

the British Government, and this has been the unvarying tenor of all subsequent dispatches.

That any improvement in "*Naval Armament*" should be urged against the necessity of a *Military road*, is an argument quite worthy the brain of this would-be philosopher, and on a par with that in which he says a military road would *invite* attack, while the peaceful mission of a commercial one would be its *shield*. When human nature generally attains the high point of perfection arrived at by Mr. J. W. Lawrence, and nations have outlived the passions and prejudices that now sway them, this kind of reasoning may possibly have some weight, but while, as at present, there are subjects of dispute between the American and British Governments, which may at any moment lead to a rupture of the peaceful relations which now happily exist, true wisdom dictates the use of all means to make our position as secure as possible, and to this end the military character of the road will not be lost sight of because Mr. Lawrence cannot see its necessity.

On page 11, Mr. Lawrence says:—"As the Provinces of Quebec and Ontario have to pay eleven-thirteenths of the cost of the Intercolonial Railway, and have never made its construction a condition of Union, as New Brunswick and Nova Scotia have done, as set forth in the 145th section of the Act of Union, it is only right that the route to be chosen, be one which will secure to their commerce a short highway to the best port on the Bay of Fundy, by the shortest and most favorable line. This all important consideration should never be sacrificed for any sectional interest."

We fully endorse this, and this very consideration, as we have shown in the course of our remarks on the several routes, induces us to support the Northern Central route, as, apart altogether from the military aspect of the road, the interests of Quebec and Ontario are as fully secured by it, as they would be by the Western line No. 5, as we shall now prove.

By some ingenious management of figures, taken from Mr. Fleming's imperfect survey, he conveys the impression that the Northern Central necessitates a great many more miles to be built,