

globe, as she did in former days for their protection from a desolating foe.

What the ultimate consequences of such a link of connection would be, are indeed far beyond the reach of the human mind to foresee; but its immediate results stand out apparently to the most common observer. In the first place, Cape Horn (*the roughest point to weather in the whole world*): would be avoided. In the next, the long passage by the Cape of Good Hope to innumerable places in the Pacific Ocean would become also unnecessary. In both these cases a great amount of time (which in commerce is money) would be saved. Again, it would be no longer necessary to send goods by the route of the Hudson's Bay to the territories of that Company; and thus *a climate horrible in winter and summer*, would also be avoided. Then one view of the map of the world will show that the proposed terminus of the Atlantic and Pacific Railway at Frazer's River, taken as a centre, would bring New Zealand, New South Wales, in fact, Australia, New Guinea, Borneo, Singapore, Canton, Peking, all within forty or fifty days' sail of that point; and taking the Sandwich Islands as a centre point, (where there is a fine harbour, and where a depôt of coals might be established,) which could be reached in ten days, all the before-named places would be brought within twenty days for steam navigation; other points, such as the Friendly Islands, &c., might be selected for further depôts of coals. Again, from the terminus of the proposed railway the mails from England could be despatched to all the above-mentioned places, and the formation of a great steam navigation company, with a grant from Government, in the same way as a grant was made to the Atlantic Steam Navigation Company, would insure magnificent steamers for the conveyance of these mails, and would secure also to the Hudson's Bay Company an im-