

States, for instance, which show the necessity for such a road, has not decreased—whether as a means of pouring into Canada a sufficient force, or withdrawing it therefrom, without delay, and at all seasons, in case of sudden exigency, it is equally called for.

The only bar to its construction up to 1852, was the difference of opinion as to route, and that difference, it is believed, is not irreconcilable.

It is understood in Canada that the route by the Valley of the St. John is not now considered by Military men, competent to judge, objectionable as a Military road, nay, that there are strong reasons for its selection as such, at all events, no difficulty is apprehended in finding a line combining the requisites for a Military and a Commercial Road—while Imperial interests require as imperatively as ever the completion of this project, the position of Canada with respect to it has materially altered.

In 1852 there were no Railways in operation in Canada (with two unimportant exceptions) and she had no Winter route to the Atlantic, but since that time, ten lines extending over about 1600 miles have been constructed, at an aggregate cost of about nineteen millions sterling by private companies, chartered and aided by money grants from the Provincial Government, to the extent of nearly five millions and a half. This sum has been raised partly by the bonds of Canada, on the immediate credit of her consolidated Revenue, bearing six per cent. interest, and partly by her bonds issued on the credit of a general municipal fund, established in the Province by Legislative authority. Preparations are now also in progress for the construction of an interior line of communication far removed from the American frontier, by a combined system of Railway and Canal between the River Ottawa and Lake Huron.

Canada has therefore already assumed the full measure of pecuniary obligation which her resources render prudent, but as access to the ocean and communication with England can only be had in Winter through the United States, it is manifest that in so far as Imperial interests are concerned, the Railway facilities are in a great measure incomplete. Canada is fully alive to the importance of providing for the maintenance of her connection with England, and she has sought opportunity and availed herself of every occasion practically to cement that relation.

For the purpose of establishing a direct postal communication with England, which should not only put a stop to a large contribution to the Revenue of the United States, but also attract to the Colony a share of that trade and that emigration which was being diverted to that country, she has established by the payment of an annual subsidy of £50,000, a direct weekly line of ocean steamers between the Colony and England. In this enterprise she is not only unaided by England, but has to combat a line plying to the ports of the United States, supported by a subsidy from the Imperial Government exceeding £180,000 per annum.

The Province has also enrolled, drilled, and armed at her own expense, a large and available volunteer force, consisting already of sixteen troops of cavalry, seven field batteries of artillery, five companies of foot artillery, and fifty companies of rifle-men, all provided with the most modern and effective arms. This force is maintained at a heavy cost to the Colonial Treasury, and being well disciplined, would be of essential and immediate service, should occasion arrive for their active employment.

In addition to this, Canada has been divided into Military districts, and the whole sedentary Militia, consisting of every man capable of bearing arms, has been organized.

In so far as the commercial wants of the Province are concerned, they are amply supplied by the existing Railway communications to the American seaports, New York, and Boston, and by the Railway from Montreal to Portland, over which a Canadian Company has complete control; but this entire dependence on, and exclusive relations with a foreign country, cannot but exercise an important and unwhole-