

The great leading feature of the day unquestionably is the perfection of expeditious and cheap modes of travelling; and as there ever will exist a physical impossibility of travelling as expeditiously, as comfortably, and as safely through the waters of the ocean as through the air upon land, every effort will no doubt be made to shorten the journeys by sea, and to accommodate the land communication to this new arrangement.

These considerations do not escape the eagle eye of the go-a-head American—the untrammelled American. There is, consequently, a movement on foot in the States to shorten the distance of the sea portion of the route from America to England. This project on the American side of the water is the continuation of the existing line of railway from Boston to Portland, as far as Halifax; or, should this movement be left principally in the hands of the inhabitants of the United States, by the apathy of the British Government, and the inability of the North American colonists, it is more probable that Whitehaven, near Cape Canso, would be the terminus of the land communication, or carrying it over the narrow strait of Canso, make its terminus at Lewisbwish, in Cape Breton.

The sea passage would then be reduced to the distance from Whitehaven to Galway, in Ireland, and the short trip from Dublin to Holyhead.

The advantages which this arrangement would give to the provinces and ports of Nova Scotia and New Brunswick would be very considerable, and would hardly be thrown away by the far-seeing subjects of the great Republic without some ulterior views, or at least strong hopes that a general fraternization, at no very remote period, will be the result.

Hoping to be permitted to recur to the subject again in a few days, I am, sir, yours truly,

ALEXANDER DOULL.

1, Morden Terrace, Greenwich, Aug. 9, 1850.

LETTER II.

To the Editor of "The Morning Chronicle."

SIR,—Several years ago officers of the Royal Engineers, with an extensive staff of assistants, were appointed to explore the provinces of Nova Scotia, New Brunswick, and Canada, in order to the selection of a line of railway from