

way" to connect *without break* Halifax on the Atlantic with the mouth of Fraser's River on the Pacific.

All the schemes proposed may be reduced to two kinds, viz. : partly water and partly land ; and wholly land routes ; the former may possess the advantage in point of cheapness in construction, but certainly not in regard to efficiency. By using the lakes and rivers as far as navigable or capable of being made so, and by constructing connecting links of roads or railways where necessary to complete the chain, it is more than likely that a line of communication could be formed from ocean to ocean at less cost than could a continuous land route ;—a mixed land and water route would, however, be always open to the following objections : it would to a great extent, confine colonization to the banks of rivers and lakes where the soil is not invariably most suitable for cultivation. It would involve many transshipments, and be liable to frequent interruptions. It would necessarily be considerably longer than a direct land route, and, as a means of transport for "through traffic," would be slow and tedious,—it would too, and this objection is insuperable, be only available for any kind of traffic during less than six months in the year.* It is well known that serious delays frequently arise on canal navigation before the season terminates towards the close of navigation by reason of the press of business. The longer the route the greater would be these difficulties, merchants at either end, unwilling to run the risk of having goods arrested in the interior for half a year, would in consequence be debarred from sending consignments across the country for some considerable time before the water channels were completely closed, and hence it is believed that a partly land and water route would not be really serviceable for "through

* The navigation of the lakes and rivers on the line of route are closed from the middle of November to the 1st of June.—BLAKISTON.