

"Great Britain, Cape Breton, and Japan, coal abounds, and possibly it may be discovered in Formosa, and upon the banks of the Columbia: if not, coal can be had in both places in the greatest abundance. In another important respect, how will this LINE abridge the discomfort and tedium of a long sea voyage? when, instead of an expanse of water, over which the squeamish eye can find no resting place, a third of the way shall roll past, as in peristrophic rotation, many thousand views of the most majestic scenery of the Western Hemisphere. We trust that the day is not distant when operations to be followed by such results will be vigorously begun, and that the interval will be short indeed in this—as well as in other projects moved by us—over which the Posterity who shall reap the advantages contemplated, will have to pour the sympathy of the detractive reflection—'O fortunati nimium si tantum norint!'"

Subsequent to the date of this article, in March 1833, Sir Richard Broun presented a memorial to Earl Grey, then Prime Minister, and wrote two pamphlets, suggesting a government consolidation of the internal Elemental Transit of the country, and making the conveyance of persons, letters, and goods, a joint source of revenue to the State—whereby taxes and poor-rates would be reduced, food cheapened, manual labour increased, and capital distributed. In 1835 he organised THE CENTRAL AGRICULTURAL SOCIETY OF GREAT BRITAIN AND IRELAND, the most comprehensive institution ever established in the United Kingdom for the protection and encouragement of British Agriculture, and the production of cheap bread of home growth. And in the year following, 1836, he commenced those proceedings for the revival of Scottish Baronet rights and Scottish Baronet duties in Nova Scotia and New Brunswick which are now in progress towards a judicial issue.

On the threshold of the first development of the vast project which this SYNOPSIS is written to promote, the labours of Sir Richard Broun in the cause of the systematic colonisation of the vacant crown lands in North America, drew from a noble English Baronet now no more these encouraging observations:—"Yours is a grand, a glorious project. Its influence extends over a vast space both in the old world and in the new. It must affect the destinies of hundreds of thousands of human beings, not only now but for ages yet to come. It is a giant labour, bringing care, anxiety, and toil; but an ardent mind like yours will be cheered on its onward course by the high feeling which the consciousness of a great duty performed, and the bright gleam of hope that ultimate success will crown your indomitable efforts cannot fail to bring." Whilst it will be recollected that an American statesman, long since deceased, predicting the importance that would one day be attached to the junction of the Atlantic and Pacific Oceans, thus wrote:—"On broad grounds this work has been well characterised as the mightiest event in favour of the peaceful intercourse of nations which the physical circumstances of the globe present to the enterprise of man. The whole world is interested in this work. I would not speak of it with sectional, even national feeling; but if Europe is indifferent, it would be glory surpassing the conquest of kingdoms to make this greatest enterprise ever attempted by human force entirely our own."

When Stephens penned these remarks, steam navigation and railway enterprise had not begun. Neither did he contemplate an