

proposition to adopt, immediately, this or any other explored line, is unreasonable in itself, and exceedingly unjust to the people of the Dominion; and more especially to the population of Ontario, who must bear so large a proportion of the expense; and who, above all other points, have most interest in obtaining the shortest possible line of communication with the Atlantic seaboard. It is very true that each explored line has its own difficulties, and many of them of a very serious character; and there yet remains a part of the Northern line, between the head waters of the Metapediac and the St. Lawrence, which has not even been explored, and of which Mr. Fleming says: "I regret exceedingly that circumstances would not justify me in incurring the expense of continuing the survey in this quarter." Now, without particularising the three or four general routes, and the large number of local divergences reported upon in 1848 and 1864, we confidently assert that a Central or Western line of railway can be constructed, by which the open Atlantic seaboard can be reached at all seasons, without any higher grades, sharper curves or more expensive bridging, than what are found in very many of the existing railways, and at a saving of scores of miles in length; and further, we assert, that the only serious difficulties apprehended, are in crossing the hills in the neighbourhood of the Tobique, in the Province of New Brunswick; and this extensive range has not yet been so thoroughly explored as to enable any engineer to affirm that no favorable pass can be discovered, by which those difficulties may be avoided. Hence, we ought to demand that a thorough examination of that region should be prosecuted before the Government decide to cast aside all the manifest advantages of the more direct route.

It is perfectly natural for the people of the north shore of New Brunswick to desire to secure the railway as near their own domiciles as possible, but perhaps the following consideration has never been properly taken into account, or its value sufficiently estimated. The northern route would not after all touch the main localities of population. In order to make it available for commerce it would be necessary to build several connecting lines, some of them of very considerable length. The little village of Campbelltown on the Restigouche, and the small town of Bathurst on the Bay Chaleur would be touched by the line, but the towns of Chatham and Newcastle on the Miramichi would be still "out in the cold," until connections could be constructed. The same is true of Richibucto, the shire town of Kent County, and in fact the only advantages

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