

DIFFICULTY OF CONSTRUCTING A RAILROAD THROUGH AN UNSETTLED COUNTRY.

Such difficulties do not deter the Americans. With them, on the contrary (as they have learnt from experience), settlement and the institutions of civilization not only follow, but it may be said actually accompany the construction of a railroad. And such would undoubtedly be the case in British America, provided we set about it in good earnest, so that the fertility and beautiful character of the country to be settled were generally known. Let *that* be published in England, in Ireland, on the Continent, everywhere, and made known constantly, vigorously, and there will be no want of emigration. Let fair inducements for emigration be held out to our industrious poor, by liberal grants of land and other assistances, and you will have no want of respectable emigrants from this country ; to say nothing of the very considerable British emigration, which would set in from Canada and other points of the American Continent.

But we were told in Parliament, "Canada is not yet fully settled, and remains partially unoccupied, so that it is not likely that persons possessing the necessary resources to invest in land would push into regions far beyond." But this is a complete fallacy, for emigrants are doing it every day, and pushing on from Canada, as we unfortunately see, towards the back States of the Union. And the reason of this lies not so much in the old objection about the severity of the climate and the expense of clearing, as in the notorious fact, that all the good lands in Canada within reach of the present communications have been taken up ; so that those left in the market and for sale are of inferior quality, and those in private hands too dear. In the same way in the Eastern States, the days are passed when an emigrant with £100 could buy a farm which would enable him to become a prosperous man ; and he has now to push further west. The Saskatchewan territory, however, could be easily opened to emigrants, and a summer communication established from Lake Superior to Fort Garry, by the line laid down by Mr. Dawson, and already mentioned. Beyond that point, the North-West Territory has been gifted by nature with water communications of the very first order, which will not only become invaluable at a future day for colonial inter-communication, and transporting the farming produce of the settlers ; but, pending the construction of a railroad, would only require a few connecting links to make them available, so as to offer an easy mode of conveyance during seven to eight months in the year across the whole Continent, and that at a moderate cost. The writer has carefully studied the details of such an Overland communication, and put them into a tabular form, with the exact distances, altitudes, and other general information. It will be found in the Appendix (D), and whatever may be the result as regards the traffic for an Overland Route, it shows how greatly these natural channels must contribute to the future development and prosperity of the country. Much has been said (though chiefly by interested or biased parties) about the rapids