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there was not any serious engineering difficulties to be overcome—that the reason why the plan had not been taken up warmly by the States, was entirely political, and that the slavery question materially interfered with it. Mr. Bayley raised the question of the impediments arising from snow and frost on any line of railway during the winter. Mr. Whitney's line passed from 42° to 46° of latitude, whereas the Canadian line would pass nearly at 50°. The further the line proceeded north the less obstruction there would be from snow. If there was little moisture there must be little snow, and that very light—there was more snow in a southern latitude. Single line, with 64lb. rail, 15,000 dollars per mile. Mr. Doull, in reply, remarked that emigrants going to Canada could find nothing to do, and some left for the States, where they found employment, and were soon independent. The principal intention of the paper is to draw attention to this very anomalous state of things, and to open out public works for the encouragement of emigrants from Great Britain to settle in the British territories instead of the United States.