

of Canada, expressed his deliberate opinion in a despatch to Lord Grey, that a considerable reduction might be made in the military force of the Colonies immediately on the completion of this work. This facility of concentration, on a frontier which might seem, from its defenceless position during half the year, to invite aggression, would thus render an Inter-Colonial Railway the surest bond of peace between the Mother Country and the United States.

In like manner the amount set down as a prospective saving on the subsidy for Ocean Mail Service is purposely limited to the proportion of distance in the sea voyage, while it is not difficult to show that this by no means represents the entire saving. The expense of running steamers is supposed to increase in a greater ratio than the length of voyage, and from the saving in dead weight of coals, provisions, &c., greater speed may be attained in a voyage from Liverpool to Halifax than in the longer one to Boston or New York. It may be conceded that on the assumption of the continuance of this ocean subsidy a larger amount might be required, inasmuch as mail communication must necessarily be more frequent. Now, without advertent to the fact that there are many charges common, or nearly so, to a line, whether weekly or daily, such as superintendence, docks, &c., permit me, Sir, to invite your attention to the necessary result of this increase of communication, viz., an increase of postage returns. That this increase will vastly preponderate over any assumed increase of subsidy, I venture to think there can be little doubt. Measured by the enormous increase since the days of the old monthly sailing packets, which has resulted from the splendid enterprise of a man of whom Nova Scotia may well be proud, who shall estimate the augmented postage receipts which a daily line by the shortest route to Canada, New England, and the Great Lakes, and Western States, must inevitably yield to the Imperial Treasury. Let it not be forgotten, too, that it is distinctly proposed to convey these mails over the projected Railways without any additional charge to the Government, beyond the subsidy predicated upon existing circumstances, an amount barely exceeding one third of the present annual payment for weekly mails across the Atlantic.

By our proposal, then, we ask for no increased burthen upon the Exchequer,—no demand is made upon the Treasury until certain services are performed, and only for the performance of these specified services, at a rate which it is confidently submitted the Parliament and people of Great Britain would gladly undertake to deduct from the postage receipts, were this improved line of communication at this moment in existence,—a proposition infinitely less burthensome than those to which successive administrations stand pledged. Nor is this all, even in looking to it as a mere financial operation, apart from the vast national objects, to be gained by thus aiding private enterprise. By this Railway to Quebec, connecting with the lines on the St. Lawrence to Lake Huron, and the Northern and Western States, letters would reach Buffalo or Toronto before they could be landed from a Steamer at New York. One result of giving the Imperial aid sought for, would probably be to ensure a connection between the existing Railway at St. John and the American Railway system.—

Without this connection, letters and passengers could be landed at least as quickly at Boston or New York by the Inter-Colonial Railway as by sea transit; with it, a large portion of the mail and passenger traffic of the Middle States would also be diverted, since it is a well established fact that by the present modes of transit, water communication cannot successfully compete with Railways. Why, then, may not an amount equivalent, at least, to that now paid for the passage of Canadian Mails over American Railways, be fairly calculated upon as a source of Revenue?

Believe me, Sir, that every manufacturer of Manchester, of Glasgow, and of Belfast, has a direct interest in the speedy solution of this question. Let it be shown that the products of these hives of industry may be transported throughout the year to the furthest verge of Lake Huron in a fortnight, and it may be difficult to assign limits to the increase of trade between the Mother Country and her sons in that vast