

## INTRODUCTORY, ETC.

Less a two years absence, the writer of what follows has, since 1833, resided in these parts, having the previous year entered the service of the Hudson's Bay Company as surgeon and clerk. He has since been stationed at various points at or near the Pacific coast from Oregon to Alaska.

At the H. B. post, Fort MacLoughlin, Milbank Sound, having for two years incited the natives to search for that mineral, he had the good fortune in 1835 to ascertain the existence on the N. E. shore of Vancouver Island, of good bituminous coal, which was tested less than a year after 'on board the Company's new steamer Beaver' just out from London.

He has by land and water travelled over the great Northwest from Jasper's House to Whinipig; has been more than once through the Wamamet Valley, Oregon, and has seen a great part of the beautiful bunch grass country of British Columbia south of N. lat. 51°.

Later in life, when resident at Victoria and concerned in the management of the Company's business in British Columbia, the writer had much occasion and opportunity of acquiring information regarding the coasts and harbors of our inland seas, as well as of the farming and grazing capabilities of the trans-Cascade mainland north and south.

Since a few years ago—retiring from the Company's service—he has, from every available source, collected facts bearing on the subject in question, and for such information has been indebted to many. He has now specially to thank Captain Devereaux for essential aid often and freely rendered. To Captains Pamphlet, Rudlin and others too numerous to name, his thanks are also respectfully offered. The statements of fact and opinion in this pamphlet have been made in as moderate a fashion as seemed conducive with a fair presentation of the case advocated.

Many of the same facts and conclusions have been clearly set forth in the substantially identical speech of the Hon. A. deCosmos, during the last day (April 20) of the long debate on the "Pacific Railway" in the House of Commons, session of 1877; but this was unnecessary, until the conclusion of his speech in type; then, obtaining personal acquaintance, was rejoiced to find that during the debate had been unanimity regarding the necessity of the Pacific Railway, as the means of Canada's further development.

Unquestioned, as the writer is, that the year 1866 will be largely conducive to the more earnestly desired connection of our Province should be the way of well-doing, by such aid as may be afforded by Provincial Governments.

As the historian Froude urged that we should be availed of the calm, sure to follow the Franco-Prussian war, to bring about a definite and satisfactory con-

dition her then and still anomalous relations with the Colonies. A year ago a Canadian writer of ability, "A. M. B., Ottawa," in the Canadian Monthly of Nov. '76, referred to Scottish experience since 1707, and to Canadian of later date in proof that our English friends need to be importuned by complaint and remonstrance, ere they will do or concede anything. "A. M. B." last year urged that Canada should take the initiative.

When the present Eastern war comes to an end, another calm may ensue, during which action should surely be taken and the great Western question treated as its importance warrants. Canadians must cheerfully assume a fair share of the financial responsibility involved in closer connection with the Parent State, in view of the multifarious benefits thence to accrue to all concerned.

Premier Mackenzie must have uttered the sentiments of his adopted countrymen, when at Dundee, Scotland, in July, 1875, he said in public, "I believe that the Colonies are essential to British supremacy in the world. I don't say so because we are desirous of the slightest favor financially from Great Britain. We are able and willing, God knows, to bear our full share of all Imperial responsibility whenever required for the common interest, and we are doing so at the present moment."

Further on in Mr. Mackenzie's reported speech explanation is given of what he meant by British supremacy. It cannot prove offensive to any, being "universal freedom, emancipation from everything degrading." Soon may such be the case, wherever the flag flies—at home and abroad.

"A. B. M." and others, though ardent for Imperial federation, admit that Canada's material interests would benefit by annexation to the United States. That may be a general opinion, but nevertheless closer connection with the Parent State is preferred. Sentiment, as the venerable Carlyle has truly said, always rules great movements, religious and political, and not "the checks and balances of profit and loss."

It may be well for civilized communities generally, and in particular for the timid in Europe, that in the New World, two distinct experiments in Democracy should amicably advance side by side; while amongst older nations, Britain and France progress carefully and deliberately, but unflinchingly in the same direction. England must reconsider her free trade theories and practices to which other peoples have not given the expected adhesion.

America, which appears to have taken a "new departure" for good objects, should, with her accustomed forecast, weigh well the possible future effects of the "Chinese wall of protection" now surrounding her.

A kind and frank interchange of ideas on commercial and tariff matters between Britain, America and Canada seems now a great desideratum. Why not a conference of delegates to meet either at London or Washington.