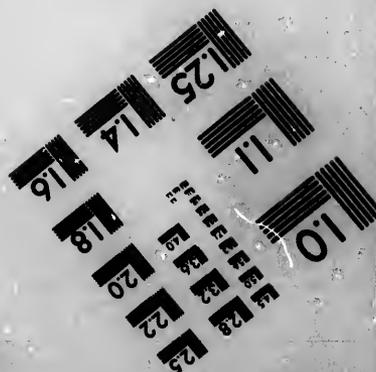
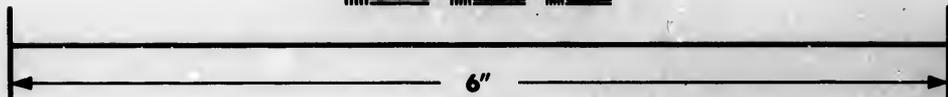
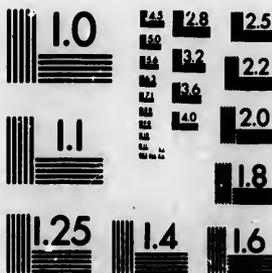


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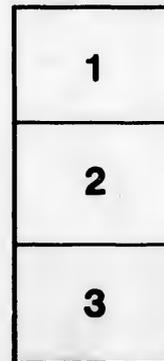
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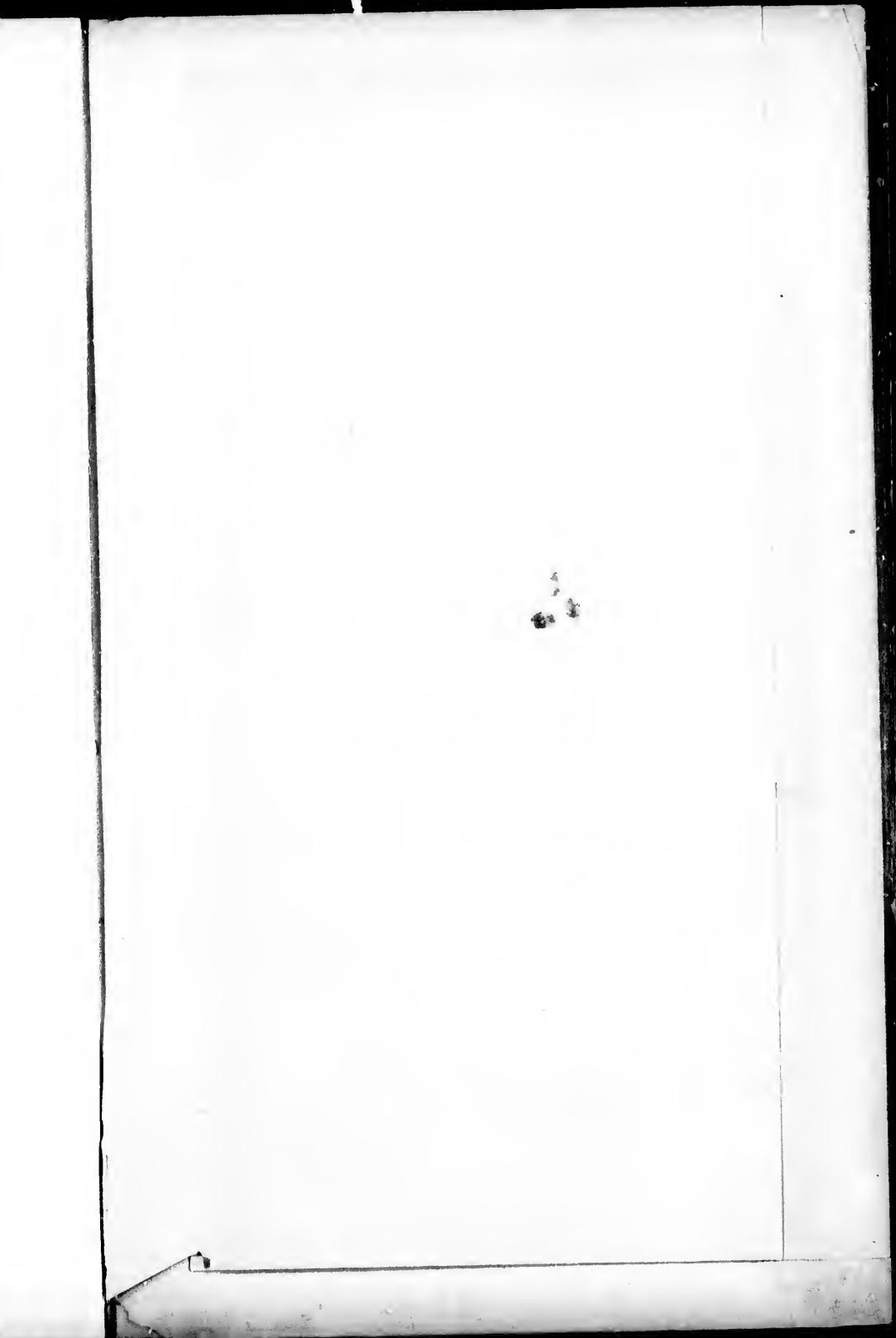
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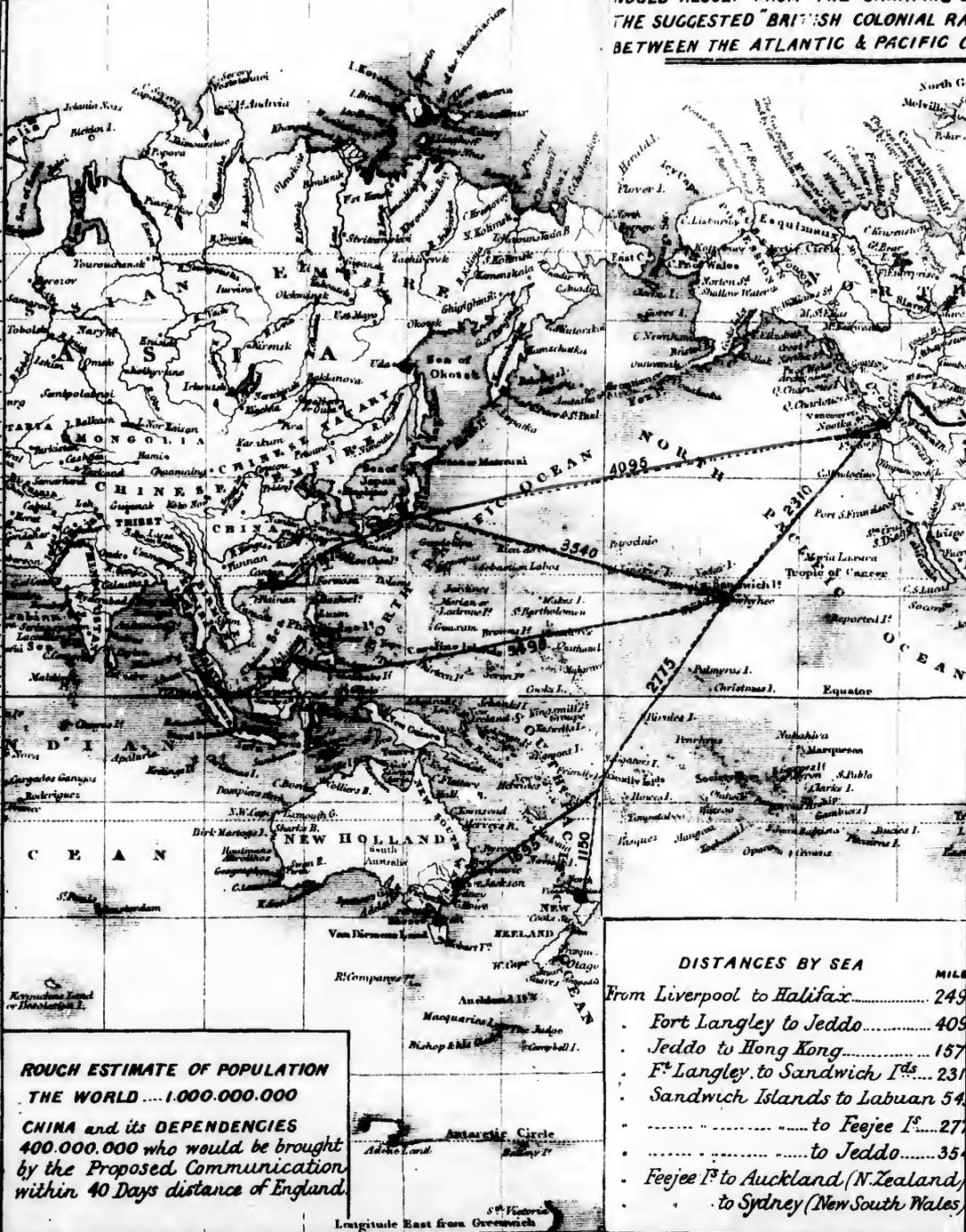


JAMES WYLD, CHARING CROSS EAST, LONDON.

THE WORLD

ON MERCATORS PROJECTION.

SHEWING THE LINES OF COMMUNICATION
WOULD RESULT FROM THE CARRYING OF
THE SUGGESTED "BRITISH COLONIAL RAIL"
BETWEEN THE ATLANTIC & PACIFIC OCEANS.



**ROUGH ESTIMATE OF POPULATION
THE WORLD 1,000,000,000**
**CHINA and its DEPENDENCIES
400,000,000 who would be brought
by the Proposed Communication
within 40 Days distance of England.**

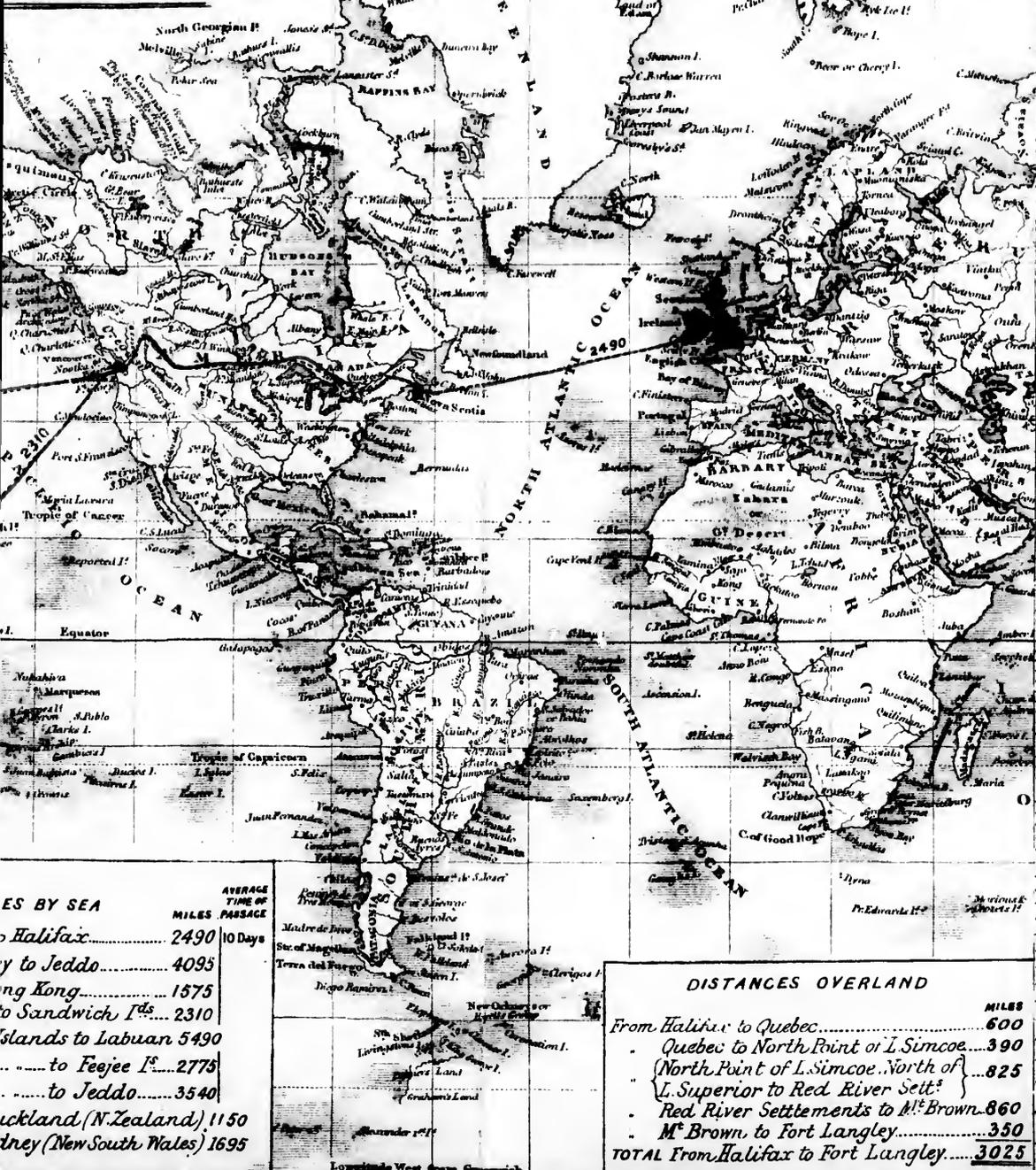
DISTANCES BY SEA

Route	MILES
From Liverpool to Halifax	249
Fort Langley to Jeddo	409
Jeddo to Hong Kong	157
Fort Langley to Sandwich I ^{ds}	231
Sandwich Islands to Labuan	54
..... to Feejee I ^s	27
..... to Jeddo	35
Feejee I ^s to Auckland (N. Zealand)	
..... to Sydney (New South Wales)	

WORLD

STRAIGHT LINE PROJECTION.

MAP OF COMMUNICATION THAT
 FROM THE CARRYING OUT OF
 BRITISH COLONIAL RAILWAY"
 ATLANTIC & PACIFIC OCEANS.



Distances by Sea

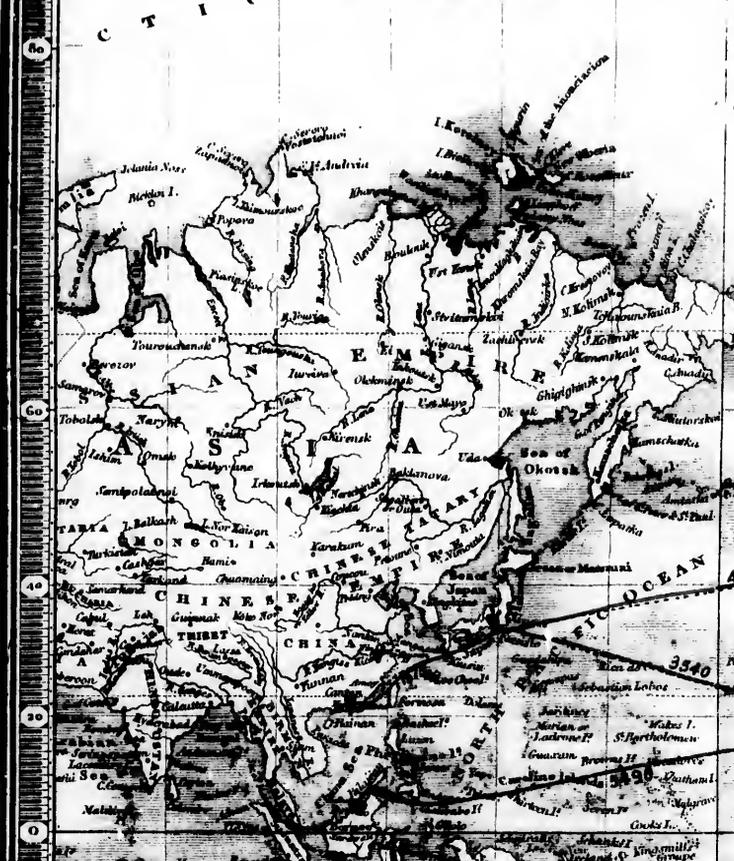
Destination	MILES	AVERAGE TIME OF PASSAGE
Halifax	2490	10 Days
to Jeddo	4095	
to Hong Kong	1575	
to Sandwich I ^{ds}	2310	
Islands to Labuan	5490	
to Feejee I ^s	2775	
to Jeddo	3540	
to Auckland (N. Zealand)	1150	
to Sydney (New South Wales)	1695	

DISTANCES OVERLAND

Route	MILES
From Halifax to Quebec	600
Quebec to North Point of L. Simcoe	390
North Point of L. Simcoe to North of L. Superior to Red River Sett ^s	825
Red River Settlements to M ^{rs} Brown	860
M ^{rs} Brown to Fort Langley	350
TOTAL From Halifax to Fort Langley	3025

JAMES WYLD, CHARING CROSS EAST, LONDON.

C T I C O C E A N



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THE
EMPLOYMENT
OF
THE PEOPLE AND THE CAPITAL
OF
Great Britain
IN HER OWN COLONIES,
AT THE SAME TIME ASSISTING
EMIGRATION, COLONIZATION AND PENAL ARRANGEMENTS,
BY UNDERTAKING THE CONSTRUCTION OF
A GREAT NATIONAL RAILWAY
BETWEEN
THE ATLANTIC AND THE PACIFIC,
FROM
HALIFAX HARBOUR, NOVA SCOTIA,
TO
FRAZER'S RIVER, NEW CALEDONIA.

