

of all the foreign steamers whose traffic in any respect may be worthy of a second thought, in a proportionately greater or less degree, for they each have their several depots established here, and in return they contribute to keep up a communication between Malta and those neighbouring foreign ports to which at present no British steamers run regularly.*

If, again, we take our Eastern Colonies, &c. more immediately into the account, there will seem to be but little room to doubt that the line of communication to which I have just referred will in time be proved to be a circuitous one; for if the railways which are already in operation, and those others which are now being only projected, by the several different companies respectively, on the continent, be once united between the ports of Ostend and Trieste, the line of transit thus laid, and continued from the latter point by steamers down the Adriatic to the island of Corfu, and the port of Alexandria, will be as direct a one as can be shewn, in this sense, on the map of Europe; and therefore it may not perhaps be beyond the bounds of probability that in the sequence of time, Corfu will, in some respects, become the rival of Malta as a central point, whence the latest intelligence from both the east and west extremities of the commercial world will be diffused throughout all the countries whose shores are washed by the waters of the Mediterranean Sea. Nevertheless, the latter appears, under existing circumstances, to be as certain of continuing to be the commercial depot for steamers generally.

The two lines of direct communication between the United Kingdoms and Alexandria—that, via Marseilles and Malta, and that via Trieste and Corfu—will join in with each other off the western extremity of Candia, where perhaps, in a few years, policy will point out the eligibility of the plan of a British settlement being established, until eventually, the whole, or greater part of an island, whose situation enables it to command the approaches to Greece, the Archipelago, Turkey, and the countries bordering on the Black Sea; and in the climate of which, all the necessities, and all the luxuries of life, from the produce of the torrid to that of the frigid zones, find a temperature suitable to their, almost spontaneous growth,—may be brought peaceably under the all-protecting flag of the British Empire; and thus would one of the fairest portions of the earth be rescued from the curse of despotism and heathenism, to grace, as another

* There is a map published by Augustine Logerot, No. 55, Quai des Augustins, Paris, shewing all the railroads in Europe and the lines of steamers in the Mediterranean, a glance at which will be sufficient to convey a general idea; and the more readily if the universal term, *lines of steam*, be mentally substituted for 'railroads' and 'steamboats' while perusing the foregoing pages.