

SHORTEST ROUTE TO CHINA.

The great Canadian and Pacific Railway will become the quickest route to China and Japan. From east to west—that is, from the city of Montreal to Vancouver—is a stretch of railway of two thousand, nine hundred miles, crossing the Rocky Mountains at a height of five thousand three hundred feet above the sea, passing over mountain and plain, and through the finest wheat-growing and grazing country in the world. The line is not yet complete; and the stations, according to our European and elevated ideas of what a 'station' should be, are of the very rudest and simplest form of construction, as a great part of the country through which the line passes is not yet settled, or even inhabited, and it is usual for the train to run for miles without seeing a habitation or a human creature. Yet the time will come when this will be, without doubt, the regular, as it will certainly be the quickest route to China and Japan.—*Chamber's Journal*.

Good authority is *Chamber's Journal*, of world-wide circulation wherever the language of Shakespeare and Milton is spoken.

Worthy old John Bull, as he waxes in years, and wisdom, becoming so much more conscientious in international matters, although not a whit less meddlesome, and very much weightier in purse, than in Waterloo times, at length, owing to the dimly apparent machinations of those, less conscientious, and more aggressive than himself; being thorough, aroused to the necessity of immediate preparedness in battle, as well as of increased facilities of communication throughout the Empire, will perhaps, soon arrange for having built the long-talked-of railway between Calcutta and Canton, a distance of about 3,000 miles. Thereafter, an alternative and, as things considered, perhaps the best way to India from the United Kingdom, will be by the British trans-American road of iron, from Halifax, or elsewhere on the Atlantic, to English Bay or Esquimaux, on the Pacific. Thence, the Pacific, through the gentle, health-giving trade winds, will, via Hong Kong, be the route to Hindostan and intermediate India, as well as Japan and China, as indicated in *Chamber's Journal*.

THE WOOLLEN MILL.

Mr. Neilson's proposal to erect a woollen mill involves a bonus of \$3000 from the city, \$3000 from the Government and exemption from taxation for a term of years. One set of machinery would be put in operation at first, but another could be added when the growth of the business warranted the extension. The expense of erecting the building is estimated by Mr. Neilson to be fully one hundred per cent. more than in Ontario, while the labor employed will cost fully fifty per cent. extra. Spring Lake will probably be chosen as the locality if the calculations result favorably. The water there is all that can be desired.

EFFECTS OF FEAR.

The following horrible story of the effects of fear is related of some French travellers, who attempted to explore the vaults of the Egyptian pyramids, which revives some of those terrifying obstructions we sometimes meet with in disturbed dreams. These persons had already traversed an extensive labyrinth of chambers and passages; they were on their return, and had arrived at the most difficult part of it—a very long and winding passage, forming a communication between two chambers; its opening was narrow and low—the ruggedness of the floor, sides and roof rendered their progress slow and laborious and these difficulties increased rapidly as they advanced. The torch with which they had entered became useless from the impossibility of holding it upright, as the passage diminished its height. Both its height and width at length, however, became so much contracted that the party were compelled to crawl. Their wanderings in these interminable (for such, in their fatigue of body and mind, they deemed them), seemed to be endless. Their alarm was already great, and their patience exhausted, when the headmost of the party cried out that he could discern the light at the exit of the passage, at a considerable distance ahead, but that he could not advance any farther, and that, in his efforts to press on, in hopes to surmount the obstacles without complaining, he had squeezed himself so far into the reduced opening, that he had no longer sufficient strength even to recede! The situation of the whole party may be imagined; their terror was beyond the power of direction or advice; while the wretched leader, whether from terror or the natural effect of his situation, swelled so that, if it was before difficult, it was now impossible for him to stir from the spot he thus miserably occupied. One of the party, at this dreadful and critical moment, proposed, in the intense selfishness to which the feeling of vital danger reduces all, as the only means of escape from this horrible confinement—this living grave—to cut to pieces the wretched being who formed the obstruction, and clear it by dragging the dismembered carcass piece-meal past them! He heard this dreadful proposal, and contracting himself with agony at the ideas of this death, was reduced by a strong muscular spasm to his usual dimensions, and was dragged out, affording room for the party to speed themselves past over his prostrate body. The unhappy creature was suffocated in the effort and was left behind a corpse.

WHEAT FROM THE MAINLAND AND THE NORTH WEST.

After railway completion, wheat can be an export from the southern ports of British Columbia.

FLOUR

should be a manufacture with us. Esquimaux, with its safe and cheap way of communication with the ocean, open the year round, its ample accommodation for the largest sea-going ships, and the cheap coal soon there to be obtained, should be able to contend with Portland in all markets needing wheat and flour.