

done the farmers on the Western prairies cannot make it profitable to purchase lumber at high prices for fencing and building, and for the necessaries of life, by raising corn at 14 cents per bushel. We make these remarks to show, how important it is in the interests of the Dominion to enhance, by every possible means, the great advantages we possess in the route of the St. Lawrence for securing, not only the carrying trade of these Western United States, but also to give a value to that vast area of land in British territory, situated between the head of Lake Superior and the Rocky Mountains. It is true that this distant country has navigable rivers such as the Saskatchewan, and with improvement can be made navigable into Lake Superior and transport reduced to its lowest possible point. This must however, be a work of time, and in many places, the railway must take the place of the canal to connect points of natural navigation. These improvements of the water communications will not interfere with, but will constitute important auxiliaries to the great system of railway intercommunication, which is spreading its iron arms over every portion of our country. As beneficial and useful however, as is the latter, it cannot supply the place of navigation for long distances, where time is not an important element, and where cheapness of transit is a ruling consideration.

Such improvements either by canal or railway cannot be accomplished by individual or even municipal agency, and as their object is to promote in the best, the most just, and the most beneficent manner the great general welfare for the best good of all, they should receive such support and aid of the General Government, as is necessary for their accomplishment.

These remarks lead us to the consideration of the Act passed during last Session of Parliament, for the construction of a railway to connect the Pacific Ocean in British Columbia, with the St. Lawrence at Montreal and Quebec, through British territory.

This subject has engaged the attention of men interested in Canada for a great length of time, as far back as 1679, Cavalier de Salc, formed to himself the magnificent project of opening a way to Japan and China through the lake regions of Canada; and the rapids and village of Lachine took their names from this enterprise, either in ridicule or in derision. The Marquis of Beauharnois, Governor of New France, made an attempt to communicate with the Pacific, and Pierre Gauthier de Varennes set out in 1731, and was the first to reach the Rocky Mountains.

Of late years the project has been brought prominently before the public, both in England and in Canada. Lt. Syngc, R. E., in 1848, wrote about it. In 1849, Major Smyth and Mr. Wilson of the Hudson Bay gave it attention, and Allan McDowell, Esq., in 1850. In 1854 the Honourable John Young brought the subject before Parliament by memorial, pointing out its advantages and necessity, and Captain Blakiston, R. A., in 1859, again

by a route through Maine, the distance will be lessened some 250 miles.

Since 1852 the colonial policy of the Empire has been greatly changed. The forts of Quebec, Isle aux Noix, and Henry, opposite Kingston, have been dismantled, the British troops have all been withdrawn, except one regiment at Halifax, and the Dominion, with its four million of inhabitants, are now required to fight their own battles. We make this remark because the Intercolonial Railway as surveyed and located for military, and not for commercial reasons, may fail in local or way traffic to give a revenue for its working when completed, for the business of the country, from Montreal and Quebec, will necessarily pass over the shorter route. Part of the interest on its cost and the expense of its working will have to be borne by the people, and will no doubt be a heavy annual tax. We have made these remarks for the purpose of pointing out what we think will be a fatal error to construct the Pacific Railway on the north side of Lake Superior, and that it is a commercial necessity for it to pass and connect in the meantime with the net work of American railways on the south side of Lake Superior. We must, however, defer the further consideration of what we deem this important subject, till our next issue.

No. 2.

In our last issue we gave some reasons why the proposed railway to the Pacific should connect with the American roads on the south side of Lake Superior, and that the location of the road should be governed by commercial considerations, and not, as was the case of the Intercolonial Railway for no other reason than that its route was the furthest removed from the American frontier. We believe that military men most capable of judging now declare that its location as a military defense is of very little value, nor is the safety of Canada from any attack by the United States dependent either on the Intercolonial Railway, or on the proposed construction of the Pacific Railway on the north side of Lake Superior.

We are no longer a set of disconnected Provinces, but have become almost a unit, and with the exception of Newfoundland, and Prince Edward Island, have free commercial intercourse with each other. With one general government, we have added greatly to our financial, military, political and substantial power and prosperity. With our four millions of people we are more numerous now than the United States were after their revolution had terminated. Our territory is capable of supporting in comfort and affluence a population twice as large as now exists in any European nation, but owing to our geographical position, the interests of the people of the United States, like their territory, are inextricably wedded to our own, and the natural advantages of neither country, can be adequately

1200 miles, the cost of grain at the lower westerly point of Montreal would be 2 cts of freight (and the cost by railway less) there would be such a distance. cheaper means of transport from these distant points to place our view

McAlpine and have calculated on lakes, in saw mills per ton per mile. Suppose the proposed Pacific Lake Superior was done, and that the route on Lake Superior was utilised, by 1500 tons burthen per month? The distance from Duluth to Georgian Bay, is 60,000 bushels of wheat or Chicago, could be sent on Georgian Bay outlet of Lake Superior some other point built, and that would be reduced to 350 miles. At named, a bushel distance at 12c, to Freuch River Bay, at 4c, and point to Montreal, the cost of the route would be instead of 55 cts on the north side.

It must be borne in mind that navigation from the head of the foot of Georgian Bay of utilising the route what then should be from Quebec to is now under company, aided by Lands. Another Public Lands to treat to Pembroke the Sault Ste. Marie most convenient steam propeller St. Marie there bridge to connect with Wisconsin