“Let those, who discard speculations like these as wild and improbable, recur to the state of public opinion at no very remote period on the subject of Steam Navigation.

“Within the memory of persons not yet past the meridian of life the possibility of traversing by Steam Engine the channels and seas that surround and intersect these islands was regarded as the dream of enthusiasts.”

LONDON :
W. P. METCHIM, 20, PARLIAMENT STREET.

1849.

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PREFACE.



“ It is the duty—the imperative duty—of every individual
“ (however humble) to express conscientiously, but calmly,
“ his public opinions, for by such means truth is elicited.”
Hence it may be permitted to observe, that a momentous
question is now brought to the notice of the people of Great
Britain,—that it ought not to be neglected, until perhaps
a voice from her colonial children may go forth proclaim-
ing “ it is too late,”—for then the opportunity of uniting
in firm and friendly bonds of union “ this wondrous empire
“ on which the solar orb never sets” will have passed away
for ever.



“ That which we have, we prize not to the worth ;
“ But being lacked or lost,—why then we rate its value.”



INTRODUCTION.

“ At this moment, when renewed attention is turned
“ to all the Routes which, during ages past, have from
“ time to time been talked about, as best fitted for a link
“ of communication between the Atlantic and Pacific
“ Oceans,”—we call upon the people of Great Britain and
her Government to reflect, that, for her, the best and
shortest link of communication—the great link required
to unite all her dominions in one powerful chain—is now
in her own possession,—that—“ it is in vain to incul-
“ cate feelings of brotherhood among mankind by moral
“ influence alone; a sense of community of interest must
“ be also established,”—that Great Britain can, in the
opening of the Route herein proposed, at the same time
employ her own Children at home and abroad, as well
as her own continually increasing Capital.

“ The Railway operations of the various nations of
“ the world may be looked upon as a sort of competition
“ for the overflowing Capital of the countries where
“ Profits are low and Capital abundant.”

“ The duty of Government is first to regulate the
“ stream of Emigration, so that if a man be determined
“ on leaving the United Kingdom he may settle in one of
“ its colonies.”

“ It must be acknowledged as a principle, that the
“ Colonies of England are an integral part of this
“ country.”

“ We have superabundance of Capital—a plethora of
“ Talent—Scientific and Commercial—they only want an
“ outlet to be beneficially employed.”

“ The Expansion of Capital would soon reach its
“ ultimate boundary, if that boundary itself did not con-
“ tinually increase.”

“What the Legislature should desire and promote is not a greater saving, but a greater return to savings, either by improved cultivation, or by access to more fertile lands in other quarters of the globe.”

“Each nation derives greater benefit from having an increasing market in one of its own provinces, than in a foreign country.”

“The possession of remote territories, is the only thing which can secure to the population of a country those advantages derived from an easy outlet, or prospect of outlet, to those persons who may be ill provided for at home.”

“We have an immense Colonial Empire. To its resources and exigencies we now seem for the first time to awaken. Hitherto we have been content to consider it as a magnificent incumbrance, that testified to our greatness but had nothing to do with our interests or the welfare of our population.”

“In certain parts of the Empire transportation was a very valuable punishment, but there ought to be natural limits to it. Transportation was very well in the infancy of a Colony, but as it became more peopled and civilized, it was undesirable to deluge it with a convict population. The subject of abolishing the penalty of transportation was one of very great importance.”

“Generally the state has a right to the services of her convicts. England has ample territory in which to exercise that right. There are works in her Colonies no individual has money enough, and no Company interest enough, to undertake.”

“Can we or can we not classify our convicts?—To this is the whole question of transportation reducible.”

Panegyric upon Iron.

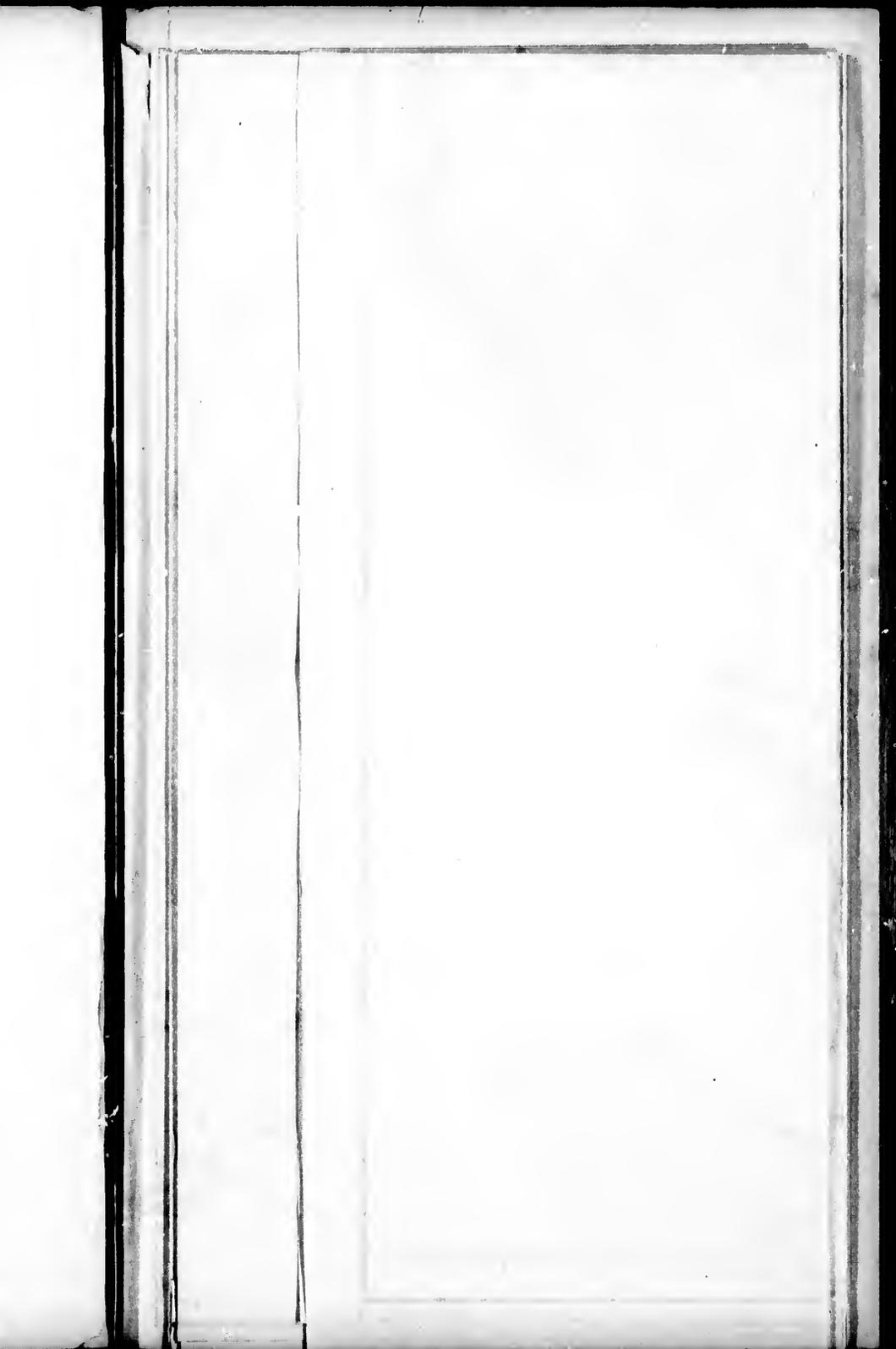
Extract from Annual Register.

1767.

“ HAIL, Native Ore ! Without thy powerful aid,
“ We still had liv'd in huts with the green sod
“ And broken branches roofed.
“ Hail, Native Ore ! Of thee possessed,
“ We envy not Golconda's sparkling mines,
“ Nor thine, Potosi, nor thy kindred hills
“ Teeming with gold. What, though in outward form
“ Less fair, not less thy worth. To thee we owe
“ More riches than Peruvian mines can yield,
“ Or Montezuma's crowded magazines
“ And palaces could boast, though roof'd with gold.
“ Splendid barbarity ! and rich distress !
“ Without the social arts and useful toil
“ That polish life and civilize the mind.
“ These are thy gifts, which gold can never buy.
“ Thine is the praise to cultivate the soil,
“ To bare its inmost strata to the sun,
“ To break and 'meliorate the stiffened clay,

“ And from its close confinement set at large
“ Its vegetative virtue. Thine it is
“ The with’ring hay and ripened grain to sheer,
“ And waft the joyous harvest round the land.
“ Hail, British Native Ore !
“ For thine is trade, that, with its various stores,
“ Sails round the world, and visits every clime,
“ From Nova Zembla to the Antarctic Pole;
“ And makes the treasures of each clime her own,
“ By gainful commerce of her woolly vests,
“ Wrought by her spiky combs; or steely wares,
“ From the coarse mass by stubborn toil refin’d.
“ *Such are thy peaceful gifts!*”

“ Then grateful own,
“ Britannia’s sons, Heaven’s providential love,
“ That gave you real wealth, not wealth in shew,
“ Whose price in bare imagination lies
“ And artificial compact;—*Thankful ply*
“ *Your Iron Arts, and all the world is yours.*”



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Mt. St. Elias

Q. Chukotka T.

Q. Chukotka

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Nova Scotia.....

New Brunswick.....

The Canadas.....

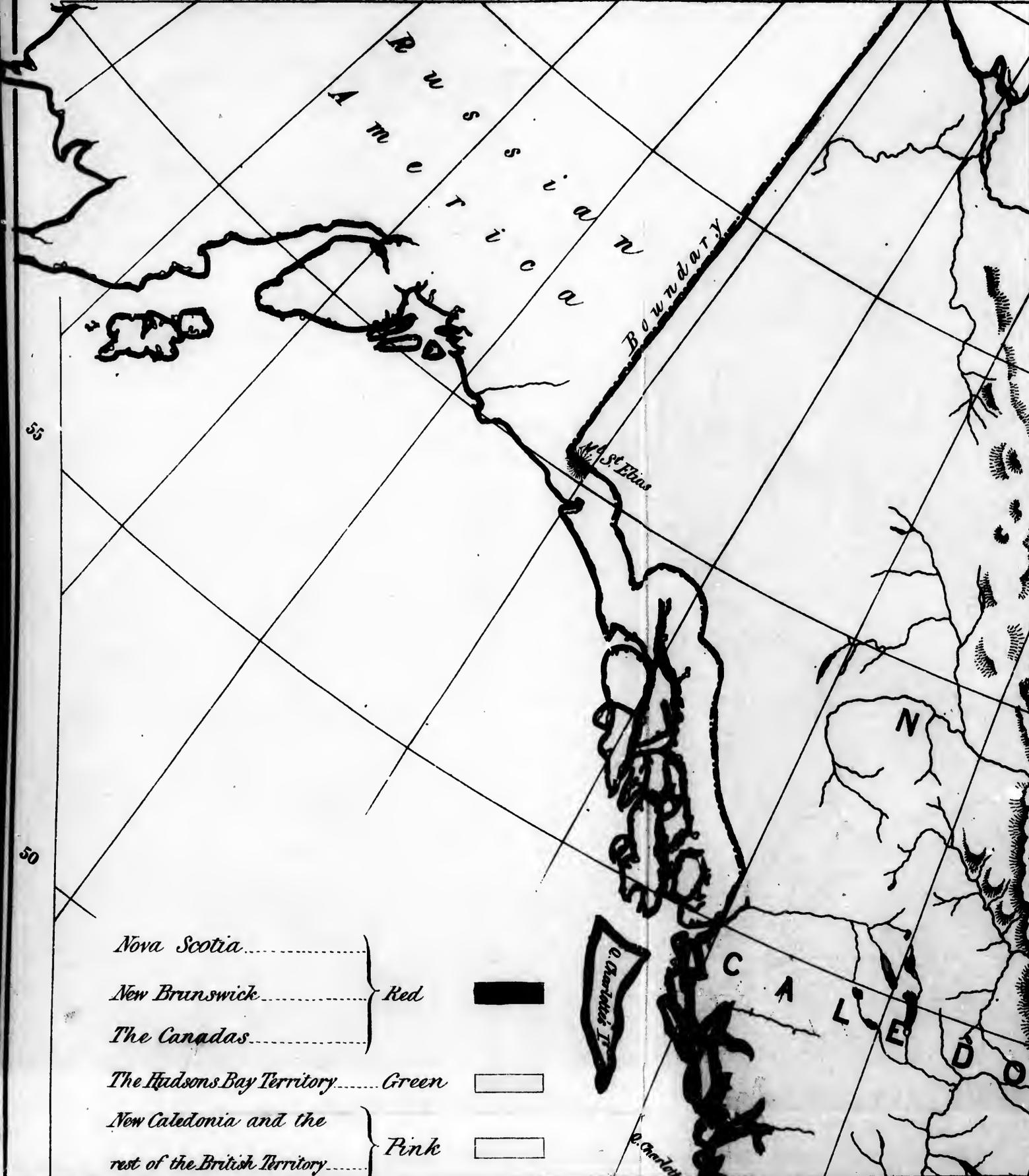
The Hudsons Bay Territory.....

*New Caledonia and the
rest of the British Territory*.....

Red

Green

Pink





BROTHER
FELIX

VICTORIA LAND

Mc Kenzie River

Copper Inds

Beaver Inds

Resolution

1772

Doobaul

North Island

L. Borabyan

PEACE RIVER

ATHABASCA

H A U

ENGLISH

ON RIVER

Peace R.

Fond du Lac

White Fish L.

Lower Slave R.

Wellington L.

Carters Bay L.

Chard

Jasper

McWick Land

P. Rogers Bay

N

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F

KEY W

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Cookburns I.

Gulf

Fox's Channel

SOUTHAMPTON IP.

H U D S O

H U D S O N S B A Y

Port Nelson

YORK

YORK

Rock No.

by L. & H.

W A L E S

James's



60

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DAVIS STRAIT

West Gr

Canberland I

Northumberland Inlet

Hall I.

Probish Str.

Resolution I.

ONS STRAIT

BAY

RUPPERT'S RIVER





East

Greenland

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55

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ST LAWRENCE

New Caledonia and the

rest of the British Territory

Pink



The Russian Territory

Yellow



The United States Territory

Uncolored



Proposed Colonizing Route by Railway

communication from Halifax to

Fort Langley and Nootka Sound

45



Skeleton Map

TO

Show the Probable Line of

RAILWAY COMMUNICATION

from

THE ATLANTIC TO THE PACIFIC

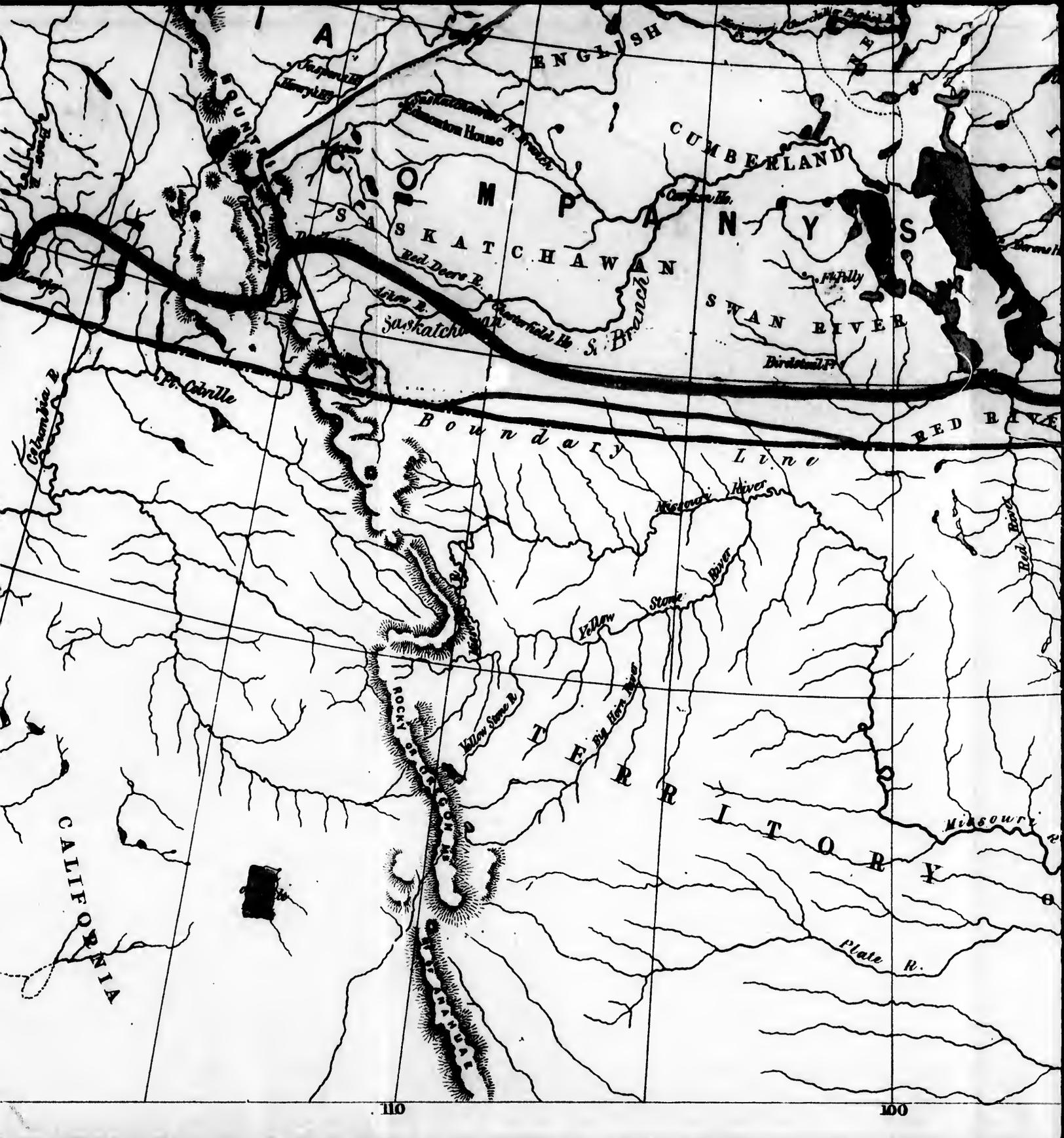
THROUGH THE

North American British Provinces.

