

The distance from HALIFAX to MONTREAL, by the Major Robinson line, will be about the same as by the EUROPEAN AND NORTH AMERICAN RAILWAY *viâ* ST. JOHN and the UNITED STATES. If there is any difference, it will be in favour of the latter—perhaps ten miles or so.

With an *equal* distance we might not fear competition. The northern (or Major Robinson) line is through a beautiful and well-settled country nearly all its distance—remarkably salubrious, cool and pleasant in summer, and *far less liable to drifts and detensions in winter*—the American route is very much the reverse of all this. But after arriving at Shediac or Moncton, send passengers 60 or 70 miles down to Apohaqui, and then ask them *to go back* 100 miles through the wilderness to Indiantown, and it will be strange indeed if they do not take the United States route, even though they should have to be *visé and pay toll* at the city of ST. JOHN.

THE APOHAQUI ROUTE, BY DIVERGING FROM A STRAIGHT COURSE, WILL INCREASE THE DISTANCE BY THE INTERCOLONIAL RAILWAY TO NEARLY ONE HUNDRED MILES MORE THAN BY THE EUROPEAN AND NORTH AMERICAN RAILWAY! THEREBY THROWING ALL THE ADVANTAGE OF DISTANCE IN FAVOUR OF AN AMERICAN RIVAL LINE, TO THE UTTER RUIN OF THE "INTERCOLONIAL" IN A "COMMERCIAL" POINT OF VIEW.

### THE "NATIONAL" POINT OF VIEW.

No attempt has been made to show that any *national* interest will be subserved by the Apohaqui divergence. And were it not for the great importance of the subject, we might pass over this point without further note or comment; but when it is remembered that the main objects of the INTERCOLONIAL RAILWAY are the defence, cohesion, and development of the DOMINION; that the Dominion, looking forward to a no distant future when it shall stretch its bounds from Newfoundland to Vancouver, and, extending its GREAT RAILWAY to the Pacific, asks the nations from east to west to pass and repass through a country unsurpassed in beauty, fertility, wealth, and magnificence, *the greatness* of the subject demands that *all sectional* views shall be laid aside, and that, in an enlarged, comprehensive, patriotic, and loyal spirit, our *grand railway artery* shall be so located as to