

of the British boundary. The controversy has degenerated to a centralization on one route with no prospect that it will be for the common welfare.

Hence the last Congress, brought to a deadlock in the struggle of localities, made the best possible disposition of the Pacific Railroad bills in postponing them. Let the whole subject remain in abeyance, until it can be approached in a spirit of national statesmanship. The Northwest makes no unreasonable demand upon the other sections of the Confederacy. The debouchure of the Mississippi upon the Gulf of Mexico; the junction of the Missouri and the Ohio in mid-channel of the Mississippi, and the head of navigation upon the Mississippi—from each of these localities must yet project across the continent those communications by Railroads which are already familiar as the Northern, the Central and the Southern. Let Congress determine, in its wisdom, what aid in land, stock and postal bounties it will make for *one route*, and then, either magnanimously extend that encouragement to the three great routes, or else proclaim that the proposed aid of the nation shall be earned by that road which first reaches the longitude of the Falls of the Missouri! Certainly either course would be perfectly fair.

But if the determination to exhaust the diplomacy and treasury of the country, in spasmodic attempts to sectionalize this vital subject, is persisted in, Minnesota, at least, has only to reach a friendly hand across her northern border to extricate herself from all the consequences of Congressional injustice. We have come to know the people of Canada—equally American citizens with ourselves, at least under the auspicious influence of Reciprocal Trade and future Identity of Interests, if not of Political Association. English capital also, sensitive to the immense benefit of attracting the boundless transportation of the Northwest over the public improvements of British America, and fully conscious that the Canadian railroad system can never be carried to the north of Lake Huron and Superior, crosses the Detroit River, builds a road through Michigan even at this season of financial depression, and will yet co-operate with the citizens of Wisconsin and Minnesota in a connection with British America at Pembina. "Thence to Vancouver!" will be the watchword of Progress, continental in the grandeur both of design and results.

The time has long passed when the danger of future wars with England will deter from undertaking and consummating such an international enterprise. If, in the late war with Russia, a secret compact mutually exempted from its hazards the British and Rus-