Scale of Miles



Mechan, 20, Parliament St. West



110

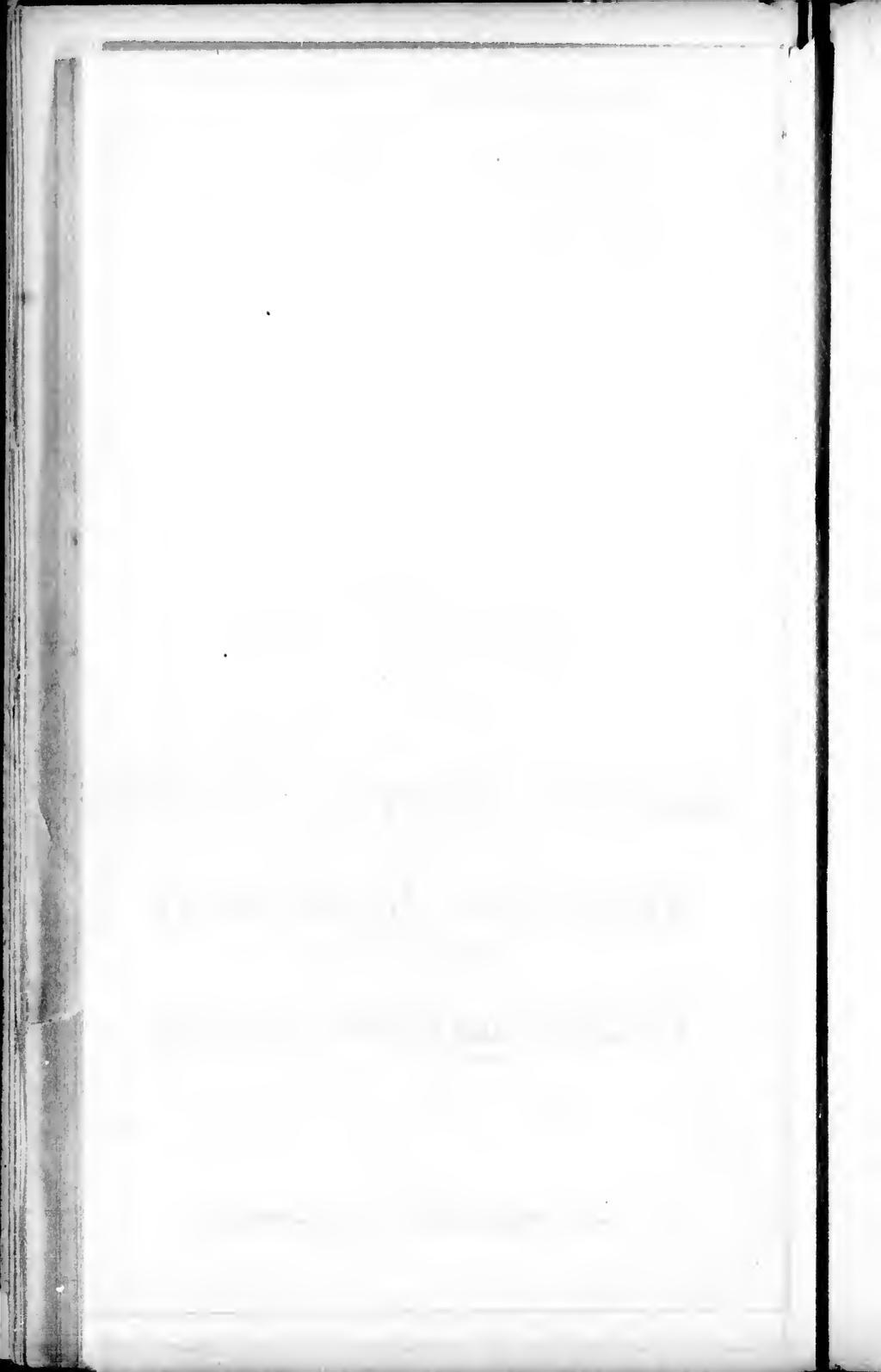
100



100

90





ATLANTIC AND PACIFIC RAILWAY.

“The systematic development of the resources of British North America will, so far from being a drain on Great Britain, be of immediate advantage to her.”

“Such development entails the natural, enduring and perfect union between Great Britain and that part of her empire.”

If an apology was due to his countrymen, when so humble an individual brought forward so great a project, how much more must he owe a debt of gratitude, for the indulgence he has met with, and the encouragement he has received.

Deeply impressed with the vast importance and serious nature of the subject in question—of the numerous interests that would be benefited, and unaware of any that could be injured, and having, by the advice of friends, divested it of all personal remarks, as well as of every thing that might appear in the least degree political, he ventures to urge its further consideration upon the public. And he does so with the more confidence, because there is evidently an anxious desire on the part of the Government to give every possible assistance to great national undertakings, and as there is every prospect of a railway from Dublin to the Atlantic Coast of Ireland being soon completed, and an emigration company formed in Galway.

It will be well to recollect, that when Sir George Simpson quitted England on his journey round the world, he was accompanied, in addition to his own party, by “a gentleman in the service of the Russian American Company, on his route from *Petersburgh to Sitka*, which his superiors were preferring for him, as *shorter by thirty degrees of longitude*, the whole breadth of all the rest of the world, to that of his own native empire.”

The Caledonia Steam Ship of 450 horse power, on

board of which Sir George Simpson and his party embarked at Liverpool, reached Halifax on the 18th March. Sir George Simpson observes, when speaking of this Steam Packet line, "to the establishment of this communication between the two Continents Halifax owes much, both on commercial and political grounds. Still, however, *the work is only half done.*" And Sir George then goes on to show how the English mails are obliged to be sent through the United States, for want of a proper land communication to Quebec; but I trust that the time has at length arrived, when our great Colonial land route of travelling may reach from Halifax to Frazer's River, from the Atlantic to the Pacific. The nautical high road between England and her North American Colonies has long been established beyond a question, and may be depended upon beyond a doubt, as a regular, a safe and an easy communication, of nine or ten days average passage; another undertaking has now to be accomplished by Great Britain and her Colonies—an undertaking that will open a mine of wealth to all concerned, not the wealth of gold, but of commerce and industry;—for between the North-Eastern and North-Western shores of America, through our loyal, long-trying and devoted North American Colonies, there may now be created a great, and a most important work—a *British Colonial or Imperial Railway from the Atlantic to the Pacific*—a work that would give remunerative employment to the population, to the wealth, and to the inventive genius of England.

Startling as it may at first appear, a little reflection will show that it may be done; that England and her children have the power to make it; and that it will become valuable property—for it would increase our commerce and trade to an extent not easy to calculate. But such a noble work must not be looked upon merely as a money question,—although if only considered in that light,—England must

reflect that, if she wishes and intends to retain her high pre-eminence amongst the nations of the earth, she must most assuredly pay for it. No country can have all the blessings and advantages of England and have them for nothing, nor can she retain them without great exertion. Her accumulated wealth cannot be allowed to remain idle—nor will it. No one will deny for a moment that every economy that will make the poor man richer and happier ought to be practised; but let us take care that we do not, from too strong a desire to retain that wealth which Providence has thrown into the lap of England even in the midst of war, deprive her labouring children of legitimate employment and just remuneration, (all that the industrious classes of our fellow-countrymen require.) But the undertaking proposed has even a higher claim to our attention. *It is the great link required to unite in one powerful chain the whole English race.* Let then our princely merchants condescend, for a short time even, to consider the undertaking here proposed; and say, if they can, that (even should it be executed at an immense expense) it would not—produce a great and beneficial forward movement, be a present happy employment, and a future perpetual source of wealth, to England and her children. Let them consider also, that “the social advancement which “the modern improvement of Railways is calculated to “effect has added a new faculty to man, in the facilities “which it affords of communication between province and “province, and between nation and nation. Nor does it “seem too much to say, that it will be the means of “binding all the nations of the earth into one family, with “mutual interests, and with the mutual desire of promoting the prosperity of their neighbours, in order that “they may enhance their own, and forming thereby the “most powerful antagonistic principle to war that the “earth has ever known.” And “we trust our readers

" of all politics will cordially join with us in a desire,
 " that the wonderful discovery which it has pleased the
 " Almighty to impart to us, instead of becoming amongst
 " us a subject of angry dispute, may in every region of the
 " globe bring the human family into friendly communi-
 " cation; that it may dispel national prejudices; assuage
 " animosities—in short, that, by creating a feeling of uni-
 " versal gratitude to the powers from which it has pro-
 " ceeded, it may produce on earth peace and good-will
 " towards men." And where, let it be asked, can this
 wonderful discovery, this great power of steam, be called
 into action so effectually and so usefully, not only for
 Great Britain, but for mankind in general, than in that
 parallel of latitude in which (*all barrier difficulties and all
 cause for war being now removed*) would naturally flow
 in full tide the civilization, arts and sciences that invariably
 follow in the wake of Englishmen? Then as to the diffi-
 culties of the undertaking, let us recollect that an eminent
 engineer, previous to the construction of the Liverpool and
 Manchester Line, said, " No man in his senses would at-
 tempt a Railroad over Chat Moss:" his calculation was
 that it would cost £270,000. Yet the genius of George
 Stephenson afterwards surmounted the difficulty at a cost
 of £40,000, though the work was commenced when en-
 gineering science was less understood than now. " Steam
 " as applied to locomotion by sea and land is the great
 " wonder-worker of the age. For many years we have
 " been so startled by such a succession of apparent mira-
 " cles, we have so often seen results which surpassed and
 " falsified all the deductions of sober calculations, and so
 " brief an interval has elapsed between the day when cer-
 " tain performances were classed by men of science as
 " among impossibilities, and that wherein those same per-
 " formances had almost ceased to be remarkable from their
 " frequency, that we might almost be excused if we regarded

" the cloud-compelling demon, with somewhat of the reverence which the savage pays to his superior, when he worships as omnipotent any power whose limits he cannot himself perceive." With such a power (so eloquently described) at our command, and such magnificent results to be obtained from it, shall England hesitate? shall the expenditure of a few millions check such a noble work? shall the Rocky Mountains be a barrier? mountains never yet properly explored, and of which almost all we know is that we nearly went to war to be allowed to cross them. And what are the expenses of war? Between the years 1797 and 1815, 630 millions of money were expended for carrying on war. Again, the very magnitude of the undertaking and length of the Railway is in its favour, for—"We believe it may be affirmed without fear of contradiction, that the working details of a Railway are invariably well executed in proportion to their magnitude. A little Railway—like a little war—is murderous to those engaged and ruinous to those who pay for it." Now if in England experience has taught all this,—shall the people of Halifax, New Brunswick, Quebec, Montreal, Toronto, &c., be allowed, perhaps encouraged, to go on slowly endeavouring (at an immense expense and outlay for such young communities) to make a variety of local Railways, thus acknowledged to be ruinous, and the mother country remain quietly looking on when she has now the power of greatly assisting them, and to her own advantage, by planning and arranging one grand route and system of Lines throughout the whole country, and under Providence the means of opening that route in an incredible short space of time? Let then England, her North American colonies, and the Hudson's Bay Company, join heart and hand, and with the great power of steam which it has pleased the Almighty to place at the command of man, there will soon arise a

work that will be the wonder and admiration of the age—and such a mercantile and colonizing road will be open to Great Britain, that at no future period (at least within the imagination of man) will she ever again have to complain of too great a population on her soil, and too small a market for her labour.

Let us consider the immense annual cost to England for her prisons and her convicts,—much of that crime arising probably from the want of employment, and consequent poverty. Even at this moment five millions are spoken of as a sum required to be expended in new prisons for a favourite system. It has been suggested “as well
 “worthy of consideration, whether it would not be ad-
 “vantageable to cease transporting convicts at so great a cost
 “to distant settlements, and instead to send them to a
 “nearer place of exile, where their labour might be ren-
 “dered in so great a degree valuable, as speedily to
 “return to the Mother Country the whole of the charge
 “incurred for their conveyance;” and where could England
 better employ her convict labour, than on a work that
 would be of such vast and lasting importance to herself, to
 her colonies, and to mankind in general? “If gangs of
 “convict labourers were placed a little beyond the verge
 “of civilization, and employed in clearing and enclosing
 “lands, constructing roads, building bridges, the land thus
 “prepared and improved would meet with ready pur-
 “chasers at prices which would well repay the Govern-
 “ment their previous outlay.” It may be objected by
 some, that the expense of the troops necessary to guard the
 convicts would be very great, and would be a heavy
 burden to this country. To them I must use the words
 of the “Times,” when suggesting the grant of colonial
 lands to be annexed to the performance of military duties.
 “Subsidiary to and connected with this arrangement
 “might be devised another, by which soldiers of good cha-

“ racter might be discharged after ten years service and
 “ rewarded with small freeholds in the colonies. They
 “ might be bound to appear on duty at certain periods, and
 “ for a certain duration of time, as our pensioners are at
 “ present.” And if soldiers of six or eight years service
 were sent out in charge of the convicts, that unpleasant
 duty would be of very short duration before they would
 meet with their reward.

This system of pensions alluded to by the “Times”
 would become extremely applicable to the troops employed
 in guarding the convicts on the proposed Atlantic and
 Pacific Railway, and small villages, and ultimately cities,
 would, no doubt, arise from such a source: but even the
 first outlay caused by the employment of the convicts on
 such a work cannot be considered as any extra expense
 to government for these convicts must be fed, must be
 employed, and must be guarded somewhere: and it will
 be seen hereafter that government may be reimbursed
 not only her expenditure on account of the convicts, but
 also her expenditure on account of the troops required to
 guard them. In the suggestions for the employment of
 the convicts, it is further said, “There is unhappily but
 “ too much reason for believing that the whole number of
 “ labourers who could be thus profitably employed might
 “ be furnished from the criminal population of Great
 “ Britain.” And by a return given at the same time, it is
 shown that the number of convicts from 1825 to 1833,
 both years inclusive, was 22,138, and that return did
 not include all the penal settlements. “The cost of
 “ convicts at home and abroad have mounted from
 “ £111,306 to £378,000; certainly the law of increase
 “ is strongly marked on the expense of crime.” “If
 any body will cut down this figure he will earn the
 “ gratitude of the nation.” This last expression of the
 Times has more particular reference to the expense in-

curred for Ireland, but will no doubt be acknowledged to be equally true as bearing upon the enormous general increase of convict expenditure; and the more I reflect on this subject, the more do I feel convinced that the employment of convict labour in the Rocky Mountains, and at several other points of the Line of this proposed great National work, would produce a most beneficial result, as a means of reducing the amount of crime, as even an immediate saving of transport expense to England (unless indeed all distant penai settlements are to be finally abandoned), and as an ultimate great advantage both to her own commerce, and to that of her colonies; and here let it be recollected, that there is a feeling abroad "to force upon government and the legislature a bold and manly course in dealing with crime in general:" that the magnificent prisons now built are considered "unjust to the labouring poor, whose humble dwelling, with coarse and scanty food, is mocked by the grandeur and beauty of the prison, as well as by the idle and comfortable entertainment within its wall;" and it has been remarked by a public journal in a warning voice, "to make prisons palaces is the way to turn palaces into prisons." Lastly, "we cannot afford to spend £50 a year on a convict at home." Enough has been said on this subject at present, and we will now consider again the working out of this great undertaking. We will suppose, in the first place, active, intelligent, and scientific young men to be sent to the Rocky Mountains, to ascertain the best spot at which to cross them, and the best port (if the mouth of Frazer's River will not answer), on the western shore of North America, within, of course, the Hudson's Bay Company's territory, for a great commercial harbour and railway terminus. Then let a grand line of Railway be marked out from Halifax to that spot, and let all local towns or districts that have sufficient capital and labour to undertake any part of that Line have the benefit of the

profits of the whole Line, in proportion to the parts they may finish. No convict labour need interfere with them. But in such districts as are at present so thinly inhabited as to have no working population, and no capital to expend, let the work be commenced by England, by her capital, and her convicts: and let Government encourage and facilitate the formation of a great Atlantic and Pacific Railway Company, by obtaining from Parliament a national guarantee for the completion of the work; first, of course, having entered into arrangements with the Hudson's Bay Company, and her North American Provinces, for the security of such sums of money as may be advanced, by way of loan, from Great Britain.

