

Lieut. Millington Henry Synge, R.E., in 1848; Major Robert Carmichael-Smyth, and a Mr. Wilson of the Hudson's Bay service, in 1849; Allan Macdonell, Esq., in 1850, and Captain Thomas Blakiston, R.A., in 1859. Each laid their views before the public, and warmly advocated the importance of opening up the interior of British North America by a highway from ocean to ocean.

In 1858 the Provincial Legislature of Canada incorporated a joint stock company for the purpose of opening up the interior and trading therein. This body, entitled "The North-West Transportation Navigation and Railway Company," was granted most extensive powers; besides trading in furs, tallow, buffalo meat, hides, fish-oil, and other articles of commerce, the company was empowered to improve and render navigable the various channels of water communication; to construct links of roads, tramways, and railways, between navigable lakes and rivers, so as to provide facilities for transport from the shores of Lake Superior to Fraser's River. They had likewise the right to own and employ vessels of all kinds "upon Lakes Huron and Superior, and upon all the waters, lakes and rivers lying to the northward and to the westward of the latter, thereby offering to their energy and their enterprise a new and vast field for commercial adventure." The directing board of this company was the same year fully organized, it embraced some of the leading names connected with Canada, but from some cause it has as yet made no progress in the objects contemplated.

From the above brief sketch of the history of the project of establishing a highway from Canada across the continent it appears that it has from the earliest settlement of the country bordering on the Atlantic, been considered a magnificent scheme for the extension of commerce and civilization; the Palliser expedition across the Rocky Mountains, the Assiniboine and Saskatchewan expedition, show that it has very lately received the attention of the Imperial as