

This Military question can furnish no argument against a further and more thorough search for the best practicable route before finally adopting one or other. If it has any bearing upon the question it is all in favor of such a course.

There is one other point upon which it appears necessary to offer a few remarks, and I do it with some reluctance, because of the unpleasant political features of the case. Whether justifiable or otherwise, we know that the representatives of Nova Scotia have assumed a very determined attitude of hostility to the Union, and are preparing for the adoption of energetic means to be released from the compact. They will send representatives to the Queen and British Parliament, the effect of which we cannot foretell. Their efforts may not be successful, but should they succeed in enlisting any considerable majority of the population, or constituency in their favor, it might result in a repeal of the Act of Union, so far as that Province is concerned. Should this most undesirable issue take place, it would be necessary, of course, to construct the railway entirely in the interest of Ontario, Quebec and New Brunswick. The connection with Halifax would no longer form a part of the programme. St. John must be the objective point, and in such a case the people of New Brunswick, would have a right to demand that that port should be reached by the shortest possible route. It would not be fair to an integral part of the Dominion that a road of such magnitude, and the burden of which it must proportionably bear, should be so constructed as to favor the trade of a Province, in some sense its rival, which had spurned the connection so cherished by New Brunswick. None could more ardently deprecate the idea of a rupture with Nova Scotia than the writer, but it is impossible not to see that the existing state of things constitutes a powerful plea in favor of deliberate consideration of the Intercolonial Railway route.

In conclusion, I would ask the impartial reader to remember that the object of this article is to prevent, if possible, the hasty adoption of a circuitous and difficult route, until it is proved that one better adapted to the purpose, and more fully meeting the interests of the whole Dominion cannot be found. I have shown that a direct route, though difficult, yet practicable, has already been explored. That by its adoption a great many miles of travel can be avoided. That the surveys are all of an imperfect character, leaving room for the belief that more careful and extended

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