“ We have at home a superabundant population, subject to a very rapid increase on any reduction of the price, if but of the necessaries of life,—how can it be better employed than in seeking, with its own advance in social position, and means of acquiring its comforts, if not its luxuries, the spread of our free institutions—equal laws—and holy religion. We desire an enlarged sphere for commercial enterprise. New markets for our manufactures; these every fresh colony supplies in its measure. If then *New Caledonia* be what it appears to be, if its climate, soil, agriculture, and commercial capabilities be as represented, why leave its future destiny to time and circumstances?” We call then upon Great Britain, her North American Provinces, and the Hudson's Bay Company, to employ their wealth and power to unite, in one great unbroken iron chain, the Mother Country with her distant Children, and, in spite of Nature's difficulties, carry steam across the Rocky Mountains.

I have been accustomed to look upon the power of England as irresistible,—morally, physically, and intellectually,—she has now in this age the command of mind and matter sufficient to enable her almost to move the

earth, and shall the tunnel under the Thames, the tube over the Conway, and the bridge over the Menai, be our only wonders? Let England only commence the Railway from Halifax to the Pacific, with the order to her sons to cross the Rocky Mountains and the accomplishment of the undertaking will soon reward the labour, courage and skill which would undoubtedly be exhibited. Sir Alexander Mackenzie inscribed in large characters, with vermilion, this brief memorial, on the rocks of the Pacific, "Alexander Mackenzie from Canada by land the 22nd of July, 1794." Who will be the first engineer to inscribe upon the Rocky Mountains "On this day engineer A. B. piloted the first locomotive engine across the Rocky Mountains;" and what then will be the feeling of Englishmen, when even now Sweden is considered the "exclusive offspring of British genius, fostered and sustained by British enterprise and British capital!" We have seen that on the highest habitable spot of the Mountains of the Alps stands a monument of war, placed there by the hand of a powerful man in the pride of victory over his fellow-men, and in honour of his companions in arms. We trust before long that on the highest habitable spot of the Rocky Mountains will stand a monument of peace, placed there by an enterprising nation in honour of the victory of science over nature, and in memory of some enterprising son.

After all her wars, her victories and her revolutions, in what condition is France?

What may not England expect to be with all her victories over nature—her trade and commerce? May she march forward in her career of peace, as bravely, as nobly, and as proudly, as she did in that of war; and may she now take as great an interest in, and make the same exertions for, the welfare and happiness not only of her own people, but of those of other nations in all quarters of the

globe, as she did in former days for their protection from a desolating foe.

What the ultimate consequences of such a link of connection would be, are indeed far beyond the reach of the human mind to foresee; but its immediate results stand out apparently to the most common observer. In the first place, Cape Horn (*the roughest point to weather in the whole world*): would be avoided. In the next, the long passage by the Cape of Good Hope to innumerable places in the Pacific Ocean would become also unnecessary. In both these cases a great amount of time (which in commerce is money) would be saved. Again, it would be no longer necessary to send goods by the route of the Hudson's Bay to the territories of that Company; and thus *a climate horrible in winter and summer*, would also be avoided. Then one view of the map of the world will show that the proposed terminus of the Atlantic and Pacific Railway at Frazer's River, taken as a centre, would bring New Zealand, New South Wales, in fact, Australia, New Guinea, Borneo, Singapore, Canton, Peking, all within forty or fifty days' sail of that point; and taking the Sandwich Islands as a centre point, (where there is a fine harbour, and where a depôt of coals might be established,) which could be reached in ten days, all the before-named places would be brought within twenty days for steam navigation; other points, such as the Friendly Islands, &c., might be selected for further depôts of coals. Again, from the terminus of the proposed railway the mails from England could be despatched to all the above-mentioned places, and the formation of a great steam navigation company, with a grant from Government, in the same way as a grant was made to the Atlantic Steam Navigation Company, would insure magnificent steamers for the conveyance of these mails, and would secure also to the Hudson's Bay Company an im-

mense consumption of their coal. Last, though not least of all, this Railway route across the continent of North America would ensure to England at all times a free communication with her East India possessions. It is true that at present there is no difficulty in that respect, but let the public reflect, and let the Government reflect, that in the event of a European war, we might be called upon to defend and keep open that communication at an immense expenditure of life and money, and indeed it might even be closed against us; whereas the proposed Line across the continent of America would be within our own dominions, and would not oblige us to interfere or meddle with any continental wars to enjoy its free use. No time ought to be lost in the commencement of this National Undertaking.

If then Government took the initiative, it might obtain the consent of Parliament, and proceed to appoint a Board of General Arrangement and Control, consisting, say, of fifteen Commissioners: three on the part of Great Britain, three to be named by the Hudson's Bay Company, three to be appointed by the Government of Nova Scotia, three by that of New Brunswick, and three on the part of Canada; all these latter of course with the approval of their respective Governors. It may appear that the North American Provinces would thus have a greater proportion of Commissioners; but as each of these Colonies have Governments independent of each other, they may be considered as separate countries, although we take them as one when considered as the North American Provinces. These Commissioners could be authorized to make all the necessary arrangements for the security of the money that may be advanced in any shape by the Government of Great Britain, and should be instructed to draw up the general Articles of Agreement between the high contracting parties; and Government might be authorized by Parliament to open

an account with these Commissioners, who as a Body might be called "The Atlantic and Pacific Railway Board of Control," and under its auspices a public Company might be formed, refunding to the Government all previous outlay.

Our North American provinces are close at hand, and during the approaching summer all the necessary arrangements might be made for the reception of a great number of convicts in different locations; and, in the first instance, as a temporary measure, they might be sent to Halifax and Quebec, where they could be received immediately in very good wood huts; at both these places they could also be at once set to work in unloading the vessels sent from England with the necessary stores for the commencement of this great national work, and in preparing and levelling the situations of the respective termini; for of course at both these stations great government as well as private wharfs would be established. Again: another portion could be sent at once from New South Wales to the port fixed upon on the north-west coast of North America, in the Hudson's Bay Company's territory: there they could be put to work in the same way—to unload vessels bringing in stores, to cut down and prepare timber, level and get ready the site of the terminus. And it appears very necessary that preparation should be made for the reception of a large body at the Red River Settlement, that point being a very important spot in the Line proposed. There ought at once to be made a practical line of communication between it and the head of Lake Superior. "The soil, which is alluvial, is beyond example rich and productive, and withal so easily worked, that, although it does not quite come up to the description of the Happy Islands—*reddit ubi cetera*—*rem tellus inarata quot annis*—there is an instance, I was assured, of a farm in which the owner, with com-

“paratively light labour in the preparatory processes, had taken a wheat crop out of the same land for eighteen successive years, never changing the crop, never manuring the land, and never suffering it to lie fallow, and that the crop was abundant to the last; and, with respect to the pasture and hay, they are to be had ad libitum, as nature gives them in the open plains.” Speaking of import goods: “All these articles are brought across from Hudson’s Bay, a distance of several hundred miles, in boats, and these boats are drawn across the portages on rollers, or in some places carried upon waggons; hence those articles which are of a heavy description are charged at a price seemingly out of all proportion to that of many others which may be obtained at a moderate price: a common grindstone is sold for 20s.”

On leaving Fort William, at the head of Lake Superior, and proceeding up the Kaministiquioia River, Sir George Simpson writes,—“The river, during the day’s march, passed through forests of elm, oak, lime, birch, &c., being studded with isles not less fertile and lovely than its banks; and many a spot reminded us of the rich and quiet scenery of England. The paths of numerous portages, some spangled with violets, roses and many other wild flowers, while the currant, the gooseberry, the raspberry, the plum, the cherry, and even the vine were abundant. All this bounty of nature was imbued, as it were, with life, by the cheerful notes of a variety of birds, and by the restless flutters of butterflies of the highest hues. One cannot pass through this fair valley without feeling that it is destined, sooner or later, to become the happy home of civilized men, with their bleating flocks and lowing herds; with their schools and their churches; with their full garners and their social hearths.”

Now read again the description of Hudson's Bay, then look upon that picture, and upon this; look upon that country that will give eighteen successive crops of wheat, and look upon the difficult, dangerous, and tedious navigation of that bay, whose *climate in summer and winter is horrible*, and through whose waters the stores of this fine country are obliged to travel; look at that picture, then look at this,—the easy, safe, and rapid communication of a Railway,—and say if the time, health and money that would be saved by its construction is not worthy the consideration of Englishmen, and would not repay the constructors, even if that was to be its last terminus.

But when it is considered that the Main Line of Railway, in passing through our own colonies, would skirt the shores of Lake Superior—rich in mines of silver and copper—and that the Red River Settlement would only be one of the many valuable towns and districts that would be opened to trade and commerce, and only contribute its mite to the profits to be obtained from the passage of the Rocky Mountains to the Pacific, it appears to me impossible that such a powerful and wealthy Company as that of the Hudson's Bay Company, such magnificent colonies as our North American Provinces, and such an empire as Great Britain, can balance for one moment whether loss or profit would attend the undertaking and completion of such a Railway.

But our argument is stronger as we proceed; for, crossing the Rocky Mountains, where the real terminus would be, let us pause for a moment to consider the mine of wealth we should open—not the wealth of gold and silver—but wealth, the reward of commerce and industry.

“The land,” Nicolay says, “affords, even now, exports of cattle, wool, hides, and tallow, as well as salted meat, beef, pork, wheat, barley, Indian corn, apples, and timber. Of these all are sent to the Sandwich Islands, some to California, and hides and wool have been sent to

“ England. The woods of the Oregon present another fertile source of national wealth. The growth of timber of all sorts in the neighbourhood of the harbour in the De-fuca Strait adds much to their value as a naval and commercial station. Coal is found in the whole western district, but principally shows itself above the surface on the north part of Vancouver’s Island. To these sources of commercial and national wealth must be added the minerals—iron, lead, tin, &c. The mountains and sea-coast produce granite, slate, sandstone,—and in the interior oolites; limestone is plentiful, and to the north most easily worked and very rich in colour.”

And, in conclusion, we may say that the Hudson’s Bay Company’s territory in the Pacific, that is, New Caledonia, will be found to fall short of but few countries, either in salubrity of climate, fertility of soil, and consequent luxuriance of vegetation, and utility of production, or in the picturesque character of the scenery.” And this country could be brought within a distance of about sixteen days of England.

It has been remarked, that “ a person who is already thriving seldom puts himself out of his way to commence even a lucrative improvement, unless urged by the additional motive of fear lest some rival should supplant him by getting possession of it before him.” Truly, indeed, has it been said by the Spectator, “ that England is not bankrupt, nor poor, nor needy. In every quarter we see immense additions to material wealth; we observe, too, on all hands a vast extension of luxurious enjoyments among the middle classes; every thing attests a huge growth in the wealth of the nation.” It may be fairly considered, then, that England is thriving—a lucrative improvement of vast magnitude is open to her—and if the additional motive of fear of rivalry is necessary to excite her in so noble an undertaking, let her reflect on what is said in an American paper:—

A Boston paper of the day says, "the finding of these gold mines is of more importance than any previous event for 300 years. The prosperity of Queen Elizabeth's reign was mainly owing to the stimulus given to commerce by the increase of the precious metals; but the field now to be acted upon is at least fifty times greater than during that period. Within five years there will be a Railroad from the Atlantic Ocean, across the great American Continent, through the gold regions, to the Bay of San Francisco, said to be the finest harbour in the world. The people of San Francisco will then communicate by telegraph in a few minutes, and the mails will be taken to Canton on the one side in fourteen days, and to London on the other in nine days; so that intelligence may be conveyed from the one end to the other in the short period of twenty-three days. This will be witnessed under five years."

It is evident, then, that the people of the United States are quite aware of all the advantages to be gained by a quick communication across the Continent of America. Let us consider now, for a moment, what the consequences of a Railway would be as regards your own valuable and fertile colonies.

The reader has no doubt already pictured to himself the town of Halifax alive with all the bustle and excitement of a great commercial community, and her noble harbours full of every description of vessels, from the magnificent English steamer to the small colonial coasting craft. And when we reflect that at Halifax would rest the terminus, whence could be embarked for England at all seasons of the year, our highly valuable colonial produce, including the rich exports from the Southern Pacific Ocean (not sent round Cape Horn or the Cape of Good Hope); and when we reflect that this long neglected sea-

port town could equally receive at all seasons of the year the various exports from England, for her numerous Colonies; and when we consider that there is abundance of coal at hand, with wood and stone for building, who can hesitate for a moment to acknowledge that Halifax would soon become one of the most important ports, and one of the most noble cities of the world; add to this, that the connection and attachment of Nova Scotia to England would be cemented for ever. "This is the best situation in all America, if the British did but know it. It will have the greatest trade, the greatest population, the most manufactures, the most wealth, of any state this side of the water. The resources, natural advantages, and political position of this place, beats all." Then again, look to the city of Quebec; no sooner would the river navigation open, than thousands of vessels from England would be seen dropping their anchors at the foot of her proud citadel, carrying out vast cargoes of English exports; and the railway carriages ready to convey all these articles of commerce to every town and district in the North American Colonies; away also to the far west, whence they would be forwarded to our colonial possessions in the Southern Pacific, and to numerous other places; then again, behold these ships reloading quickly with the timber and other exportable articles from our then firmly-linked-together valuable Colonies, sailing away for England, and repeating their visit two or three times in the season; the difficult navigation of the Hudson's Bay avoided; the territory of the Hudson's Bay Company daily increasing in value, from the ease with which its inhabitants could procure articles of commerce, before almost forbidden to them; and Quebec, being their nearest port for embarkation for England, would necessarily become even a much more important city than she is at present. The land in her

neighbourhood would become highly valuable, and, as a matter of necessity, the fine country to the north, with even better soil and better climate, would soon be opened and peopled. Then again, look to New Brunswick, connected as it would of course be both with Halifax and Quebec, thus having a free and direct communication with those cities, and enabled to export or import at any season of the year, (should she wish to avoid the navigation of the Bay of Fundy); then think what strength she would bring to the union of the Colonies by such a link of connection, and how many more opportunities her inhabitants would have of encouraging and fostering that strong attachment to their English brethren we all so well know to exist amongst the people of New Brunswick.

But I might point out town after town, and district after district, whose wealth and prosperity would go on rapidly increasing. Montreal has already made some steady advances to a great capital, and the time cannot be far distant when she will rival even the most flourishing on the North American Continent. To her this proposed Railway would be highly important. She has shown that she already understands the value of such things; for not only has she a small one of her own to La-Chine, about seven miles up the river, but she has also, I understand, finished about thirty miles towards the Atlantic in the direction of Portland. The interest of these Companies would not of course be lost sight of, but their profits taken into the general calculation. The great Trunk Line of Railway would naturally, I conclude, go through a country some little distance to the north of Montreal; but one of the most important termini must of necessity be at that city where the business of the Government is carried on, and where of course a general Railway Communication with every town and district would be established. Toronto would naturally be considered in the manner

in which so loyal and devoted a city ought to be, and where was held, even to a very late period, the parliament of a great country, surrendered only to her sister Montreal on public considerations and for the general good; and the Main Line of Railway should be brought as near Toronto as the communication between the Atlantic and Pacific (its great object and principal view) would permit.

“ It is painful to think of the blunders that have been committed from time to time in the management of our Colonies, and of the gross ignorance or utter disregard of their interests that has been displayed in treaties with foreign powers. Fortunately for the Mother Country, the Colonists are warmly attached to her and her institutions, and deplore a separation too much to agitate questions, however important, that may have a tendency to weaken their affections by arousing their passions.” Should the Government of Great Britain, upon whose consideration will be forced the present situation of her Colonies, consider it right to give their support to this proposed Atlantic and Pacific Railway, for the reasons herein explained, or from any other cause,—the great benefit that Nova Scotia, New Brunswick and the Canadas will derive from having open to them a free and easy access to the Atlantic and the Pacific, will, I trust, occasion such an activity of mind, and such an employment of matter, that, in the general good arising therefrom, all thoughts of former ill treatment or unkindness from the Mother Country will soon be forgotten.

The great question, however, is, and will be on all sides, Where is the money to come from? and that question I am weak enough to fancy is easily answered. Let us consider this subject a little. Let us remember, first, that England expended 630 millions during nineteen years in war, and, notwithstanding which expenditure, the country

got richer and richer every day ; and if the country is not poorer now than it was in the years when it was able to raise the sum of 150 millions in a single year—the greater part of which it could afford to expend in one year in war, and grow richer all the time—surely such a country can afford to expend some few millions for the benefit of those colonies on account of whom she was lately ready to go to war, and on whose account she did actually expend about two millions, caused merely by the rebellion and disturbance of a few discontented spirits. But the money that England would be called upon to advance in the proposed undertaking would secure to her not only the attachment of her children in the North American provinces, by making it as well their worldly interest, as it is their natural feeling and wish, to remain Englishmen ; but that money, and the interest of that money, could be secured to her by proper arrangements being entered into with the Hudson's Bay Company, and with the North American Provinces, and be ultimately reimbursed to her by the formation of the proposed Company.

