

in full measure, the value and importance of this enterprise to her prosperity.—The Railway System for Maine is marked out by her physical geography in relation to the St. Lawrence valley, and her commercial position. The Great Trunk Line, from the eastern cape of Nova Scotia, crossing our eastern frontier, and the Penobscot at the head of sea navigation, will reach the Kennebec valley, over the most direct and practicable route, where it shall divide into two great lines, connecting Canada and the St. Lawrence valley on the North, and all the States of the Union on the South. There is no practicable route north between the valley of the Chaudiere and the St. Francis. The merchant of Bangor and Calais will receive his supplies of flour and western produce with nearly the same ease and the same expense as the merchant of Portland or of Bath, for the Montreal line is the shortest and easiest route from the west to the seaboard, and the branches which shall spread themselves on each side this spinal chord, like the veins and arteries of the human system, shall distribute the life blood of business into every portion of Maine.

If we can perfect and carry out this Railway System for Maine, a few years will give us a leading influence in the business affairs of the country beyond what the most sanguine among us dare to anticipate; and the influence which this stream of travel and business will exert upon the commercial relations of this continent, must touch with new life every branch of industry within striking distance of these great lines, that shall make our valleys echo with the hum of busy industry, and our hill sides to bud and blossom as the rose.

The Railway is yet to become the great benefactor of the North. It is destined to overcome the inconveniences of our climate, supplying the increased necessities which an athletic race require. In reflecting on what the Railway has achieved in the last twenty years, we may safely infer an accelerated movement for the future. The Railway becoming the handmaid of science and the nursery of art, shall hereafter change the relations of labor,—subject the elements to the control of man, and make the powers of nature obedient to his will; so that in our day, the luxuries of a southern latitude may be enjoyed in freshness and abundance amid the snows of the north—and the more healthful products of our New England climate, soften and relieve the scorching effects of a southern sky. The influences of climate and of social position will give the fullest development to the active powers of man,—the highest enjoyment of which his physical, intellectual and social nature is susceptible. One feeling is common to us all at the north, whether under our own government or that of Great Britain, whether among the hills of New England or along the Atlantic shore; we share alike the desire to enjoy the luxuries of a southern climate without being subjected to its ills. This condition of things the Railway, and the Railway only, can bring. The excitements of more crowded cities, the easier soil of the west, will not fully satisfy that feeling of restless impatience, verging on discontent, which is always found in a hardy, athletic race. It wants full play at home. It seeks to bring the town and the country into easy acquaintance,—to bring to the doors of each, the supplies of reasonable want, to be enjoyed beneath healthful skies, and within our New England homes.

Let the Railways cover the surface of the country like a net work, from the farthest shore of Nova Scotia to the west. Let village, and city, and country share each other's pleasures, without labor and without fatigue, while the dreaded inconveniences of our climate are dispelled or subdued, and the arm of labor is here made strong, bringing at will its richest rewards. When this shall come to pass this region of the continent, this great peninsula between the river and the sea, so long overlooked, and so sparsely populated, shall become, from its commercial advantages, its healthful climate, and its geographical position, the finest portion of the earth.