

tion of the said railway, the Government of British Columbia shall not sell or alienate any further portion of the public lands of British Columbia in any other way than under right of pre-emption, requiring actual residence of the pre-emptor on the land claimed by him. In consideration of the land so to be conveyed in aid of the construction of the said railway, the Dominion Government agree to pay to British Columbia from the date of the Union the sum of \$100,000 per annum in half-yearly payments in advance."

Long prior to official action of any kind, the germinal idea of the Canadian Pacific Railway is to be found in the minds of the early explorers who sought a route across the continent for the purpose of facilitating intercourse with China and the East. The literature and history connected with those explorations are full of interest and instruction.

One of the earliest of those who stated the policy of a part rail and part water route, was Captain Synge, who, in 1848 and again in 1852, pressed his views on public attention. About the same time Major Carmichael Smith published a pamphlet, and Captain F. A. Wilson and A. B. Richards, of Lincoln's Inn, a book in which a railway across British North America was advocated with great force as part of a scheme for relieving the pauperism, and decreasing the criminal population, in the United Kingdom.

Early in 1851, Mr. Allan McDonell, of Toronto, brought before the public and the Legislature of Canada, a scheme for building a railway from Lake Superior to the Pacific. He interested in his project one of the prominent statesmen of that day, the Hon. Henry Sherwood. A company was formed under the style of the "Lake Superior and Pacific Railroad Company," and on the 17th June, 1851, Mr. Sherwood obtained leave to bring in a bill to incorporate it. The main idea was that the Government should sell to a company, sixty miles wide of the lands from Lake Superior to the Pacific at a reduced rate, or at such price as should be paid the Indians for surrendering it to the Crown. He was in advance of his day, and the Standing Committee of Railways and Telegraphs, of which Sir Allan MacNab was Chairman, rejected his proposal, reporting that the application for a charter was premature. In 1853 and in 1855, Mr. McDonell returned to the charge, but on both occasions his petitions met the same fate as his bill.

On the 30th November, 1854, the Hon. A. N. Morin and others, petitioned for an Act of incorporation under the name of the "Northern Pacific Railway Company."

In 1857 a Select Committee of the English House of Commons was appointed to consider the state of the British possessions in North America under the administration of the Hudson Bay Company, or over which they