

ON THE
NATIONAL, POLITICAL, AND COMMERCIAL IMPORTANCE
OF
A RAILWAY
FROM
HALIFAX TO QUEBEC.

ON glancing over the vast expanse of the North American continent, the eye is directed to the immense extent of British possessions, measuring 4,000,000 square miles, and forming nearly one-eighth of the habitable globe, an extent of country one-fourth larger than the whole territory of the United States. And when we find that throughout the whole of this vast extent of British territory, bordering on the Atlantic Ocean for upwards of 5,000 miles, there is but one safe open seaport accessible at all seasons, and that port the finest in the world, and the nearest to England and to Europe, all the rest being closed by ice for six months of the year, it becomes of the utmost importance, both in a political and commercial point of view, that this port should be connected with the interior by railway. But when we discover that from four to five hundred miles of British territory, of the richest possible description in natural wealth, must be traversed before we arrive at the commencement of railway communication, and for the want of such connection by railway, we are compelled to travel and send our mails and merchandise by *a circuitous route through the United States*, we come to the conclusion, that a link in the great chain of England's communication with her vast western territory is wanting.

Halifax, in Nova Scotia, is the finest harbour on the whole continent of America, and is nearer to Europe by 400 miles than any other open port in that vast area of the New World. It is England's great naval station in the Atlantic Ocean, the packet station of the British and North American royal mail service. It is accessible at all seasons, and, as a harbour, stands unrivalled. For, whilst the Atlantic seaports