

heavy expenses of transshipment and transit upon a railway, &c., and the steamers passing through that canal of sufficient capacity to carry the fuel required for 9,000 miles, still neither distance nor time can be diminished. Let any one take the map of the world, he will see upon one side of us, Europe at a distance of some 3000 miles, upon the other, Asia at a distance of some 5,000 miles. A line drawn from the great European to the Asiatic marts, passes through our great lakes and across Canada; as we are thus placed in the centre, so may we become the thoroughfare of both.

From London to Panama, 81° of longitude
and 42° of latitude must be overcome,
which in a straight line, would vary lit-
tle from 5,868 miles.

From Panama to Canton, 170° of longitude
is to be overcome, measuring 60 miles
to a degree 10,200 "

16,068

London to Quebec..... 2,800

Quebec to Pigeon River, Lake Su-
perior..... 1,150

Pigeon River to Fuca Straits 1,500

Fuca Straits to Canton... 5,400

10,850 "

Difference in favour of route through Ca-
nada..... 5,218 "

This, most likely, will strike one as incredible, nevertheless it will be found not very far wrong; and even a much greater difference in favour of Fuca Straits will be found to exist when actual sailing distance is compared, ships often being obliged to run down far to the south or keep up far to the north to catch the winds.

It will be seen that in crossing the globe within the tropics, the degree of longitude measures full 60 miles, where on a course of 30° on a line to 60° latitude, measures but 47 miles to the degree.