

the great toll-gate through which this enormous traffic must pass. No other route across the Continent of America could compete with this, as will be shown hereafter; at present, I shall simply point out the route proposed:—

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| Liverpool to St. Lawrence, (miles).....              | 2,800 |
| St. Lawrence to British boundary, Lake Superior..... | 1,150 |
| Lake Superior to Fuca's Straits.....                 | 1,500 |

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5,450

The distance from Fuca's Straits to Japan is about 4,000 miles; to Shanghai about 5,000. Vancouver's Island commands the Straits, and abounds with excellent harbours; coal of a superior quality is found there; the Indians mine it and deliver it on board the Hudson Bay Steamers at a mere nominal charge. No part of the Pacific coast affords such capabilities as does this for controlling the whole trade and traffic of the Pacific.

It might be assumed as a certainty, that a cargo from Shanghai, borne by a modern ocean steamer, over this placid sea, could be unloaded in 15 or 20 days, at some one of the harbours at Fuca's Straits, and in from three to five days more placed, for sale or transportation, on the banks of Lake Superior. The construction of such a road, in the direction of Fuca's Straits, would shorten the distance to England from China, &c., by 60 or 70 days, and place before us a mart of six hundred millions of people, and enable us geographically to command them. Leaving it to the guidance of commercial interests, who shall tell what may not be the commercial destiny of this country?

This scheme may excite only the curiosity of those who can hardly contemplate it as anything else than an hallucination to amuse for a moment, and then vanish. Nevertheless, such a work will some day be achieved,—if not by a British people, by our neighbours. And let it be remembered, that it is no difficult matter to open a new channel for a new trade, but it is very difficult to change one that is already established.

There is something startling in the proposition of a Railroad to connect the Atlantic and Pacific, and much that will strike the hasty observer as chimerical, but when we have seen stupendous pyramids raised by the hand of man in the midst of a desert of shifting sands; when we know that despite the obstacles of nature and the rudeness of art a semi-barbarous people centuries before the christian era, erected around their empire a solid barrier of wall, carrying it over the most formidable mountains, and across rivers on arches, and through the declensions and sinuosities of valleys to the distance of fifteen hundred miles, let us not insult the enterprize of this enlightened age by denouncing as visionary and impracticable the plan of a simple line of rails over a surface of no greater extent without one-half the natural obstacles to overcome. To do so would evince a forgetfulness of the vast achievements of this age. As to its feasibility, I am aware, many will object to it on that ground. Nevertheless, from all the information obtained, I believe that it is practicable and easy of accomplishment, and that it can be accomplished by individual enterprize; by connecting the sale and the settlement of the lands on its line, with the building of the road, population must keep pace with the work and be interested in it, and the labour of grading, &c., must pay in part for the land and make homes for the settlers. The plan or mode of operation by which it is proposed to carry out this great work, is that the Government shall sell, to a chartered company, 60 miles wide of the lands from the Lake to the Pacific, at a reduced rate, or at such rate as the Government shall pay for obtaining the sur-