Up to the present moment England has, I believe, expended the sum of £148,000,000 on her Railways, and nearly 5000 miles are finished ; and on an average these Railways are said to give a return of about four per cent., and “ with the increase of the national wealth and population, and with the increase of habits of social inter-communication and the transit of goods, the traffic on Railways would increase, and the profits and dividends would not be less but greater ; and in the case of some of them, no man would pretend to say how great might be the increase of dividends from the improved and economical modes of working Railways, which, there is every reason to believe, will day by day be freshly discovered.” And who will say that £200,000,000 expended (even should such a sum as that be required)

in making a Railway Road from the Atlantic to the Pacific through our own territories, and therefore completely under our own controul, would not increase by a tenfold degree the value of that property already expended in England? When the Railways now in contemplation at home are finished, their total length will, I believe, be about 10,000 miles, and the expenditure between 200 and 240 millions. The length of the Railway proposed to go through our colonies may be spoken of roughly as at about 4000 miles; but when we take into consideration the relative value of land in England and our colonies, and a thousand other Railway contingencies in a highly civilized country, creating enormous legal, legislative and other expenses, we naturally come to the conclusion that the outlay per mile must of course be considerably diminished in the colonies. Taking it, however, at the English expenditure of £24,000 a mile on the average, it would only cost £96,000,000;—£5,000,000 has been estimated as sufficient for six hundred miles of Railway from Halifax to Quebec. But calling it £100,000,000, and supposing the work to be five years completing, that would only be at the rate of £20,000,000 a year, the interest of which at five per cent. would be £1,000,000. Surely, then, such a sum as that could be easily raised, even by the Hudson's Bay Company alone, upon the security of their extensive and valuable territory. For so great a difference would soon arise between the value of that territory as it is now—merely the abode of Indians and hunters—and what it would be then; with its clearings, its improvements, its roads, its trade, its manufactures, and its towns, that any amount of debt almost might be incurred. But our loyal colonies would no doubt equally enter into securities to England, and be glad, in fact, to share their chance of the profit; for these colonies, as well as the Hudson's Bay Company,

would be immense gainers. Still it may be argued, that unless it can be shown that England herself would be a gainer, she would not be justified in advancing any money on such an undertaking. Let us, then, consider this point a little. It has been asserted (what some of our public journals confess to be true), "that if the revenue had fallen off, it was because the balance sheet of the merchants and the manufacturers had fallen off likewise." If then we show that, by the undertaking of such a work as is now proposed, the balance sheets of the merchants and manufacturers must increase immensely, we surely make out a case for the good of the country generally, as far as revenue is concerned.

Let us then first consider, that "So interwoven and complicated are the fibres which form the texture of the highly civilized and artificial community in which we live, that an effect produced on any one point is instantly transmitted to the most remote and apparently unconnected parts of the system." And again—"The exportation of labourers and capital from the old to the new countries, from a place where their productive power is less to a place where it is greater, increases by so much the aggregate produce of the labour and capital of the world."

Now, with regard to the first remark, the effect that would be produced by the necessary exportation of all the machinery for the making and working of this Atlantic and Pacific Railway, would of course produce, even in England, a very great increase both to the productive power, and to the consumption of a variety of articles apparently unconnected with the affairs of the Railway; and when, again, we look to the necessary exportation of labourers and of capital to the towns on the Line of the Railway where there is less productive power at work, by increasing that dormant power we shall increase the

aggregate capital of the world, and consequently that of England. Again—" Could we suddenly double the productive power of the country, we should double the supply of the commodities in every market, but we should by the same stroke double the purchasing power—every body would bring a double demand as well as supply —every body would be able to buy twice as much, as he would have twice as much to offer in exchange." Also—" A country which produces for a larger market than its own, can introduce a more extended division of labour—can make a greater use of machinery, and is more likely to make inventions and improvements in the progress of production." Again—" Whatever causes a greater quantity of any thing to be produced in the same place, tends to the general increase of the productive powers of the world." Now it surely will not be denied, that the undertaking of this National Railway would cause in England a greater quantity of machinery to be made and exported to the North American provinces, thus producing for it a larger market than the home, and causing a greater quantity to be made—thus a general increase of the productive powers of the world must be produced; and as "wealth may be defined all useful or agreeable things which possess exchangeable value," it necessarily follows that the immense increase that would be given to the productive powers of England, to those of her North American provinces, and of the Hudson's Bay territory, by an undertaking on such an extensive scale, if it did not completely, would nearly double these powers; and as whoever brings additional commodities to market brings additional power to purchase, it follows that the inhabitants of our North American provinces, and of the Hudson's Bay territory, would be enabled to take nearly twice the quantity of our manufactured goods.

In moving an amendment this year to the Address from

the Throne, it was said: "the exports of the six principal articles of British industry, cotton, wool, linen, silk, hardware and earthenware, exhibit a diminution as compared with 1847, of no less than four millions, and as compared with 1846, of five millions;" such being the case, it becomes highly important to consider the cause of this falling off, with a view to a remedy, and some great measures must be adopted towards our own colonies that will enable them to receive a greater quantity of manufactured goods from the mother country, and this great Railway is suggested as one that would increase the productive power and population of our North American colonies, and a consequent increasing demand for hardware and earthenware, to say nothing even of the other articles of British industry, or of the facility of communicating with our other colonies.

These few remarks will suffice to show that the balance sheets of the merchants, and consequently of the revenue of England, as well as the capital of individuals, must increase immensely during the construction, and at the completion of the proposed undertaking. It has been stated that "Railways are the very grandest organization of labour and capital that the world has ever seen:" that "the capital actually invested in Railways advanced from £65,000,000 sterling in 1843 to £167,000,000 in 1848—no less than £100,000,000 in five years." And why should we not look forward to an equal—aye—and to a much larger investment—on such a magnificent Line of Railway? joining, as it would, all the northern dominions of the old world—crossing, as it would, the northern territories of the new, and making an easy opening to the rich and thriving world that may be considered of the present day. For "the word has been given, an active and enterprising population will be poured in, every element of progress will be cultivated, and the

“ productive countries on the shores of the Pacific, heretofore isolated, will be brought into active and profitable intercourse. It may truly be said that a new world has been opened.

“ Our fathers watched the progress of America, we ourselves have seen that of Australia, but the opening of the Pacific is one of the greatest events in social history since, in the fifteenth century, the East Indies were made known to Europe ; for we have not, as in America or Australia, to await the slow growth of European settlements, but to witness at once the energetic action of countries already in a high state of advancement. The Eastern and the Western shores of the great Ocean will now be brought together as those of the Atlantic are, and will minister to each other's wants. A happy coincidence of circumstances has prepared the way for these results. Everything was ready, the word only was wanted to begin, and it has been given.

“ The outflowings of Chinese emigrants and produce, which have gone towards the East, will now move to the West ; the commercial enterprise of Australia and New Zealand has acquired a new field of exercise and encouragement ; the markets which Chili and Peru have found in Europe only, will be opened nearer to their doors ; the North-West shore of America will obtain all the personal and material means of organization ; the Islands of the Pacific will take the place in the career of civilization for which the labours of the missionary have prepared them ; and even Japan will not be able to withhold itself from the community of nations.

“ This is worth more to our merchants and manufacturers, and to the people employed by them, than even the gold mines can be ; for this is the statement of certain results, and the working of the gold mines, however productive they may prove, must be attended with

“ all the incidents of irregularity and uncertainty, and
“ great commercial disadvantages.”

Surely then there would be no difficulty with Parliament to encourage and facilitate the formation of an Atlantic and Pacific Railway Company, by obtaining its sanction to the loan of such sums as might be required (to be issued under the sanction of a board appointed for that special purpose), particularly when it is recollected that the expense of a great part of her own convicts could be provided for by that advance. The manner in which it is proposed these loans should be made will be seen hereafter.

It will easily be seen, that it would be impossible to complete this Atlantic and Pacific Railway, without at the same time giving great encouragement to the emigration of labour; and this “ is only practicable when its
“ cost is defrayed, *or at least advanced, by others* than the
“ labourers themselves. Who then is to advance it? Na-
“ turally it may be said, the capitalists of the colony, who
“ require the labour, and who intend to profit by it. But
“ to this there is the obstacle, that a capitalist, after going
“ to the expense of carrying out labourers, has no security
“ that he shall be the person to derive any benefit from
“ them.” To those who would object to Government inter-
ference in a case like the present, we can only say, that
“ the question of Government intervention in the
“ work of colonization involves the future and per-
“ manent interests of civilization itself, and far out-
“ stretches the comparatively narrow limits of purely
“ economical considerations; but, even with a view to
“ these considerations alone, the removal of population
“ from the overcrowded to the unoccupied parts of the
“ earth’s surface, is one of those works of eminent
“ social usefulness which most require, and which at the
“ same time will best repay, the intervention of Govern-

ment." " No individual or body of individuals *could* reimburse themselves for these expenses." Government, on the contrary, *could* take from the increasing wealth *caused by the construction of this Railway and consequent great emigration, the fraction which would suffice to repay with interest the money advanced.* These remarks apply equally to the governments of the North American provinces as to those of the Hudson's Bay Company and Great Britain.

Independently of the money question, however, " there is " the strongest obligation on the government of a country " like our own, with a crowded population and unoccupied " continents under its command, to build as it were and " keep open a bridge from the mother country to those continents." Let us reflect that " the economical advantages " of commerce are surpassed in importance by those of its " effects, which are intellectual and moral. It is hardly " possible to overrate the value, for the improvement of " human beings, of things which bring them in contact with " persons dissimilar to themselves, and with modes of " thought and action unlike those with which they are " familiar. Commerce is now what war once was—the " principal source of this contact. Commercial adventurers from more advanced countries have generally " been the first civilizers of barbarians, and commerce is " the purpose of the far greater part of the communication which takes place between civilized nations. It is " commerce which is rapidly rendering war obsolete, by " strengthening and multiplying the personal interest " which is in natural opposition to it." In whatever point of view, therefore, we regard this subject—whether as one of duty, by providing the means of healthy and legitimate employment to our numerous artificers and labourers now in a state of destitution—a domestic calamity likely to be often inflicted upon us, unless new fields, easy of access, are made permanently open to our conti-

nually increasing population—and “ it would be difficult “ to show that it is not as much the duty of rulers to provide, as far as they can, for the removal of a domestic calamity, as it is to guard the people entrusted to their care from foreign outrage”—will they “ slumber till some great emergency, some dreadful economic or other crisis, reveals the capacities of evil which the volcanic depths of our society may now hide under but a deep crust ?”—or whether we view it as a means of assisting any general system in the penal code—or whether we view it as a point of individual or government interest, by turning all that extra-productive power, now idle, in the direction of our own colonies, and thus connecting and attaching them more strongly to the mother country—increasing their wealth, their power and our own—or whether we consider it in a moral and religious point of view, as affording greater and quicker facilities for the spread of education and the Gospel of Christ—or whether we look upon it as an instrument for the increase of commerce, and (as an important consequence) the necessarily directing men’s minds, with the bright beams of hope, from their own individual and immediate distress, as well as from the general excitement and democratic feeling and spirit of contention showing itself amongst many nations (an object greatly to be desired)—or whether we look at it in a political point of view, as keeping open to us at all times, without the necessity of interference with other nations or of war, a great high road to most of our colonial possessions, and particularly to India—viewing it then in any one of these points, who can doubt for a moment the beneficial results that must attend such an undertaking. But when all these considerations are taken together, we must repeat what we said in a former page, that it is a grand and a noble undertaking, and that it must be accomplished by Great Britain and her colonies.

Let us reflect, lastly, that "the world now contains several " extensive regions, provided with various ingredients of " wealth, in a degree of abundance of which former ages " had not even an idea." All the other North American provinces have, even by their own exertions, made rapid advances in wealth, accompanied by moral and intellectual attainments, and can look forward at no very distant period (if even left to their own exertions) to be enabled to take a very prominent position in the affairs of the world. But the Hudson's Bay Company's territory is still nearly in its primitive state, and much indeed is to be expected from its advancement, when it shall have taken its proper station in the general trade and commerce of mankind; the position of Vancouver's Island is such that there is little reason to doubt its wealth and consequence will place it high in the scale of England's offspring.

But " who (I have been asked) in the living generation " would be reimbursed for the outlay? and without that, " who will undertake a national work, however grand or " remunerative to future ages?" To this I answer fearlessly, that thousands of human beings of the present generation would benefit by the outlay; that the employment would be a quite sufficiently lucrative one, and visibly so, to induce the English capitalist to come forward and undertake the formation of a Company; for even at this moment Railways are in contemplation, if not actually commenced, from Halifax to Quebec, from New Brunswick to Halifax, and from Montreal to the Atlantic; and how much more would these Lines be paying Lines when they had also an opening to the Pacific! But no individual nor combination of individuals could have sufficient influence with, or, if they had the influence, could have the necessary power to induce, the Hudson's Bay Company to open its territories, and to enter into all the arrangements and all the agreements that would be necessary to be made with that Com-

pany, with England, and with the North American Colonies, before a work affecting the interests of so many could be commenced.

It is necessary, then, that Government should take the initiative, and it is not uncommon for her so to do in all great national works, such as roads, surveys, expeditions either for the objects of science or commerce; such as those sent to discover the north-west passage, upon which thousands have been spent, and on account of which, at this very moment, England has to deplore, in all probability, the loss of many a noble son, whose relatives have been for so long a time kept in all the agony of suspense. Upon no other description of work would Great Britain be required to advance a single penny; but the very fact of her undertaking what may be considered legitimate expenses of a government, the survey and marking out the whole Line, the entering into treaties with her Colonies and the Hudson's Bay Company for the general security of the money, and for the interest for a certain number of years of the capital of the Company, would give such a confidence to the public mind, that a very short time would bring into full operation, in that direction, sufficient of the power and wealth of England to accomplish the work; and when accomplished, Government would still hold a lien upon it until she was reimbursed every farthing. And, let me ask, are there not a thousand expenditures that have been undertaken by Government for which no reimbursement has ever taken place; and are not individuals every day risking their capital and their accumulation of savings, in speculations in foreign lands, when the result of those past connections have been such as to lead the Minister of Foreign Affairs, even in his place in the House of Commons, to hold out as it were a threat to the whole world, if England's children did not receive their due. Surely it would be more prudent, more politically

wise, and more economical, for Government to encourage the expenditure of our own capital in our own Colonies.

From his office in London, the Minister of Great Britain can now convey his thoughts, his wishes, his commands, in a few moments to every part of England and Scotland, and will soon be enabled to do so to the Atlantic Coast of Ireland. He can send the soldiers, horse and foot, as well as the artillery of Great Britain, flying through the land at almost any rate he wishes. And all heavy stores and goods of the merchants can be easily forwarded at about twopence, and even, I believe, a penny a mile per ton, and at about twenty miles an hour; and a penny a letter now enables every individual in England to communicate, at almost every hour, with his distant friends and relations; the post office itself travelling at a rate and with an ease little to be comprehended by those who have not witnessed it. The result of such immense wealth and such enormous power is more than is required for England, and would necessarily carry with it its own destruction, was not her empire one which encircles the world.

Let the minister then who guides and directs the wealth and power above described, and in whose hands the destinies and happiness of thousands are placed, picture to himself the encouragement that would be given to British industry and British enterprize, if, at ten days distance from her shores, a port was established from which he would be enabled to send across the Continent of America his thoughts, his wishes, and his commands, with the same speed at which they now travel throughout England; and if these thoughts, wishes and commands could reach the Sandwich Islands (which may be called the metropolis of the Pacific) in ten days, and every one of our own Colonies in the Pacific in about fifteen days more after leaving the western shore of North Ame-

rica; and if from the same port (ten days distance from England) could also be despatched the troops of Great Britain, if unfortunately necessary, travelling at the rate before described; if heavy stores and merchants' goods could also be enabled to cross the Continent of America, at the same cost and at the same speed as they now travel in England; if the post office system could also be introduced, and if letters at a penny each might pass between relation and relation, between friend and friend from England to her most distant Colonies—if her children gone forth to colonize could then either return or communicate their every wish to England in less than a month; and reflecting as he ought to do and must do upon the power and wealth of England, let him not say that all here described is not easily within her reach. Let him rather consider the subject with a view to become the Leader of the Country in such a noble work. Let him not look upon it, merely as a great commercial or colonizing enterprise,—but as a grand National Work,—the desideratum, that has been wished for, cared for, and looked for, ever since the New World was discovered;—let him reflect 'hat it is nothing less than an imperial high road between the two oceans—the Atlantic and Pacific—the undertaking and carrying out of which he is called upon to consider. To me, it appears that Providence has reserved this glorious victory over nature, for the honour and prosperity of the British nation. It is true “we cannot command success—but we can do more—we can deserve it.” Let us only put our shoulders to the wheel and the work will soon be accomplished.

With sincere gratitude to private friends and to general readers, I now venture to request particular attention to the concluding observations and summary.

CONCLUSION AND SUMMARY.

