

ander, Viscount Canada and Earl of Stirling, and its semi-regal throne on the banks of the Meramichi or St. John surrounded with the colonising banners of the Baronets of Scotland and Nova Scotia, their clansmen, and tenantry? Further, why should not Canada be placed under the hereditary vice-regal sceptre of a Prince of the Blood Royal of England, and corresponding vice-royalties be now founded one between the Great Lakes and the Rocky Mountains, the other between the Rocky Mountains and the shores of the Pacific including Vancouver's Island, and separate orders of Baronets, having territorial grants and political privileges, established to promote their settlement on principles which shall be in accordance with those which make Britain the best bulwark of the laws, liberties, and conventionalities of mankind? Can we fit out fleets and armies for the Baltic and the Crimea, and risk the blood and the resources of the empire to compose the strifes of distant foreign powers, and can we forget that history records that James I. by a plantation lever in Ulster accomplished more in nine years to settle Ireland, than all his predecessors had effected by means of the sword in the 440 years which had elapsed since the conquest of it was first attempted? Assuredly it may now be said that the plantation of Ulster was an act of political wisdom of more importance to Ireland, to Great Britain, and to Protestantism, than, perhaps, any other royal act in the history of our country. And with such aids and implements at our command—such trained bands as would issue year after year from hundreds of municipalities in the United Kingdom to swell a CRUSADE OF PEACE to the remotest confines of Britain in the Western World—is there any other sovereign or people on the face of the globe, having so glorious a mission to perform as is the mission of our race—that namely of founding new Realms in the humanities of Christianity, of patriotism, and industry—who would either postpone the doing of such things or leave them unaccomplished?

The overland MAIN TRUNK RAILWAY from Halifax in Nova Scotia, to Fort Langley or some adjacent port in New Caledonia, is about 3000 miles; and assuming that the construction of the line will average £5000 per mile, the whole expense in round figures would be £15,000,000—of which two-thirds may be raised by land notes. The following figures show the overland distance, average time of transit, and estimated cost:—

	Miles.	Hours.	Cost.
From Halifax to Quebec... ..	635	25	£3,175,000
„ Quebec to Fort William ...	1050	42	5,250,000
„ Fort William to the Pacific...	1300	52	6,500,000
Total	2985	119	£14,925,000

As however railway communication from the Atlantic to Quebec is now open, and the middle distance from Quebec to Fort William can be accomplished, *ad interim*, by means of steam-boats, the 1300 miles between the Great Lakes and Vancouver's Island is all that needs to be constructed for the time being. This link alone has an Asiatic population of two hundred millions at the one end of it, and at the other three millions of British subjects, and about four millions of Americans on the borders of the Great Lakes.

Now by employing convict labour, and by attracting from the United States those poor hewers of wood and drawers of water who have reluctantly gone thither from the British Islands since Sir