

continent—sixteen hundred miles apart; and such is the grand truth the mouth of August, 1858, has recorded; Great Britain, and hence nearly three-quarters of the globe, united to British America, and hence to the American continent! What next? Conjecture would be folly. But to the fact,—England and North America, the two great agencies in the hand of Providence for the elevation of society, morally and intellectually; both speaking one language—both having one prevailing religion, and one common origin and object.

Turning from this mere glance at the subject in a continental point of view, and viewing the results that will in all probability flow from the successful working of the Atlantic telegraph to British America, we see good prospects looming in the distance;—the main termini of the line are on British soil; the

boundaries between British America and the United States being settled, commerce will advance unmolested; and the more sure and speedy completion of the Halifax and Quebec Railway will follow; and the general development of the vast resources of British America, consisting of valuable gold regions, recently discovered; great agricultural capabilities; almost boundless forests; unparalleled fisheries; mineral wealth, and numerous other natural advantages. The attraction of men of capital and enterprize, along with a large portion of the surplus labouring population of the mother country, consequently an increased development of the resources of the country and a more enlarged commerce with the other countries of the world, will be the result that this great enterprize will no doubt tend to hasten and foster.

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## HALIFAX AND SAINT LAWRENCE RAILWAY.

Among the numerous projects on the American side of the Atlantic ocean, none assumes a more prominent position than that of the construction of the contemplated railway from Halifax to Quebec.

This railway is intended to commence at the city of Halifax, the capital of Nova Scotia—where there is one of the best branches on the American continent.—thence for 120 miles through the centre of Nova Scotia to New Brunswick; thence through part of the latter province, for 200 miles, to the Canadian boundary, and thence to the historically prominent city of Quebec, the strong hold, and once capital of Canada, 635 miles in all.

Within the last fifteen years, several applications have been made by the legislatures of the three colonies through which this line will pass, to the British Government, for aid to assist in its construction, but to little effect.

Recently, however, several meetings have been held in London on the subject, the result of which has placed this matter in a different light. The meetings held in June last, were attended by eight influential members of the British Parliament, Sir Allan McNab of Canada,

Hon Judge Haliburton of Nova Scotia, the Hon. Samuel Cunard of Steamboat notoriety, and a number of other gentlemen.

These meetings resulted in the appointment of a deputation, who waited upon the Colonial Secretary and the Chancellor of the Exchequer, and made offers, as the nucleus of a company, to carry the mails, (for which 25,000*l.* per annum is now paid to the States,) soldiers, munitions of war, and other military stores, in consideration of obtaining from the British Government, a guarantee of 60,000*l.* per annum, along with an equal amount from the colonies. In answer to this proposition, the Secretary of State for the Colonies said, "that it has received my most favorable attention;" the Chancellor of the Exchequer said, in the course of the discussion, that "it is not an unfavourable period for undertaking these great works, if you," the deputation, "can agree upon an arrangement." He further said that "it is in every point of view, a matter of the highest consideration," and he would lose no time in conferring with the Secretary of State for the Colonies on the subject, and that he "would give this undertaking an early and attentive consideration,"