

In deciding the route to be adopted there are three modes in which the question must be viewed,

1st. In a National,

2nd. In a Commercial,

3rd. In an Economical point of view.

The route which combines the greatest advantages in these respects is that which common sense would point out as the one to be adopted. With reference to these three points the question will now be discussed.

IN A NATIONAL POINT OF VIEW.

It is the fashion in the present day, by disciples of the Cobden and Bright School, to pretend that the world has grown wise, that nations now see the folly and inutility of going to war to settle their disputes, and that the pen will in future fight battles heretofore decided by the sword. The Peace congress was startled from its idle dream by the Trent affair in 1862, and the present state of Europe shows conclusively that these dreamers know little of human nature, which, however much it is to be desired, has not yet attained the wisdom claimed for it. The Munroe doctrine is still cherished by America, and her "Manifest destiny" is still devoutly believed in by the large mass of her people. The "Alabama claims" are not yet settled, and if the United States persists in the ridiculous demand she has made, we know not how soon a rupture between the two nations may occur. The Fenian mob is no doubt an insane one, but an army of madmen can do more mischief than a disciplined force, and the experience of the last three years should not be lost. In that event, these Provinces would be the chief point in which England could be assailed, and this consideration should never be lost sight of in deciding the route of the Interecolonial Railway, which will be so powerful a means of successful defence.

The principal routes that have been proposed, and indeed the only ones that deserve serious consideration, are