

"hoped that this Republic might make the easy effort necessary to grasp a prize so magnificent, but we shall hail with satisfaction the actual commencement of such a work wherever and by whomsoever it is undertaken."

The *Pennsylvania Inquirer* of the 4th of April following, cites the above remarks, and then adds—"We hope that this golden, magnificent opportunity of the United States to take and hold for ever the greatest prize ever offered, or which can ever again be offered to any nation, is not so far gone—is not sacrificed without hope of recovery. But the prospect, we confess, is a gloomy one. "On the 31st Congress will devolve this great reproach—this fearful responsibility. A bill for the WHITNEY RAILROAD was reported to both Houses, and a majority, as understood, was ready to pass it. But the chance was not afforded, and hence nothing was done. Great Britain has only waited for this failure in the American Congress. Already funds have been obtained there at three-and-a-half per cent. to make the railroad from Halifax to Quebec and Montreal. From Quebec and Montreal the route to Puget's Sound is a straight line, feasible, making the distance from England to China 1500 miles shorter than over the United States. We have postponed if not sacrificed the most splendid opportunity of wealth—OF COMMERCIAL AND POLITICAL GRANDEUR—ever brought within the grasp of any nation, and passed it over to a rival as nothing worth! What culpable indifference to the true interests of a great nation!"

With these observations before us; and seeing that "from Lake Superior to the Rocky Mountains we imperatively assert Nature, by all her means of earth, air, and water, has marked THIS TRACT OF LAND as one which the presiding genius of human prosperity has expressly till now reserved for the predestined scene of the greatest traffic which the world, with all its commercial records, has ever yet known;"* Sir Richard Broun is now engaged in preparing a Bill which he hopes shortly to introduce into Parliament, with the concurrence of the Government, for the threefold purpose of connecting the shores of the Atlantic and the Pacific Oceans by means of a MAIN TRUNK RAILWAY, founding a central empire upon monarchical principles between the Great Lakes and Georgia Gulf, and giving such a regulated impulse in future to colonisation in the Western Hemisphere as shall cause it to solve most of those problems connected with population in the British islands, which form the master difficulty of the age in which we live.

This Bill will ask from Parliament the necessary powers:—

1st. To constitute a BRITISH COMPANY in accordance with the views submitted by him to Mr. Gladstone when Colonial Minister in 1846, whereby the State would have a share in the management, the patronage, and the profits of the Company.

2. To raise the capital needed partly by means of shares in the money markets of the United Kingdom and of the British North American Colonies; and partly by means of redeemable LAND NOTES, in the way that Pennsylvania was settled in 1674, where, according to the testimony of Hume the historian, "the land itself, which was the chief commodity, was coined and passed into circulation."

* *Britain Redeemed and Canada Preserved.* London: Longman & Co. 1850.