

considered the northern boundary of the Canadas; the outer will indicate the position of the Great Lakes and the St. Lawrence. Nova Scotia, New Brunswick, and part of Canada lie side by side on the south shore of the St. Lawrence: their southern limit forms the line of demarcation between the British territory and the United States. At a point midway between Montreal and the Foot of Lake Ontario the national boundary-line touches the St. Lawrence: from that point it winds away towards the west, bisecting the Great Lakes and the channels of the rivers which unite them one with another.

The British possessions, then, present a semicircular front to the United States, from the Atlantic Ocean to the western boundary of Canada.

It is thus evident that there are but three modes of reaching them from Europe. Either by way of the St. Lawrence, by traversing the United States, or by landing from the sea, on their eastern extremity, at or near Halifax.

The St. Lawrence navigation is considered under a separate head (No. 4). Practically the choice rests between traversing the States, and landing at Halifax.

The inconvenience of depending on a foreign power for access to our own territory is too self-evident to require proof. But to that inconvenience we now submit.

Mails now go through the United States, and in order to do so make an average detour of 450 miles.* Passengers are obliged to do the same. I was at Halifax a few weeks ago, and wished to go to Quebec. I was obliged to wait a fortnight for a steamer to Boston, in the United States, and then go by United States railroads. When at Halifax, I was distant from Quebec, by the route that Major Robinson proposes for the railway, 635 miles. I had to travel 400 miles by sea and 600 by United States and Canadian railways in order to reach it.

In 1857 the United States authorities, in consequence of a dispute which arose with reference to the postal convention between Great Britain and their own Government, gave notice that the existing arrangement should terminate in six weeks.

Incalculable injury would have been done if this threat had been put into effect, But why are we left open to such threats? The construction of this railroad would render us independent of the United States.

During the late war, and at one of the most critical periods

* When the mail goes round by New York, it traverses 515 miles, and when it goes by Boston, 365 miles additional distance.