

"great extent of the line, the nature of the territory, and the character of the climate would oppose obstacles that might be deemed insuperable. Since that time, however, my attention having been more directly drawn to the policy and feasibility of such a scheme, I have read with great attention, much surprise, and no inconsiderable satisfaction, that our acute, formidable, enterprising neighbours, the YANKEES, have actually made such a survey of the line as to render its success no longer problematical. This being the case, and its immeasurable importance to the political pre-eminence and commercial prosperity of this country being so self-evident, I think it is a project that seriously deserves the utmost attention. The union of the two oceans by Lake Nicaragua and the Isthmus of Panama would be a far more formidable, and a great deal less desirable undertaking; whilst the conjoint colonisation of the great, superb, and fertile valley of the Oregon, which could be rendered an auxiliary to this great national work, would be fraught with endless blessings to this over-peopled kingdom. Five hundred waggons are now daily passing through the United States territory to the shores of the Pacific Ocean; and when I reflect that a railroad has been made through the United States already from New York to New Orleans, a far greater distance than the one I now trust to see undertaken, the object I think is one well worthy of British capitalists, British patriots, and British philanthropists."

Since the date of Dr. Rolph's letter nearly ten eventful years have passed—ten years within which time upwards of two millions of our people have crossed the Atlantic Ocean—and the following is a brief summary of occurrences as regards that portion of this great scheme that lies between Halifax and Quebec:—1. After various preliminary steps in May and June 1845, Sir Richard Broun, Captain F. W. Hamilton, Sir Edward Hoare, G. E. L. Perrott, Esq., Mr. Valentine and Mr. Bridges, as a provisional board, presented Memorials to the Prime Minister Sir Robert Peel, and to the Governors of Nova Scotia, New Brunswick, and Canada, setting forth the vast importance of the undertaking in its various aspects, social commercial and political, and asking for it Government countenance and support;—2. A Joint Stock COMPANY was registered by them as Promoters, under the Act 7 & 8 Vict. c. 110, to carry out the design as an Anglo-Canadian or imperial measure;—3. Interviews, by deputation, was had by them with the Colonial Minister, and promises of ministerial aid and encouragement were obtained;—4. Committees of Correspondence and Co-operation were organised at Halifax, St. John, and Quebec, comprising the most influential gentlemen in the three colonies interested;—5. Pledges of every support within the power of the Provincial Executives were received by Sir Richard Broun and his associates, in answer to their Memorials, from their Excellencies Sir William M'B. Colebrooke, Viscount Falkland, and Lord Metcalfe—the latter stating that "the Governor-General in Council had given to the Memorial that degree of consideration which the vast importance of the subject merits: that it was an undertaking well worthy of the countenance of the Canadian Government and of the people of that and the neighbouring British provinces; and that the Memorialists might rely upon that Government for whatever protection and aid it might be consistent to render, and where the railroad might pass through the unconceded lands of the Crown, it would confer the right to the Company of using what was necessary for the purposes of the line;"—6. A Government survey of