IN order to place this project before the public in as comprehensive and yet concise a point of view as its nature will allow, it will not now be necessary to dwell on the fact, that there has been established for some time back, what may be called a Direct Nautical High Road between Liverpool and Halifax; nor would there be any advantage here, to detail the various satisfactory reasons why Halifax has been fixed upon as the Transatlantic Port; neither will there be any occasion for the least discussion as to the proper site for a Terminus on the Atlantic; nor for any doubt as to a regular passage between it and England. The able report of Major Robinson has further relieved the undertaking from all difficulty, as well as solved the question of its cost, as far as Quebec, or rather it should be said as far as point Levi; and he estimates the distance from Halifax at 635 miles, cost of railway £5,000,000.

At this point, then, it is necessary to commence the consideration of practicability and cost in proceeding with the route to the Pacific.

The River St. Lawrence at Quebec is about a mile broad, and it would, therefore, be necessary to have powerful steam boats (constructed on purpose so as to answer in winter as well as summer) for conveying the railway carriages across, in the same manner as is now proposed to be done in Scotland across the mouth of the Tay and elsewhere. The cost of these boats must be added to the estimate of Major Robinson; and it is then only necessary to consider the project of the Atlantic and Pacific Railway from Quebec.

This city is in longitude 71° 15' west, in latitude 46° 50' north; and the mouth of Frazer's River, New Caledonia, is in longitude 123° 7' west, and in latitude 49° 6' north. The distance may therefore be computed at about 2,350 miles.

Fort Garry, at the confluence of the Assiniboia and the Red River, is in west longitude 97° 3', and north latitude 59° 6', and may therefore be called 1,200 miles from Quebec, thus leaving only 1,150 miles from that point to Frazer's River.

Now since the estimate of Major Robinson to construct a railway from Halifax to Quebec, 635 miles, is £5,000,000, £15,000,000 ought to carry it to the heart of the Red River settlement, and £10,000,000 more ought to carry it over the Rocky Mountains to the Pacific. We have then the several distances, average time of transit and cost as follows:—

	Miles.	Hours.	Cost.
From Halifax to Quebec	635	.. 30	.. £5,000,000
„ Quebec to Fort Garry	1,200	.. 60	.. 10,000,000
„ Fort Garry to Frazer's River ..	1,150	.. 58	.. 10,000,000
	<u>2,985</u>	<u>148</u>	<u>£25,000,000</u>

From Frazer's River to the Sandwich Islands the distance is about 2,870 miles; and by maintaining the independence of these islands, taking them as a centre, and making a treaty to have our depôt of coals there, we are brought within reasonable steaming distance of any part of the Pacific Ocean; and from these islands we could always send or receive news in about twenty days,—that is, when once the Electric Telegraph was established from Halifax to Frazer's River; and by means of the Railway, goods or passengers from and to England could be conveyed in about five or six and twenty days!

Now it will not be argued, I trust, that England alone could not afford the expenditure of such a sum for the employment of her people on so important a work, and which would inevitably cause the speedy colonization of what may be called Central North America. But when we consider that Nova Scotia, New Brunswick, Canada, and the Hudson's Bay Company, are all deeply interested in this undertaking, the sum of £25,000,000 appears insignificant, when the results of the accomplishment of the Railway are taken into consideration. And it must always be remembered, that this expenditure would be spread over several years, each day opening up a country nearly every foot of which would be capable of cultivation for the support of man, and that the classified convicts could be employed.

From Quebec the route would pass near Three Rivers, Montreal, and, crossing the Ottawa, run between Kingston and Bystown, about equal distance from each; and the canal already in existence could be converted into a railway, and thus connect these towns with the main line, which, curving as near as possible towards Toronto, would pass between Lake Huron and Nipissing, and then by the north of Lake Superior to Fort William.

From Fort William, a railway could be made to run almost in a direct line to the south pass of the Rocky Mountains, in about latitude 50°, and at a distance of twenty or twenty-five miles from the frontier—near enough to have branch roads to the several points where the Americans have commenced to settle and cultivate the country; and as this line would run along the high land or watershed, about 1,500 feet elevation, that divides the streams flowing towards the north from those flowing towards the south, there is very little probability of any engineering difficulties, and the draining of the railroad and ground

about it would be easy. The distance from Fort William to the Red River, above Fort Garry, is about 350 miles; from the Red River, along a prairie, although comparatively speaking elevated country, to the south pass of the Rocky Mountains, about 850 miles; and for these 1,200 miles, the line of railway might be made nearly direct, and could therefore be traversed at almost any speed. The south pass of the Rocky Mountains may be taken at between 5 and 6,000 feet high; and as in the line of railway from Carlisle to Glasgow—a distance of about 100 miles—the height crossed over is about 1,000 feet, that is, 1,000 feet of elevation is surmounted in 50 miles, and on the Glasgow side with no gradient worse than 1 in 100, and on the Carlisle side with an incline of 1 in 75, there could be no great difficulty in reaching the 6,000 feet, particularly if stationary engines were established. It does not therefore appear probable that any great engineering difficulties are likely to be met with even in these much talked of Rocky Mountains; but it would of course be necessary to survey both the south and north pass, to ascertain from which the most practicable descent to the mouth of Frazer's River could be obtained.

Let us now take one general review of the line of country through which the proposed trunk railway would have to pass, and of the probable arrangements as regards the land that would be made. In Lord Elgin's despatch on the subject of the Quebec and Halifax Line of Railway of the 20th December, 1848, we read "it is proposed that "the work shall be executed by Government; that where "the line passes through a settled country, whatever land "is necessary for the road shall be purchased for the pro- "vinces and handed over to the Imperial Government with- "out charge; that where it traverses the public domain, ten "miles on either side of it shall also be placed at the dis-

“posal of the Imperial Government, with a view on the
 “one hand to the promotion of an extensive scheme of
 “settlement in connection with the work, and on the other
 “to the replacing by land sales a portion of the capital ex-
 “pended ; and, finally, that the capital required for the
 “actual construction of the road shall be raised on the
 “security of a revenue to be derived from an imposition of
 “a duty of 7s. 6d. per load on timber, the produce of British
 “North America, when imported into Great Britain.”
 From the spirit thus shown by the Canadian Government,
 no doubt need be entertained of a further grant of land
 being offered for the continuation of the railway towards the
 centre of our North American provinces. I mean towards
 that country situated beyond Lake Superior, towards the
 Rocky Mountains, where “it should be remembered that
 “there are most fertile and lovely tracts of country, many
 “times larger than England, which never yet, within the
 “knowledge of man, have yielded their fruits to his ser-
 “vices.”

A great part of the country thus described belongs to
 Canada, the rest to the Hudson's Bay Company and to
 England, and no doubt therefore but a large tract of land
 could be obtained both for settlement and for the pur-
 poses of the railway communication.

From all that has been stated, it appears then, that a
 tract of country of about 3,000 miles in length, now in
 the possession of Great Britain, is of such a nature as to
 permit of the construction of a main trunk line of railway
 from ocean to ocean, from the Atlantic to the Pacific, in a
 direct line ; that not one farthing on the whole length
 of line would have to be paid for by Great Britain ; but,
 on the contrary, in many parts, if not in the whole length,
 about ten miles on each side would be given up to her ;
 that there would be no legal disputes, or parliamentary

delays; and that Great Britain could colonize at almost every mile; and further, that there are great facilities of water communication for carrying on the communication during the summer, until the whole line may be open. To commence this undertaking, then, it is only necessary to continue the survey from Quebec, and the expenses of that may be estimated at £40,000, as £10,000 was sufficient for 600 miles; and, if the water communication is made use of from Quebec to Fort William, 13 Millions ought to carry a direct line of railway from that spot over the Rocky Mountains to the mouth of Frazer's River, and about £8,000,000 connect the communication between Fort William and the north branch of the Columbia.

To those who would argue against this great Imperial work on account of the long winter, severe climate—the frost and the snow—we can only say, that as far as communications in general are concerned, it will be granted at once that the frost and the snow, in latitude north of about 40°, are fatal difficulties in many respects; they are fatal to the rivers, fatal to the lakes, and almost fatal as regards the roads; for lakes and rivers are frozen up, and the roads rendered nearly impassable for a long period,—but frost and snow are not fatal to railways. The railway brings with it a power and a means to overcome all difficulties; and unless, therefore, it is to be maintained that the country is not worth the expense and exertion necessary to keep open a free communication throughout its districts at all seasons of the year, railways must be established, and the greater the scale and use of such works, the greater will be the profit. And here we cannot do better than reprint the interesting description given by Major Robinson of how such a communication may be kept constantly open.

“ In determining the form of the road, it is necessary to

bear in view that it will pass through a country everywhere liable to be obstructed by heavy falls of snow. It does not appear, however, from the results of inquiries made in the United States, that anything beyond inconvenience, and some additional expense in the cost of working the line, is to be apprehended from this cause.

“The railway from Boston to Albany, which crosses the range of mountains between the Connecticut and Hudson rivers, attaining upon them an elevation of upwards of 1400 feet above the sea, to which it ascends by a grade of about 80 feet per mile for about 13 miles, traverses a country subjected to the same sort of winter as the British North American Provinces.

“The average depth of snow in the woods is from 3 to 4 feet, which is not much less than it is in the woods of New Brunswick and Canada.

“In 1843, a year remarkable for the great number of snow storms which occurred, there were 63 falls of snow, but the traffic was not interrupted to any very serious extent, not more than two or three trips.

“To keep the roads clear, two descriptions of snow-ploughs are used, one for the double track and another for the single. In the former the *share* of the plough travels immediately over the inner rail, throwing the snow outwards from the track. It is first used on one track, and then runs back upon the other.

“In the single line the ploughshare travels in the centre of the track, throwing the snow off at once upon both sides.

“For the double track the snow-plough weighs from 5 to 6 tons, and cost about £125. For the single track it is somewhat lighter.

“The plough requires generally, when run without a

train, two engines of 20 tons each, or with a train three engines.

“ When the fall of snow does not exceed a few inches, the small plough, always fixed in front of the engine, consisting of an open frame-work projecting about 5 feet in front, and called the “ *cow-scraper*,” is found, when cased over, to be sufficient to clear the line. When the fall is deeper, the plough is used immediately after the snow has ceased to fall.

“ It can be propelled by three 20-ton engines through three feet of newly-fallen snow at the rate of six miles an hour.

“ If the fall does not exceed two feet, it can travel at the rate of 15 miles an hour.

“ The drifts through which it is propelled are sometimes 15 feet deep, and from 200 to 300 feet long, and at others 8 or 10 feet deep, and from a quarter to half a mile in length.

“ The line of railway is marked in divisions of about eight miles, to each of which eight or ten men are allotted, who pass along the line each day with small hand-ploughs, picks, &c., clearing away the snow and ice which the trains collect and harden between the rails and the roadway.

“ It is found that the freezing of the snow or rain upon the rails does not impede the heavy engines, as the weight of the forward wheels is sufficient to break it, and enable the driving wheels to bite.

“ Whenever, from local causes, the snow is found to drift on the line of railway, snow fences are erected, which are found very effectual. They are simple board fences from 10 to 15 feet high, placed from 10 to 20 feet back from the roadway.

“ In wet weather the rails become very slippery; but the difficulty is overcome, and the wheels enabled to bite

upon the steep gradients by the use of sand-boxes, which are fixed in front of the engine and immediately over the rails. These can be opened at pleasure by the engine driver, and the sand is used wherever necessary.

“The means thus successfully adopted to overcome the obstacles arising from ice and snow are employed much in the same way upon all the railways which are exposed to them.

“In the year 1847, the expense incurred under this head (removing ice and snow) upon the western railroad in Massachusetts, was, according to the official return, 2763 dollars, equivalent to £575 sterling.

“Upon many of the other lines expenses under the same head are returned, but very much smaller in amount.

“In places where the rails are not raised above the general level of the country, much greater difficulty is experienced in keeping the lines clear of snow than in parts where there are embankments.

“From the foregoing it does not appear, therefore, that snow need be considered an insurmountable obstacle to the formation of a line of railway from Halifax to Quebec.

“To obviate, as much as possible, the liability to interruption from this cause, it is recommended that in the construction of the line, it be adopted as a principle, that the top of the iron rail be kept as high as the average depth of snow in the country through which the line passes.

“In Nova Scotia this will require probably an embankment of 2 feet high, gradually increasing as it proceeds northward to the St. Lawrence and along the flat open country on its banks to 5 or even 6 feet.”

From these extracts it will be seen that neither frost nor snow are insurmountable difficulties to the enterprising

Americans, and that they consider the communications during winter, even of the northern part of the empire, worth the expense and trouble necessary to keep them open. It has yet to be shown that the British American provinces are not equally valuable.

Let us consider now for a moment how the construction of the proposed railway communication would affect Great Britain and her North American provinces. It has been stated, that "so great is the fertility of Canada, that 50 bushels of wheat are frequently produced on a farm where the stumps of the trees, which probably occupy an eighth of the surface, have not been eradicated; some instances of 80 bushels per acre occur. Near York (*now Toronto*) in Upper Canada, 100 bushels were obtained from a single acre. In some districts wheat has been raised successively on the same ground for twenty years without manure;" and the line of country that would be opened out by the Atlantic and Pacific Railway would for a great part merit the above description, and being about 3,000 miles in length and 20 in breadth would give nearly 60,000 square miles. If, then, this line was surveyed, and all the spots that might be considered eligible situations for townships were marked out and given over to the different counties and large towns of Great Britain and Ireland, a regular system of emigration could be commenced, and a very short time would elapse before settlements would be made in such locations, and rough communications opened; after which the correct levels could be made, contracts entered into, and different companies formed for various small portions of the line—the profits of the whole line bearing proportion to the local expenditure,—wealth and prosperity must attend such proceedings. At present all new settlements are in general made along the banks of rivers, because of the

difficulties of penetrating into the interior of a new country, and of obtaining the necessary supplies even if successful. Major Robinson compares this sort of settlements along the banks of the St. Lawrence as one continued village of 200 miles. The expense and difficulty of keeping up a good road for such distance would be very great, and consequently seldom undertaken. The railroad would answer the purpose of river and road, with this advantage over the former, that its current would run both ways, and would give every facility to the formation of villages at a considerable distance from each other; so that the population migrating to the provinces could assemble round the several stations, thus assisting and protecting each other; and emigrants from different counties and towns of Great Britain and Ireland would at once join their friends or relations, and thus a general system be carried on. In like manner convicts could be sent out from different counties to clear the land for the industrious labourer, and to be located on such part of the line as might be found most desirable and most distant from highly populous districts, and there they would be employed in doing the rough work as pioneers for the railway—particularly in the Rocky Mountains.

And why should not English convicts be sent to work in the Rocky Mountains? We all know that the highest peak of the Great St. Bernard is 11,005 feet above the level of the sea, and is covered with perpetual snow. Between the two main summits runs one of the principal passages from Switzerland to Italy, *which continues open all winter*. On the most elevated point of this passage is a monastery and hospital, founded in the tenth century by Bernard de Monthon. The French army, under Bonaparte, crossed this mountain with its artillery and baggage in the year 1800; and here Bonaparte caused a monument

to be erected to the memory of General Desaix, who fell in the battle of Marengo. If, then, a monastery and hospital have been established since the tenth century, and are still to be found in the old world at such an elevation, and in such a climate, what objection can there be to the establishment of a convict post, under similar circumstances, to open an important road in the new world? We have seen that Sir George Simpson crossed the Rocky Mountains at a height of 8,000 feet, but the south pass is not believed to be much more than 5,000, and lower passes may yet be found. At all events our soldiers are exposed to every diversity of climate and every hardship; and we see no reason why healthy and powerful criminals should be more cared for. It was also suggested in 1836—"The gangs might be moved to other and more distant spots, and employed in similar works of utility, and in this way would relieve emigrants from many of the hardships and difficulties which they are now doomed to encounter at the commencement of their settlement."

In summing up then—What do I wish to bring to the notice of my countrymen? It is that they have now the opportunity of occupying a belt of land in their own latitude—commencing at a distance of only eight days steaming from the west, or Atlantic coast of Ireland, and consisting of about 3,000 miles in length by about 20 miles in breadth, almost every acre of which, when under cultivation, would be capable of supporting man; that this belt of land leads from the Atlantic to the Pacific; that it could be apportioned out in different lots to all the counties and large towns of Great Britain and Ireland; that throughout this whole line there are not likely to occur any great engineering difficulties, certainly none insurmountable, in the construction of a railway, the acknowledged best communication of the day; and that at each end of this belt of

land are most excellent harbours. Why then, let me ask, should we hesitate to make "war upon the wilderness," surely as honourable, and certainly far more profitable, than making war upon our fellow-men. In such a war Great Britain could employ her wealth, her talents, her rich, her poor, and her criminals,—all for the benefit of trade, of commerce and of industry; and a work would be constructed in which, although commenced by a comparatively small expenditure, by merely opening at first such parts of the country as have no facility of water communication, could ultimately fund at least £200,000,000 with a profitable return; for when that work shall have crossed the continent of North America, the inhabitants of a great part of the United States will travel it—already are they working their way up to Canada, and have done so to the Lakes:—they would join the great trunk line of the British Imperial Railway, either at the Montreal, the Kingston, the Toronto, or the Fort William Stations. Let any one who doubts this, only consult the map and read the accounts of the different exploring expeditions that have taken place on the American continent. It has already been shown that it is the best route from St. Petersburg, consequently must be for all the ports of the Baltic and North Sea.

