

summit pond, and consequently locks, which could easily be blown up; and upwards of 70 miles in length of artificial navigation, in a foreign country, is not easily protected. It would require a Wellington with an army like that which drove the enemies of legitimacy from the confines of Portugal, until bayonets glittered in the streets of Paris,—and the gigantic mind of a Castlereagh to supply the blood and treasure its defence would cost. And to dream of continual peace in a degenerate world, composed of Mahomedans, Pagans, nominal Christians, and abominable idolaters, is a fatal delusion. Look to the continent of Europe. It is more like the smouldering of so many volcanoes, than the commencement of that happy period, “When they shall beat their swords into ploughshares, and their spears into pruning-hooks: Nation shall not lift up the sword against nation, neither shall they learn war any more.”

We will now compare the route we have been endeavouring to point out through the North American continent, with the overland communication, so eulogized by the Quarterly Review :

“That extraordinary line of Steam communication between England and her Eastern possessions—(somewhat oddly called ‘overland journey’) of which Australia and New Zealand will hereafter form the extreme branches, the creation of the last twelve years. This communication has already acquired a sort of maturity of speed and exactness notwithstanding the enormous distances traversed, and the changes necessary in transit from sea to sea. The Anglo-Indian mail in its two sections, and including passengers and correspondence, possesses a sort of individuality, as the greatest and most singular line of communication on the globe. Two of the first nations in Europe, France and Austria, struggle for the privilege of carrying this mail across their territories. Traversing the length of the Mediterranean, it is received on the waters of the ancient Nile. Cairo and the Pyramids are passed on its onward course, the desert is traversed with a speed which mocks the old cavalcades of camels and loitering Arabs. It is re-embarked on the Red Sea, near a spot sacred in Scripture history, the promontory projecting from the heights of Sinai. The shores of Mecca and Medina are passed in its rapid course down this great gulf, and it emerges, through the straits of Babelmendal, into the Indian seas, to be distributed there by the different lines, to all the great centres of Indian government and commerce, as well as to our more remote dependencies in the Straits of Malacca and the Chinese seas. There is a certain majesty in the simple outline of a route like this, traversing the most ancient seats of empire, and what we are taught to regard as among the earliest abodes of man, and ministering to the connection of England, with that great sovereignty which she has conquered or created in the East; more wonderful, with one exception, than any of the empires of antiquity, and perchance also more important to the great destinies of mankind.”

I admire this description. It is grand and romantic, and for a speedy communication, both for Go-

vernmental and commercial despatches, will answer the purpose to the less remote possessions, during profound peace; but passing through France or Austria, nations keeping a standing army sometimes of half-a-million each, is very different to a route entirely on British territory, and promoting the cause of civilization and colonization, with their inseparable consequence, commerce, of which Great Britain stands so much in need, to give employment to her mechanics and artizans, and on which her peace and prosperity so much depend.

By way of recapitulation, I ask the question,—What does it require at present to have a communication from the Atlantic to the Pacific through British America, by navigation and railway. *Answer.* A canal at the Sault Ste. Marie, and 1500 miles of railway. Again I ask the question, What does it require to shorten the distance 500 miles? *Answer.* A railway from the Georgian Bay to Prescott, which a company will accomplish, without asking funds or guarantee from the resources of the Province. All they ask is a portion of the wild lands, and a charter.

The *Ottawa Citizen* published some time since an article, approving of the railroad scheme from Prescott to the Georgian Bay, and the grant of wild lands for the same. I insert it here, as it is much to the purpose; but most particularly so, when we consider that the Editor of that paper is better qualified to judge of the feasibility of a railway through that country, than any other man in Canada, from his practical knowledge of the route :

“The effects of a railroad, where the ‘way business’ is carefully attended to, (and it is found by most roads that this part of the business is the most profitable), are felt to the distance of twenty miles at least on each side of the road, in settling lands that would not otherwise become settled. Within twenty miles on each side of the Bytown and Prescott Railway there is an area of 2300 square miles of land, much of which is thinly settled, and a great deal more not settled at all. Let it be supposed that the railway will add two families to each square mile of this territory, and that each family contains six persons, upon the whole area the increase would be 27,600 persons, yielding a revenue of £13,800,—a sum sufficient to pay the interest upon £230,000, or more than the cost of the whole road. There is no possible way of denying that this will be the effect of the railroad, and every person at all acquainted with the country will at once admit that the estimate which we have made is below half what it ought to be.

“Taking this view of the subject, the proposal of the people of the County of Lanark to open out a Railway to the Georgian Bay by the proceeds of the sale of a tract of land upon each side of the road, to be granted by the Crown for that purpose, is a conception founded upon the most correct principles of political economy. Put this project in the way of being carried out, and a population of 300,000 souls, yielding a revenue of £150,000 per annum, will flow into the wilderness within ten years, where for the next century nothing will be heard but the howl