

It is already seven years since his late Excellency Sir John Harvey thus spoke relative to Sir Richard Broun's project on opening the Legislative Assembly of Nova Scotia :—"The period at, and the circumstances under, which we meet afford me the opportunity of recommending to your continued attention an undertaking second in its importance to none that has ever engaged the notice of any Colonial Legislature in any portion of the British dominions. I allude to the proposed Railway between Halifax and Quebec, which will constitute a most important link in that great chain of communication which is destined, at no remote period, to connect the Atlantic with the Pacific Ocean, and to conduct to a British sea port, from those into which it is now forced, that vast stream of trade not of our western possessions alone, but of the rich and extensive wheat and grain-growing districts of all Central America."

Seeing then, as the revenue returns show, that since 1845 our trade with Europe, Egypt, &c., has increased only to the extent of £2,192,285 per annum, whilst during the same period the increase to our Colonies and to the United States exceeds £33,000,000 per annum; knowing the insidious policy that lurks under a railway communication between Canada and the Atlantic, of which Portland in the State of Maine, instead of Halifax in Nova Scotia, shall be the sea-board terminus; and considering that the *New York Herald* in July last made the positive announcement that despatches from the Russian Government had arrived, offering to the United States the whole of the Russian territory in North America; with the knowledge also that all the railways and great public works in the United States have been constructed by means of foreign—i. e., Irish—labour; that within three years from the discovery of gold in California, the Americans had on the Pacific coast thirty-seven ocean steamers, and thirteen ordinary steam vessels, showing an aggregate of 34,986 tons; that the mines in Mexico and Australia (which in five years' space caused an augmentation of £85,000,000 in the precious metals) are neither so extensive nor so useful sources of national wealth as are the salmon, cod, herring, seal, whale, and other FISHERIES of the North Pacific Ocean; that the American commercial capital afloat on the four great lakes is even now estimated at £16,000,000; that OCEAN FERRY BOATS can be constructed capable of carrying 2000 passengers from Galway to Halifax in 5½ days, at cabin fares of £10 per head, intermediate ditto, £5; and that all intelligent writers upon the coming fortunes of nations, whether they be tourists, historians, men of science, or men of the world, are of opinion, "IF WE WOULD NOURISH A HOPE OF A BRIGHTER FUTURE, WE MUST FOLLOW THE SUN AND LOOK STILL WESTWARD;" let us conclude by urging that our gracious Sovereign, on opening an early session of Parliament, will consider the time has arrived when (to use the language of a colonial writer), "this great project shall be held to stand no longer a topic for debate, or of narrow or sordid calculation, seeing it involves the controlling question of national allegiance, and is to settle the mighty issue whether the institutions and forms of local government in Nova Scotia, New Brunswick, and Canada are to continue MONARCHICAL, or are to descend and become republican. Can then the outlay affect either the sober judgment of her Majesty's Ministers on the one hand, or of our legislators and people on the other? It is to secure to the former sovereignty in the