



be a saving of nearly 120 days, considering the time now necessary to reach from England the Port of Canton, or any other place in China. A cargo of Chinese goods would arrive in London or Liverpool, by way of America within 50 days, and the route, via the Isthmus of Suez, would certainly be neglected, as the soil of it belongs to barbarous nations, and the conveyance across it, even by Railway, would offer little security. Not only Mexico and the States of South America, but also Europe, would be compelled to use the American High Road of Commerce, and the United States would have the advantage of importing direct Chinese and Indian Goods, receiving all information from the Celestial Empire 20 to 24 days earlier than either England, France, or Holland. Our Lakes would become the Mediterranean Sea, and the weekly intercourse between the Atlantic and the Great Ocean, would give to our Merchants the key of the Trade of the world. Mr. Whitney asks from Government no other assistance but the grant of 60

miles of country along the whole line of the Railway, and engages himself, on the other hand, in his own name, as well as for his heirs, to forward in all futurity, without any remuneration, all United States Letters, Ammunition of War, Soldiers, Seamen, and in fact everything relating to the Central Government.

"That the opinions of Mr. McTaggart, and the statements embodied in the above paragraph from the United States Newspapers, lead the promoters of the Halifax, Quebec, and Montreal Railway Company, to believe that a Line of Steam Packet and Railway Communication may be effected between Great Britain and China, across British North America. That considering the vast Commercial and Political importance of such a Line, that it would supercede the necessity for the projected Military Road along the Boundary Line in New Brunswick, afford a vast opening for the safe and profitable investment of British Capital, and, above all things, furnish, progressively, immense facilities for the systematic