

herself has an immense interest in its construction. When it is recollected that the necessity for Great Britain's strengthening her position on the Pacific, and facilitating her communications therewith, is becoming every day more urgent; that with this railway in operation, Vancouver Island could be reached from England in two weeks' time, whilst that transit could not be made in less than two months by any other route that did not lie across some portion of foreign territory, and not in much less than that by any other route whatever; and that this railway line is on the direct and by far the shortest practicable route from England to China, Japan, and the East Indian Archipelago, where British interests are enormously upon the increase—the paramount importance to Great Britain of securing her position in British North America, and procuring the early construction of this great highway, which would insure to her the command of both the Atlantic and Pacific Oceans, is too obvious to demand argument, or illustration, in proof.

It appears only reasonable to suppose that an additional inducement to the Imperial Government to favor the consolidation of the North American Colonies under a single Provincial Government, would be found in the fact that the machinery by which the Mother Country rules over and maintains her relations with the Colonies, would be so very much simplified. The toil, care, and expense of managing the supreme government of, and exercising general supervision over, seven or eight Colonies, each of them legislating for itself independently of the others, must of necessity be much greater than in the case of one Colony, comprising the same territory and population as the seven or eight. The improved relations which, according to this view, would be created between the Government of Great Britain and that of her North American dependencies by the union of the latter with each other, would also extend to the commercial relations between the two. If instead of having as many