the government are shorter, even though they deflect further from the air line. It is an utter falacy to assume that a railway which keeps closest to an air line drawn between two points must necessarily be either the shortest or the best, especially where a very broken and rugged country has to be traversed. The official report gives the total distance to Halifax as 720 miles, to which however it is, I believe, admitted on all sides that 20 miles must be added to reach Montreal via the proposed Lachine bridge which it is intended to utilize, thus making the distance 740 independently of the additional mileage which will be required to overcome the summit referred to by Mr. Burpee, and the further additional length which may be necessary to get through the difficult country mentioned by Mr. Davy in his report. Now, if you refer to lines 17 and 18 as described by Mr. Schrieber you will find the total length of each to be 735 miles, showing a saving of at least 5 miles over the Mattawamkeag route. Each of these lines passes Chaudiere Junction, near Quebec, some 70 or 80 miles north of the air line. The absurdity therefore of assuming in this case that a route which is less remote from the air line is necessarily shorter, or of jumping at a hasty conclusion on a mere glance at a map will at once be apparent.

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have assured us that it is useless to attempt to obtain a line via Richmond, or the central route, which is the one that was advocated by Senator Power, and which is claimed by some to be much the shortest line. The extreme northern or all Canadian route does not meet with general approval, and the southern or Mattawamkeag line has been shown to be most objectionable. It therefore became necessary to turn our attention to some intermediate or compromise route which