

will be likely to exist, as will justify it when it shall have been accomplished. As to the expediency or advantage of constructing such road, I imagine there cannot be a diversity of opinion, if it shall be found to be practicable.

Our portion of the continent of North America lies directly in the way of the commerce passing between Europe and India—with a ship canal of six hundred and thirty-eight yards around the falls (twenty-one feet in all) of the Sault de Ste Marie, we have through our own territories the most magnificent inland navigation in the world, carrying us *one half way across this continent*. By means of a Railway to the Pacific from the head of this navigation, a rapid and safe communication would be formed, by which the commerce of the world would undergo an entire change; every one must perceive at a glance, that such a road would stand unrivalled in the world. Not only are the United States, but the whole of Europe aroused to the importance of securing the immense trade of China and the East Indies—even in the days of Hernando Cortez it was thought possible and expedient to unite the two oceans by a ship canal across the Isthmus of Panama, and since that time almost every nation has talked of doing so; nor is the project at the present time abated or suspended. Even in the early history of this country, the French perseveringly, and anxiously sought for a supposed water communication from the St. Lawrence to the Pacific; with a view to secure, if possible, that important trade, which has from the earliest history enriched, beyond calculation, every nation that held it; while each in its turn has fallen from power and affluence as it lost or surrendered it. Without adverting to its effects on other nations, it is sufficient to look to England; she owes more of her grandeur and her power to her commerce with the East Indies, than to almost any other source whatever. At the present time, she is to commerce, what the principle of gravitation is to the material world—that which regulates and upholds all. And yet, should the United States construct a Railway through their territories, she might too soon feel how precarious is her tenure of the sceptre of the seas—it would be wrested from her by her active and energetic rival; she would be driven from her position, and her Indian fleets as effectively forced from the bosom of the ocean, as have been the caravans which formerly carried across the deserts the wealth of India; or, as England snatched from Holland the East Indian trade, so in her turn she may be deprived of it by the United States: such would be—such some day may be—the effect produced by a Railroad through the territories of this latter power. It is therefore incumbent upon England, for her own sake, and it becomes her duty and her interest, to enquire into the practicability of constructing such road through British dominions, whereby our active and enterprising rival will cease to be regarded as such; and a British people will have no competitor for maritime supremacy among nations. If it be practicable to connect the Pacific with the head waters of our inland navigation, it ought not to be delayed. Every facility should be offered for carrying it into effect. It would not only be the means of settling all the lands capable of sustaining population, in these regions, but the commercial relations of the world would be altered; the great west would be penetrated—the stream of commerce would be changed from boisterous seas and stormy capes, to flow to our shores upon the Pacific, and through the depths of our Western wilds. With the power of steam through an accessible of region and over a peaceful sea, England would be placed at one-fourth of the distance at which she has hitherto stood from the treasures of the East; her merchants would be able to undersell, in their own ports, all the nations of the world. In other words, she would render commerce tributary to them, and Canada would be