

friends and their loyalist opponents. With one line running through New Brunswick, from Halifax to Quebec, and another from thence to Hamilton and Windsor, the traffic would be enormous, as this would meet the great American line at Detroit, and give to Canada the whole of the carrying trade from the west. The rise in value of the surrounding country would likewise be unspeakable; and the return to the pockets of the shareholders would shortly advance to an almost incalculable amount. I believe that it is a notorious fact that one half the United States' railways are run with British capital, to the amount of forty millions; and that they will shortly carry one right through to Oregon and the Pacific admits of not a doubt. There will then be the "overland passage" to China, performed in forty days or little more, from Liverpool to Canton, by connecting lines of steamers across the Atlantic and Pacific. And why should not John Bull help Canada to a share of these immense benefits, and fill his own pockets, moreover, by a steadily increasing rate of interest, from a country which belongs to himself, and where he is not likely therefore, to have his claims "repudiated"? Doubtless, as I have observed, the rebellion put back the confidence of British capitalists in Canada for some years; but notwithstanding Radical misrule, I hope people are coming to a