

and inseparably connected; several of the most important of these American States, in population, wealth, and progressive development, being so geographically situated that their intercourse by means of the ocean with the rest of the world may be most readily and advantageously carried on through, or in direct connexion with, our colonies, especially through Canada.

Present  
limited  
scale of  
steam  
communi-  
cation.

It is therefore surprising that amidst the very great improvements going on around us, steam communication with British North America (insular and continental) should still be on so limited a scale. At present the postal communication with Canada is carried on through the United States; the mails are sent to Boston, and thence forwarded by land to Portland in the State of Maine, and from thence transported by railroad through that State to their destination. The steamers bearing those mails pass regularly within sight of the harbour of St. John's, the capital of Newfoundland; yet the mails for that island are carried forward to Halifax, a distance of about 600 miles, and thence sent back in a small branch steamer at an expense yearly of 4500*l.* to the public, and with a delay in the postal communication with England of at least fourteen days. In addition to this there is also, during the summer months, a fortnightly mail from Liverpool to Quebec.

Advantages of  
harbour of  
St. John's,  
New-  
foundland,  
and Port-  
land.

The harbour of St. John's, Newfoundland, is safe and commodious, it is open throughout the year; the St. Lawrence is completely shut up by ice for five or six months each year; and although the navigation in the harbours of Boston, and New York, are sometimes impeded with ice, this is not the case at any time with the fine harbour of Portland, situated in 43° 36' 30" north latitude, and 70° 11' 30" west longitude; and in the state of Maine, the most northern of the United States, and at a distance of about 140 miles from the British boundary. This harbour is quite safe and very commodious, has excellent accommodation for shipping of all kinds, the port charges of every kind are exceedingly low, and it is almost certain that the enterprising citizens of that thriving place, would relieve British steamers making it their point of arrival and departure from all harbour dues. The distance from Liverpool, calling at St. John's and Halifax (the map will show that the course is nearly straight), is in round numbers 2650

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