

in its results, whilst at the same time it possessed the great recommendation of being inexpensive; a small outlay in the first place, and a systematic direction of industry afterward, would, in this way, cause the great Oceanic causeway to be developed by a natural and unfailing progress.

Were such a system as that which the writer has imperfectly sketched once adopted, and a sum not exceeding £400,000 expended on the construction of a simple, even a rude waggon or sleigh road, and on the erection of an electric telegraph on the best railway line within British territory, there would be no fear, it is confidently believed, of the final result. The rude waggon road would be the embryo of a great arterial steam communication from Ocean to Ocean; it would mark out the back bone of a country covering no less than sixty degrees of longitude, and which in the providence of events may become an important power on this continent,—whilst the telegraph would at once resemble the spinal cord of a national nervous system which must yet ramify in many directions throughout this great division of the Colonial Empire.

In concluding these remarks the writer has only to add that he has been encouraged to bring these crude suggestions together in the hope that, notwithstanding the humble source from which they emanate, they will not be altogether void of interest to those whose duty and high privilege it is to mould the destinies of a vast country; and who, looking to the future rather than to the present, are elevated above mere sectional views to a comprehensiveness of mind which enables them to deal with questions involving the highest national interests.