One word more on railways in general, and on the prospects of England, and I have done. Railways "have become necessary to the age; and that country which has them not must fall behind in the onward march of improvement, and in the development of its resources; and the longer it is suffered to do so, the greater and more unfavourable will be the contrast which it will present to the world." As regards England, let it be recollected, that "great as is our civilization and intelligence, compared with the empires of former days, we

“ have no right to think that the goal of prosperity and
“ glory is attained. England has by no means reached
“ the zenith of earthly honour ; science is as yet but in its
“ infancy ; the human mind has scarcely arrived at adoles-
“ cence ; and, for aught we imperfect beings know, this
“ little Island may be destined by Providence to continue
“ as a light unto the heathen, as a nucleus for the final
“ civilization of man.”

ROBERT CARMICHAEL-SMYTH,

*Author of a Letter lately published on this subject
to the Author of “ the Clockmaker.”*

Extract from "Sun," April 7th, 1849.

"NORTH AMERICAN RAILWAY.

"TO THE EDITOR OF THE SUN.

"SIR,—I have much pleasure in forwarding the enclosed Memorandum, and in authorising you to state that it has been both graciously and favourably received by Sir John Henry Pelly.

"I am well aware that the columns of the 'Sun' have not unfrequently been used to convey sentiments in opposition to the Hudson's Bay Company, but the highly favourable notice you have considered it your duty to take of the project brought forward for a British Colonial Railway from the Atlantic to the Pacific Ocean, convinces me that, in a question of such vast importance, no recollection of any past differences will be allowed to bias your judgment of present proceedings, and I have no doubt, therefore, you will give full publicity to the Memorandum I now forward.

"I cannot permit this opportunity to pass without recording my grateful thanks for the warm support this railway project has received at your hands; but I must not dwell on this subject, lest it should seem that it was the vanity of the author you have gratified, and not his labours that had been encouraged.

"I have the honour to remain, Sir,

"Your most obedient servant,

"ROBERT CARMICHAEL-SMYTH.

"Junior United Service Club,

"March 30th, 1849."

"Major R. Carmichael-Smyth presents his respectful compliments to Sir John Henry Pelly, and in submitting to his favourable consideration the accompanying Memorandum, begs at the same time to be permitted to return his sincere thanks for the kindness and attention with which he has been received at the Hudson's Bay House.

"Major R. Carmichael-Smyth is fully impressed with the vast importance of the subjects on which he has had the honour to be allowed to communicate with Sir John Henry Pelly, but he is also equally aware of his own humble position, as regards either commercial or political matters; and he cannot, therefore,

but feel the more grateful to those who, forgetting this circumstance, are willing to consider only, whether the project he has brought forward is a practical one, and whether it may not be the means, under Providence, of adding to the happiness and to the glory of the industrious, intelligent people of this great empire.

*"J. U. S. Club, Charles-street, Haymarket,
"27th March, 1849."*

"MEMORANDUM FOR THE CONSIDERATION OF SIR JOHN HENRY PELLY, BART., IN HIS CAPACITY AS GOVERNOR OF THE HON. HUDSON'S BAY COMPANY.

"It is not proposed in this Memorandum to trespass upon the valuable time of Sir John Henry Pelly by any attempt to enumerate the various important results that, as a matter of course, would follow the accomplishment of the long wished-for junction of the Atlantic and Pacific Oceans; neither is it contemplated to dwell, even for a moment, on the many beneficial consequences that would naturally arise to the British empire, should it be ascertained, after a careful survey of the ground, that a line of connection, or practicable communication even of a secondary nature, could be made throughout our North American colonies and the Hudson's Bay territory.

"It is highly necessary that all these matters should be frequently brought under the notice of the public, and although there are many points upon which more detailed information might be given, yet it would indeed be mere idleness and waste of words to attempt to say anything on such subjects to one who has so long and so ably conducted the affairs, directed the energies, and guided the destiny of a great and powerful company; and who must have been consulted, and have taken part in the discussions and treaties that have been entered into about the Oregon question, and it stands recorded by a celebrated writer on colonial matters, that, 'but for the Hudson's Bay Company, England would have been shut out from the Pacific.'

"This Memorandum, therefore, will, as far as it regards the Governor, assume a knowledge in a general way, and, to a certain extent (that is to say, as far as the wants of the servants and

of the services of the Hudson's Bay Company have up to this moment required) of the degree of practicability of the several routes across the Rocky Mountains. But as the project now brought forward is one arising from the peculiar circumstances of the present day—from the great strides of practical science—from the many improvements afforded by locomotive power for rapid communication and easy travelling, as well as from numerous other causes—it is probable that the country of which we are now treating may not have been examined, much less surveyed, nor even perhaps looked at in a casual way, with a view to a permanent thoroughfare for the commerce of the Colonies to the Pacific; still less, perhaps, has the thought of a railway ever entered into the mind of those who, no doubt accustomed to every hardship, have spent their lives in trading with the Indians, and in hunting through wild districts to procure the furs which serve for the comfort and ornament of those who are fortunate enough to live in the possession of every luxury.

“ It is believed, that not until the very last moment did the Hudson's Bay Company contemplate resigning any portion of the Oregon, north of the Columbia; and that river was therefore considered as the natural outlet for New Caledonia.

“ Having thus touched upon all the preliminary points connected with the proposed undertaking, and brought the project under the immediate notice of the Governor of the Hudson's Bay Company, the great question of the practicability, or otherwise, of a railway communication through the territories over which he presides, stands out prominently to view, the solving of which is of course of the utmost importance to all those who, from any cause whatsoever, wish for a safe, a rapid, and a national communication with the Pacific Ocean, through our North American provinces.

“ Nova Scotia, New Brunswick and the Canadas are at this moment most anxious and zealous in the cause; and it is humbly and respectfully submitted to Sir John Henry Pelly, that the moment has arrived when he can materially assist in the endeavours about to be made for a great national move to the West; and when the pressure of population on subsistence in this country, together with the anxious desire of all to improve the

condition of society by affording to every man wholesome and permanent employment, will enable him to open out the valuable territory of the Hudson's Bay Company.

"The object, then, of this Memorandum is to solicit the good offices of Sir John Henry Pelly, and to request that he will use the influence his high position must naturally give him to bring this matter under the favourable consideration of the Colonial Minister, urging the importance of exploring and surveying parties being sent out, as soon as the season would permit, to the several points upon the proposed line that he may consider necessary; and of fixing upon some spot on the right bank of Frazer's River, or any other point that may appear more desirable, as a proper site for a terminus for the Pacific.

"A scientific and talented young officer, one of the Royal Engineer corps, whose mind has been engaged in considering the manifold important results that would follow a perfect and rapid communication through the North American provinces, has already pointed to the Rocky Mountains; and it is not believed that there would be any great difficulty in reaching some of the passes through them from the Atlantic,—but the country between those mountains and the Pacific is of such a nature, that, although the direct distance is comparatively short, a careful survey could alone decide the point as to the practicability of descent, by railway, for commercial purposes, to the waters of that ocean.

"ROBERT CARMICHAEL-SMYTH,

"Author of the Letter lately published on this subject
to the Author of the 'Clockmaker.'

"*J. U. S. Club, Charles Street, Haymarket,
" March 27, 1849."*

OPINIONS OF THE PRESS.

HISTORIC TIMES.

Concluding paragraphs from the article in the "Historic Times" of the 23d February on the Missing Arctic Expedition.

"This brief sketch of Arctic discovery may serve to remind our readers of its progress to the present time, and prepare them for further discoveries, while it sufficiently illustrates our estimate of the national character, that in about fifteen years the ice-bound coasts of a continent extending 110 deg. of longitude, i. e., as wide as Asia, and twice as wide as Europe, has been traced by land and sea, and its interior traversed in every direction. *It cannot, however, be doubted that the same amount of energy and capital thus employed might have joined the Atlantic and Pacific by a path available for commercial purposes, united the west with the east, poured the wealth of the latter into the coffers of our merchants, and spread religion and civilization to the most remote corners of the globe.*"

SUN.—16th February.

"According to the scheme disclosed in this remarkable pamphlet mails, merchandize and passengers might be perpetually conveyed to and fro between England and her colonial territories in the two hemispheres without having to traverse the roads of continental Europe (which roads might be rendered impassable at any moment by the outbreak of a general war), and without the necessity of having to double either the Cape of Good Hope or Cape Horn, where the seas are as tempestuous as the voyages are circuitous; and the intercourse between Great Britain and her most distant and scattered possessions would not only be by this means less liable to interruption, but it would be infinitely more rapid, and, in every respect, more convenient. The proposed line of railway

would link together the two oceans, the Pacific and the Atlantic; it would stretch in a direct line across our colonies in North America; it would commence at Halifax, in Nova Scotia, and would terminate at Frazer's River, pouring into the Gulf of Georgia; it would communicate by steam vessels with the ports of the United Kingdom in one direction, and in the other would promote a continual interchange of commodities and intelligence with Pekin, with Canton, with Australia, with New Zealand, with the Spice Islands, with Ceylon, with Madras, and with Calcutta.

"The North American Railway from the Gulf of Georgia to the Gulf of St. Lawrence, running from Nova Scotia by St. John's, through New Brunswick, across the St. Lawrence and Ottawa, traversing Upper Canada along the shores of Lake Huron and Lake Superior, through the dominions of the Hudson's Bay Company to the south of Lake Winnipeg, over the chain of the Rocky Mountains to the coast of the Pacific, confronting the island of Vancouver—this enormous line of railway would then be the first substantial employment of that felicitous fact which has been intimated in the expression that the shores of the Pacific constitute 'the end of the West and the beginning of the East.'

"It would form '*the great link required to unite in one powerful chain the whole English race.*' It would penetrate the enormous barrier of the Rocky Mountains. It would, in a particular manner, bind together the interests of England, of the Hudson's Bay Company, and the Canadas. It would present a magnificent field for the employment of gangs of convict labourers—criminals, who, by clearing and enclosing lands, by constructing roads and building bridges, would be withdrawn from the diabolical contaminations of the penal settlements, would unconsciously be instrumental in forwarding the grand labours of civilization.

"It would pass through regions 'rich in mines of silver and copper,' such as the vicinity of Lake Superior. It would draw into use the abundant timber of the Oregon, the plentiful coal of Vancouver's Island, the iron, lead and tin, the granite, slate and sandstone, the oolites, the cattle, wool, hides and tallow, the salted meat, the beef, the pork, the wheat, the barley, the Indian corn, the apples, and the rest of the nutritious vegetation which now flourishes unconsumed in the length and breadth of the North American Continent.

"Such is the noble project of a colonial railway suggested by this patriotic pamphleteer."

ARMY DESPATCH.

Extract from the British and Army Despatch, 16th February, before the pamphlet was published for general circulation.

“ This pamphlet is from the pen of an officer of rank, whose long residence on service in North America has enabled him to offer to the public some valuable suggestions on the subject of the extension of railway communication on that vast continent, in the further extremity of which new ground has lately been broken in the progress of civilization. The pamphlet purports to point out means for the employment of the people and capital of Great Britain in her own colonies, by undertaking a great national work, and thus opening the shortest road to the most extensive regions of wealth ever before at the command of any nation in the world, (not regions of gold, but for commerce and industry,) and opening to Great Britain a new outlet for the superabundant population of her soil, and new markets for her labour. With great minuteness and considerable local knowledge the author traces the means by which the far apart Atlantic and Pacific Oceans shall be made easily communicable, and urges that, on that part of the line where the district labour and capital is sufficient, it shall be undertaken by the residents, and where population is too thin, the remedy can be supplied by English capital and convict labour.

“ The pamphlet is altogether well worthy of perusal by all who are interested in the progress of the great tide which is now so strongly setting ‘ westward.’ ”

 BRIGHTON GAZETTE.—8th March, 1849.

“ One consequence of the recent discoveries in California has been the renewed and zealous discussion of various plans heretofore suggested for opening a direct communication between the Atlantic and Pacific Oceans, instead of the present circuitous and hazardous route by Cape Horn. A general feeling seems to have hitherto prevailed in preference of a water line by the river and lake of San Juan de Nicaragua; and certainly, as compared with the Isthmus of Darien or that of Tehuantepec, there can be little doubt of its superior eligibility. But we think that the views developed in the able pamphlet of Major Carmichael Smyth will go far towards effecting a revolution in public opinion. For the United States the route above-mentioned may be a sufficiently desirable one; but the author of this pamphlet contends—and therein he will have at least every Englishman on his side—that such a communication ought, if possible, to be

made within the limits of our own territory. Should war hereafter break out, we must seriously feel the deprivation of a short route to our eastern colonies; and the bare contemplation of such a contingency must create a strong feeling in favour of Major Smyth's proposal, which is to construct, with the aid of convict labour a railway from Halifax in Nova Scotia to Frazer's River on the shores of the Pacific. This river has its embouchure six miles to the north of the 49th parallel, which defines the United States' boundary. It is a mile wide. The country around is low, with a rich alluvial soil; and Fort Langley is twenty miles from its mouth. From hence, by steam navigation, lines of communication would be opened with China and India, as well as with the Sandwich Islands, Labuan, and Australia, the distance being thus of course immensely shortened, as compared with the present state of things. We need not enlarge on the incalculable advantages of such a route; for the emergency which has arisen in India speaks trumpet-tongued on that score. We could wish, indeed, that our author had developed more fully the practicability of his plan; but we have, like himself, a strong faith in the ability of Englishmen to overcome even apparently insurmountable obstacles.

"In a question like this the advocates of colonization must feel a strong interest; for 'let England, her Northern American colonies, and the Hudson's Bay Company, join heart and hand, and with the great power of steam which it has pleased the Almighty to place at the command of man, there will soon arise a work that will be the wonder and admiration of the age—and such a mercantile and colonizing road will be open to Great Britain, that at no future period (at least within the imagination of man) will she ever again have to complain of too great a population on her soil, and too small a market for her labour.' This letter is addressed to the 'Clockmaker;' and who will not echo the exclamation of that distinguished writer—'Oh, squire, if John Bull only knew the value of these colonies, he would be a great man, I tell you—but he don't.'

"The length of the proposed railway is estimated at about 4,000 miles; and its terminus on the Pacific coast would be opposite Vancouver's Island, which could thus hardly fail to become a central point of inestimable importance, situate as it is in the vicinity of the gold district, and on the high road to India. Such a railway would make Halifax only ten or fifteen days distant from the north-west coast of America, and the Sandwich Islands would not be ten days farther off, while Halifax itself is even now within ten days of Liverpool. Moreover, it is a curious fact that at both termini of the proposed line, (which, by a singular coincidence, would be placed in *Nova Scotia* and *New Caledonia*), nature has bountifully provided a large and apparently inexhaustible supply of coals. As to the advantages of the project, indeed, there cannot be a moment's hesitation. The only question is its practicability.

RAILWAY TIMES.—*March 10th, 1849.*

“There is a work to be done—wealth to be opened up—men’s bodies and souls to be saved—the press teems with suggestions, plain, practical, and operative—yet not a ray of intelligence, of apprehension, not a sign, not an expression indicative of activity, escapes from the chief of the Colonial Office, or his fussy, yet do-nothing, subordinates.

“We shall revert to this topic in our next, and lay before our readers the able, invigorating arguments of Major Robert Carmichael Smyth, in reference to the subject of a British colonial railway communication between the Atlantic and Pacific.”

SUN.—*March 13th, 1849.*

“On the 16th of February we directed public attention to a pamphlet, in the form of a letter, addressed to Judge Halliburton, the immortal ‘Clockmaker,’ by an officer in one of her Majesty’s Highland regiments—a pamphlet in which a magnificent scheme is proposed for the connexion of the Pacific and the Atlantic by a railroad running through our North American possessions, through the Canadas, and through the territories of the Hudson’s Bay Company, beginning at the harbour of Halifax, near Newfoundland, and terminating on Frazer’s River, opposite Vancouver’s Island. Since then it will have been observed by our readers that the author of that remarkable pamphlet, Major Robert Carmichael Smyth, has addressed a letter to ourselves, in which he disclaims any of that dogmatic egotism which is generally supposed to actuate the projectors of such colossal enterprizes. The pamphlet of Major Smyth, previously printed for private circulation, and written without any signature upon the title-page, has, subsequently to the appearance of our remarks on the 16th ultimo, been published in a complete and well-digested form, accompanied by an illustrated map from the hand of Mr. Wyld, the geographer. Now that the plan may be regarded as fairly before the public, we cannot but take this, the earliest opportunity, of reiterating our previous argument, that the noble scheme suggested by Major Carmichael Smyth is one intimately associated with the present condition and the future destinies, with the glory, the greatness, and the prosperity of the British empire.”

