

	Miles.
Panama to Japan	7,600
Panama to Shanghai	10,600
Panama to Canton	10,000
Panama to Singapore.....	10,600
Panama to the Sandwich Islands	3,400
Panama to Australia	6,400

Fuca Straits to Japan	4,000
Fuca Straits to Shanghai	5,000
Fuca Straits to Canton	5,400
Fuca Straits to Singapore.....	7,000
Fuca Straits to the Sandwich Islands	2,400
Fuca Straits to Australia	6,000

As to the advantages of the respective routes, comments are unnecessary, figures and facts settle the question; looking again to the terminus at Fuca Straits, we find advantages as to harbours, climate and position, in a degree commensurate to the disadvantages of Panama, and for steamers, abundance of coal; the Islands of Japan also abound in coal, where supplies can be had, and if necessary, depôts might be made upon the Aleutian Isles; no sea is so remarkably adapted to steam navigation as the Pacific, its tranquil surface is scarcely ever agitated by a storm. For sailing vessels, Fuca Straits is equally advantageous, easy of access at all seasons of the year, being out of the latitudes of the prevailing calms; the passage could be made out and back with the trades; the course to the great commercial marts of Asia would be west of south, and the north-east trade winds blow almost uninterruptedly, returning by a more northerly route, advantages would be taken of the polar currents which set northward towards Behring Straits, and also of the more variable winds in higher latitudes.

I have thus endeavoured to compare with each other, the different routes proposed for this great highway of the world, to explain the plan by which it is proposed to accomplish it, and to show that the very route which circumstances force us to take, is the only route suitable for the accomplishment of such a magnificent work. British capitalists, it appears, are ready to