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navigation of St. George's Channel, and on the coast between Nova Scotia and New York. The commerce and intercourse between this country and Europe is rapidly increasing. Our commercial necessities, the habits of the people, and the spirit of the age, demand the employment of every facility for shortening and cheapening the transit between them. Nothing can be more legible to the understandings of men who have any appreciation of what is demanded by the physical, intellectual, and social activities of the times, than that this project, if the statements and deductions I have made are correct, must be carried out, and cannot be long delayed. The case is one of those plain and palpable ones that do not admit of hesitation, or give room for cavil; one that compels conviction by its own force.

In this busy and steaming life of ours, this day of competition, enterprise, and unprecedented activity, the saving of half a week's time, or of a single day even, determines the whole question. The regularity and certainty of the passage by this route, as compared with any other, will not fail to be regarded as considerations in its favor of great weight; while the fact that it reduces the sea-voyage one half will not escape the attention of those who have experienced the sea-sickness and discomforts incident to such a voyage.

The laws of trade and commercial and social intercourse, as bearing upon this question, are plain and decisive. The late General Dearborn, of Roxbury, Massachusetts, in an able and very eloquent speech before the Portland Convention—a convention of the friends of this enterprise, assembled from different sections of the United States and the British Provinces, in 1850, said:

"All history and all experience show that the necessities of commerce seek out the nearest and shortest routes for travel and business. Calais and Dover have been the points of embarkation ever since the invasion of Caesar; and for no other reason but because they were the nearest points between the island of Great Britain and the continent of Europe. Cape Sunium was the point of concentration for the trade of Greece, simply because it was the nearest point to Egypt. Why was the Appian Way extended from Capua to Brundisium, on the Adriatic Gulf? Because that was the nearest good harbor near the narrowest place in the Adriatic sea, in the most direct line from Rome to Constantinople. Why was the suspension bridge of Telford extended across the Menai Strait to the Isle of Anglesey; and the still more wonderful work of modern times, the Britannia Bridge across the same straits? Because it was in the most direct line from London to Dublin and Ireland. If you will examine the map of the world, you will find that, in all time past, the points of continents or islands, which approach the nearest, have become the highways of their intercourse and commerce. It is for this reason that I believe that the highway for the trade and communication between this country and Europe must be made to the eastern coast of Nova Scotia."

Nothing is wanting to secure the construction of this highway and the realization of the idea of its projector—a conception as grand as it was simple—but the aid of this Government to a limited extent; and which, in the form of a grant of a small portion of our unoccupied lands, can be accorded without embarrassing its finances or violating any sound principle of public policy. But, sir, this road cannot be built without such aid. It is not of sufficient local importance, nor is there the local capital, if it were, to warrant the undertaking. With the assurance that it will be granted, private enterprise and capital may be relied upon for its successful prosecution and completion.

In continuing the statement of the advantages

to the people of the United States that will be derived from the establishment of this line of international communication, and of the reasons why it is believed that the General Government should grant the aid that has been solicited, I would call your attention to certain facts and considerations.

Halifax, Nova Scotia, is in telegraphic communication with every considerable city in the United States and the British Provinces, and the day is not distant when that communication will be extended to the Pacific ocean. London is connected by telegraph with the principal capitals of Europe; and a survey of the progress made in this line of improvement, within the last five years, can leave no reasonable doubt that within the next five this connection will be extended, on the one hand to the extreme limits of Europe, if not into Asia, and on the other, by submarine lines across the Channel, to Galway, in Ireland. Then, with a line of steamers of the first class in size and speed, making the passage between Galway and Nova Scotia in five days, (the establishment of which depends upon the opening of railway facilities for passengers and business between Waterville and Nova Scotia,) London, Paris, St. Petersburg, and Constantinople, if not Calcutta and Canton, will be within six days time of New York, Charleston, New Orleans, and St. Louis. What enterprise of the present day, so simple and so feasible, and to be secured at such small expense, should command the attention and receive the patronage of the people, and of the Government, so readily as this? Its benefits will be enjoyed by every State—in the South and in the North, in the West and in the East—as well upon the shores of the Pacific, in California and far Oregon, as upon the Atlantic. Will it not be of very great advantage to the merchant of New Orleans, the cotton broker, and ship-owner, to be able to transmit or receive intelligence to or from any port in Europe in less than a week? Will the business men in our cities think lightly of the benefits conferred upon them, by enabling them to visit the commercial capitals of the Old World without the hazards and inconveniences of a long sea voyage, and in two thirds of the time that will be required by any other route?

What single measure can the sanction and limited aid of the Government assure, from which a moiety of the benefits could result that would inevitably flow to the people and the nation from this? I feel that I am standing here upon strong ground; that the positions I maintain must be commended to the judgments of men from every section of the country, and of all shades of opinion as to the power and duty of the Government to lend its aid to works of public interest and importance. Grant all that has ever been contended for by the strictest constructionists, and concede the most that can be desired by those who would limit the action of Congress in questions of internal improvements, and I will confidently ask them to support this application, believing that they may do so without the violation of any principle which they regard as important. Why, sir, no grant for the removal of obstructions in our harbors, or for the erection of light-houses and breakwaters, can be of more truly national interest and character, or more clearly within the legitimate scope of the powers of the Government. No expenditure of millions of dollars upon our coasts can confer such