

Station houses, and erections of like character, should form the subject of distinct contracts.

The rolling stock, which Mr. Fleming estimates will cost \$1,250,000, should be largely divided, securing thereby not only lower prices, but better work; as well as tending to distribute its construction among different sections of the Dominion.

Everything points to the policy of subdivision, on the ground of *economy, security, and expedition.*

THE ATLANTIC AND PACIFIC RAILWAY.

The Intercolonial will form the Atlantic link of the Railway which is to unite the Eastern and Western sections of the continent, and which is indispensable to the consolidation of the British dependencies in America; and also be a short highway, through British territory, to the East India possessions, and to China and Japan.

One of the marvels of the age is the rapid progress of the American line, fast joining together the Atlantic and Pacific States. Commenced in the midst of a war of unparalleled magnitude and expenditure, it is going forward to completion with all the expedition that could be desired. Notwithstanding the great length of road to construct, and physical obstacles to overcome, the line will be open for traffic within three years, when a journey can be made from New York to California in less than eight days, and to Japan in less than twenty.

The trade of the East in its Teas and Silks, will for the most part pass over this line, as there will be a saving by it over the sea voyage of from 80 to 100 days. British commerce with the East will greatly suffer from the diversion that will follow the opening of the United States Pacific Railway.

The people who have expended on the little Isle of Britain over Five Hundred Million pounds Sterling in the construction of railways, and over \$500,000,000 in a war to secure the independence of Turkey, will not suffer the commerce of China and Japan to fall into the hands of a foreign power, when by the expenditure of a little over \$100,000,000 on a