be open to transport "through " as well as "local" merchandise and passengers, and would, taken with the telegraph, in a military aspect be available at all times and seasons, and would undoubtedly prove an important as well as permanent measure of defence to the country.

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It is not, hewever, to be supposed that the operating of a railway through this extensive country would be entirely free from difficulties; the permanent supply of fuel would be a question of no little moment, the intense frosts and the snow drifts of a long winter would have to be contended with. The latter is found in operating Canadian as well as other railways in a like northern latitude to be a cause of not unfrequent interruption to the regular running of trains, besides often the necessity of a heavy outlay. The drifting of snow, like all operations of nature is, however, governed by certain laws, and it is possible on a correct knowledge of them to adopt measures in the general design of railways and their appliances which may certainly diminish if they do not entirely remove the evil effects of the agency referred to. These questions will be more particularly referred to in their proper place.

Taking all things into consideration, and, notwithstanding the difficulties last mentioned, it seems as clear as a demonstration that a continuous line of railway, with its electric telegraph, extending across the continent is much to be preferred to a mixed system of navigation and railway combined, and therefore in the following observations it will be understood that a line of railway is the character of highway ultimately in view. It is true that in preparing the country for railway service the natural water channels as far as they go may be advantageously employed, but it would evidently be unwise to incur much expenditure on any route other than that best calculated to accommodate the permanent wants of the country and highest interests of the Colonial Empire.