THE ECONOMIST.—*March 17th, 1849.*

“ The long double titles to this pamphlet of forty three pages are as instructive as its contents. The writer proposes that a railway shall be constructed from Halifax to Frazer’s River, New Caledonia, on the Pacific, and that the convicts of England shall be employed to make it. The amount of capital supposed to be necessary is £150,000,000. The scheme is magnificent; the execution at present we opine somewhat difficult. In the United States, however, something similar has been proposed by Mr. Benton, but their line will run through a more temperate climate, and have the support of a larger population than the line proposed by the author. There is no reason in this age of marvels, the result of science and art, to despair of the accomplishment of some such undertaking, but the time is hardly yet come for our Government to set about it by the employment of convicts. The difficulty of disposing of them will not justify incurring the expense, and perhaps committing the cruelty, of locating them in squads all the way between Halifax Harbour and Frazer’s River on the shores of the Pacific. Such suggestions are not to be despised, however, because they do not seem immediately feasible; the project will deserve to be kept in view, but it is rather for the colonists to execute than the mother country. Industrial enterprises of all kinds should rather be undertaken by the individuals who are to profit by them than by Governments.

HISTORIC TIMES.—*March 23rd, 1849.*

“ THE WEST AND THE EAST.”

“ The opening a direct communication between the Atlantic and the Pacific is a subject of so great importance to the world, and more especially to this country, that we feel thankful to Major Carmichael-Smyth for directing our attention to the line in which we are more directly interested, inasmuch as there can be no doubt (our own interest apart) it is also the most easily opened and the most generally available.

“ We are content to adopt some mottoes of his selection as a basis of operations, and the more so as they are from authority :—

“ ‘ It must be acknowledged as a principle that the colonies of England are an integral part of the mother country,’ says Mr. D’Israeli.

“ ‘ The possession of remote territories is the only thing which can secure to the population of a country those advantages derived from an easy outlet, or prospect of outlet, to those persons who may be ill-provided at home,’ says my Lord Brougham.

“ And these opinions are capped by the *Times* of the 20th of January last :—‘ We have an immense colonial empire. To its resources and energies we now seem for the first time to awaken. Hitherto we have been content to consider it as a magnificent incumbrance that testified to our greatness, but had nothing to do with our interests or prosperity.’ We trust those days are past, and that England will for the future look on her colonies not as mere fields of territorial aggrandisement—not as great cesspools for convicted iniquity—not as means of rewarding official, or courtly, or even familiar services, nor yet solely as affording opportunities of expanding commerce and amassing wealth by mercantile speculations—they have been each and all of them, it is time they should be so no longer—but rather as the great outlets for the superfluous energies of the nation, whether physical or mental, agricultural or commercial, according to Schlegel’s truly philosophic idea, the safety valves of the political machine; and those which are nearest to us might well claim our earliest attention, did not other causes equally incite us to consider them first. The constant westward progression of the world—the coming struggle among commercial nations for the commerce of the Pacific—the discovery of a new El Dorado in California, unite with our domestic necessities, which press so sternly upon us, to make it not only necessary to inquire the shortest and most direct route to the new fields for enterprise in the west, but how a sufficiently practicable one may be found which shall open up not only that commerce but fresh localities for colonization. This Major Smyth proposes to us. The idea is by no means altogether new, yet it comes in a new shape, and suggested with singular boldness, being nothing less than the connexion of the Atlantic with the Pacific by a railroad commencing at Halifax and ending at Vancouver’s Island. These two names, and the distance between the places, may incline some among our readers to pause—we beg them to go on. Things are only relatively great or small, and, if the means be proportioned, the terms may become convertible.

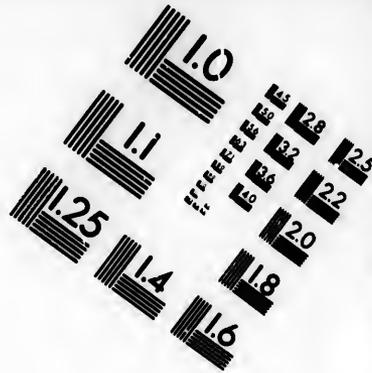
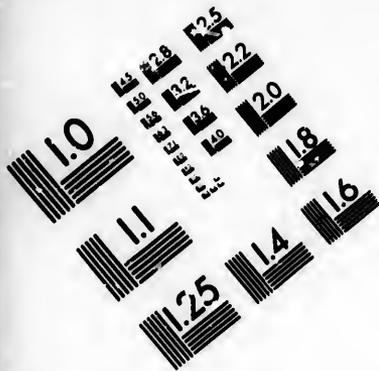
“ The question which arises is, what is the character of the country between these two points, and what facilities for or impediments to such an undertaking does it present? We will give as short an answer as may be, and the shorter, for disposing of a quarter of the distance at once. This contest for the transit of inland produce between the great natural outlet, the St. Lawrence, and the artificial one afforded by the Erie Canal, necessitates the completion of railroads from the great Lakes of Canada to the Atlantic. The route from Halifax by St. John’s, New Brunswick to Quebec and Montreal has been marked out and approved by Government; this must be finished. From thence a short communication would unite Lakes Ontario and Huron, and thence to the head of Lake Superior there is no difficulty in the way of direct water communication; and we reserve

the consideration of this part of the route until we take occasion to notice the condition and prospects of Canada and its suitability as a field for emigration. The great question is how to get from thence; and here again it is rail *versus* water. It is obvious, that through five-and-thirty degrees of longitude the same conditions cannot prevail, and consequently that all must be duly considered. The natural facilities provided by the internal waters of this country must strike every one on a mere glance at the map, provided the waters be navigable to any extent, and Lieutenant Syngé has published a valuable pamphlet calling attention to them. On the other hand, it cannot be doubted that artificial water communication is at best slow, and probably quite as expensive in the long run as that by railroad, and moreover, that the whole of British North America being under process of drainage, as Major Smyth so justly states, it becomes doubtful how long canals, if formed, would continue to fulfil their office.

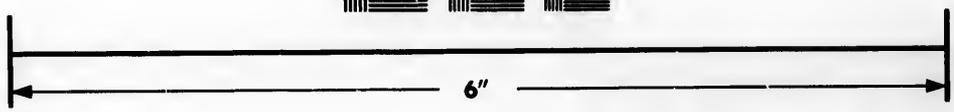
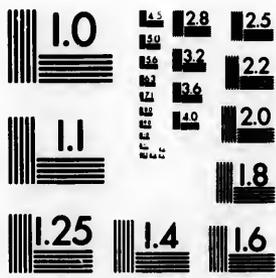
“ In a very able work (which we quote the rather because it contains a summary of all that is known on the subject, and which it is our purpose shortly to review at length) by Mr. J. E. Fitzgerald of the Hudson's Bay Company, with special reference to it and its territories, and their fitness for colonization, we find it stated, first, that the Saskatchewan River is navigable for boats and canoes from Lake Winnipeg to near its sources in the Rocky Mountains; and secondly, that the country which connects Lake Winnipeg with Lake Superior is a magnificent country for colonization. Sir G. Simpson speaks in the strongest language of the beauty of the country and the fertility of the soil, and of the rich and varied produce of the earth in its wild and uncultivated luxuriance, as all travellers have done from Mackenzie to Ballantyne; and, as Mr. Fitzgerald well observes, ‘ had not the North-West Company of Montreal been destroyed (or rather absorbed into the exclusive monopoly of the Hudson's Bay Company), it is probable that many settlements would by this time have sprung up in the channel down which their vast fur traffic was poured into Canada. But the waters are now silent and deserted, and the whole trade is diverted to the desolate shores of Hudson's Bay, to be stowed into the ‘ annual ship ’ for the London market;’ for this cause, no doubt, they repurchased Lord Selkirk's settlements, one of which only is preserved, at Red River, as a monument of the patriotic and philanthropic spirit which animated that nobleman, and led him to desire to extend the British colonies in North America to the utmost known bounds of the west.

“ It would appear then that ready communication can be effected with Lake Superior; that from thence to Lake Winnipeg is a country most desirable for settlement; and that from thence a navigable river stretches 1400 miles. The first step then is obviously to occupy at once this intermediate position, the more desirable from having coal at no great





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distance. Having done so, the next point is Cumberland House, where the falls of the Saskatchewan occur, and then form the communication, first by water, then by rail, bit by bit, to the Rocky Mountains. From the Rocky Mountains Major Smyth proposes the route by Frazer's River; but this country offers few advantages either for water or land transit, and still less for settlement. Mackenzie's route to the Pacific, if we may judge from his description, is more worthy adoption—this would terminate in about latitude 52 deg. north, just above Vancouver's Island, and in the immediate vicinity of the coal found there in such abundance, and of such excellent quality, and sufficiently near to Queen Charlotte's Island, which, if not colonized simultaneously, should be immediately after Vancouver's. So much for the route indicated by the physical character of the country. We will take an early opportunity of describing it more in detail, and offering illustrations of as many of the principal points as are available; at present we must glance at the means.

"It is evident that in such a case individual voluntary emigration is the ultimate object, the immediate must be obtained by some other. Three are proposed—

"1. Convict labour.

"2. Military settlements.

"3. Pauper emigration.

"The first was suggested by Mr. Porter in his 'Progress of the Nation,' and nothing can be more desirable than the employment of those unhappy men on works by which they may make some recompence to society for their outrages upon it. The labour of 22,138 might thus bring us something like a sufficient interest for the £378,000 now expended upon them.

"The introduction of the system of Colonel Tulloch, by which the pensioners are made available for home service, suggests the second. If a body of men, discharged from the army at a sufficiently early age, was located on the spot where the convicts were to work, to guard them until it was finished, and then allowed to remain on lands allotted to them, while the convicts were moved forward under the guardianship of another party, nuclei for colonies would be formed of men, as Colonel Smyth observes, loyal by profession and habit, and fitted by previous training to defend the frontiers should occasion require it. These might form the respective staffs of bodies of local militia raised among the natives, who would then be in process of civilization from intercourse with disciplined troops, and an advanced stage of social existence.

"The third is not the least important. The act of parliament which permits money to be borrowed by boards of guardians for the purposes of emigration, on the security of the poor rates, has been too little considered or acted on. How few parishes would hesitate, did they know that what

it costs to keep a pauper here for two years would settle him, his wife and family, comfortably for life in America. At present, the want of knowledge how to set about it presents the greatest difficulty; but open a national road, and that vanishes immediately. Connected with this subject is the employment of children. The Children's Friend Society was doing a good work in apprenticing children in the colonies when it was stopped by the *Times*, probably with a view to embarrass the supporters of the new poor law. By sending out young people you gain in many ways. The expense is less, both in the length of time before their services are remunerative, and in the cost of transit. You put an effectual stop to the rapid increase of population, and they reach their new country at an age when they become acclimatized most easily, both physically and mentally. And here a wide field opens. Parkhurst and our ragged schools would send forth their thousands, and our gaols, now the hot-beds of vice, need no longer be filled to overflowing, since this sort of transportation would be a boon rather than a punishment, and might be regulated in severity exactly to meet the necessities of the case, and even the improvement or otherwise of the individual. And how many of both sexes, now cast away in this world for ever, would, under judicious management, have become valuable members of our transatlantic territories, and far more a blessing to society than they had before been its curse?

"Major Smyth, in his magnificent scheme for a railroad to connect both seas, from Halifax to the mouth of Frazer's River, estimates the expense at £150,000,000; by availing ourselves of the natural water communication, this might be reduced two-thirds, say £100,000,000, *i. e.* on the immediate outlay. England has expended on her own internal communications about £150,000,000, having about 5000 miles completed. Who shall then say that such a scheme is chimerical? Who shall say I shall not live to see it? But whence the funds? By the three means proposed they are for the most part provided. We thank Major Smyth again for an apt quotation from the *Morning Post* of January 31st:— 'Without raising one shilling from the Exchequer, boldly apply the national credit to relieve the national distress;' and it is not a little singular that this plan is already adopted by the Hudson's Bay Company in these countries for their own particular profit—nothing circulating in them but their own notes. There would be, however, this difference, that their notes now are valueless out of the territory, whereas those of which we speak would have the same value wherever the British name was known, and British honour and credit respected.

"We close the subject for the present by again quoting Mr. Fitzgerald:—

" 'If England will ever see this great truth, and will enforce upon the

Government the task of directing the stream of colonization, which must go on, directed or not, as long as population continues to increase faster than its means of subsistence—and if the Government does ever undertake to guide the energies of those who leave our shores into such channels as shall produce the most beneficial reaction upon the mother country, and the most salutary influence on the stability of the whole empire, it is impossible but that this task of opening up the overland communication between the Canadas and the Pacific Ocean should be one of the first to demand attention.' 'The time has come,' says the 'Clockmaker,' 'when the great American and colonial route of travelling must commence at Halifax'—'and end at the Pacific,' says Colonel Smyth; and we echo his conclusion."

RAILWAY TIMES.—*March 31st, 1849.*

"A more interesting work than Major R. Carmichael-Smyth's pamphlet upon British Colonial Railway Communication we have rarely met with. It has for its object the establishing the conviction in the public mind, that railway communication may and can be established between the Atlantic and Pacific Oceans; and it may be said to proceed farther, and demonstrate the necessity of at once entering upon the undertaking. The wide and statesman-like view which Major Smyth has taken on this subject might be well imitated in the Colonial Office. He conjures up no visionary scheme, full of fallacious promises of returns immediate and immense, but looking the exigencies of our own land fairly in the face, he points to this undertaking as offering the direction in which they may be encountered, and marshals the means of effecting his conquest over the physical and moral difficulties of the question. The gallant author dwells upon the rapid growth of steam-power, and its results in and upon our North-American colonies. He asks (and we think the reader will join with him) whether this progress is to be arrested? He shows that it cannot be; that the force of circumstances alone points to the systematic development of our colonies as the sole remedy for those evils which may be traced to a redundant population incapable of adequate employment. He rests his argument upon the practical ground, that we are at an enormous cost for providing against the burdens entailed by disposing of the criminal part of the community; that we send to penal settlements, at a heavy expense, upon a six months' voyage, convicts whose labour we might convert into a gain in advancing the boundaries of civilization. And he reinforces the convictions of his own mind by authorities collected from many sources. The great sin of our emigration system has been its want of a solid and cautious foundation. We have expended large

sums of money in a way which has produced no adequate benefit to the community. Under it progress has been arrested, hardship aggravated, wealth wasted, and lives sacrificed. We are year by year adding to the demands for military force to uphold order and defend those colonies, which, if rightly planted into new countries, would have been their own supporters and defenders. We have, by a long system of negligence, made our colonies refuges for the destitute, at a cost which would have served to found them in prosperity and dignity. The general bearings of this policy it is beyond our province to investigate; it is enough for our purpose to show that an erroneous, rambling, and vagabond system, if system it may be called, has left our colonial possessions, up to the present time, without any means of entering upon those great works which are the basis of civilization, except upon terms which expose those who embark therein to ruin, and the works themselves to delay or abandonment. Against such results Major Smyth desires to guard for the future. He has placed his plan upon a basis which carries upon its face the prophetic legend of its completion,—it is practicable:—

“ He has pointed out what is to be done:—

“ He has shown how it is to be done:—

“ With these extracts we must close our present notice of this valuable little work. Its appearance is most opportune, as, in the present state of the transportation-question, every sound and practicable suggestion is enhanced in value. To render the deportation of convicts not only not a burden to the state, but a source of profit; to find a field for their labour, in which no injury to the poorer classes of operatives may arise from the substitution of the hands of the guilty for those of the honest and innocent; to apply this labour to the production of great works of incalculable value, in combination with a system of colonization marked with the British characteristics of order and progression,—is the duty reserved for our present rulers. Let them consult the pages of Major Carmichael Smyth for their guidance and encouragement, and let them send that gallant officer to the field of action, ‘with the order in his pocket.’”

THE MARK LANE EXPRESS.—*2nd April, 1849.*

“ The author advocates, with great zeal and earnestness, the formation of a railway communication between the Atlantic and the Pacific Ocean through Canada, and points out the enormous advantages to be derived from such an undertaking, by making it the high road to our colonial possessions in the east. By the route he strikes out Canton would be brought within twenty-three days’ passage of London. We recommend a perusal of this work.”

RAILWAY RECORD.—April 21st, 1849.

“ Major Carmichael Smyth revives and zealously advocates the project of a Colonization Railway from Halifax through Canada, and across the Rocky Mountains to the Oregon. That this will be the ultimate consummation of any British American Railway undertaking is not impossible.

SUN.—7th April, 1849.

“ Canada is no Cerberus. It is not to be conciliated by a mere sop. Its interests and our interests must be identified, if we wish to preserve it for ever to ourselves. How is this to be accomplished? The solution of the problem—difficult though it may appear—is very far from being out of the reach of discovery. Many, we know, regard it as about an equivalent to the squaring of the circle. We look at it otherwise. The difficulty exists, in the first place, in the Canadas, and the means of removing that difficulty is there too. There is never a bane, says the old saw, but the antidote is within a stone's throw. The dockleaf grows in the shadow of the stinging-nettle. In brief—the means of reconciling Canada to England, and of binding the colony to the mother country inextricably, is discoverable in Canada itself—in its riches both mineral and agricultural, in its ports and rivers, its soil and its climate. Canada has *the material* in abundance; England has *the intelligence and vigour* which is alone wanting to work that material. Let England and Canada but once see this, and the result will be to their common advantage. Let England see that she has within herself an amount of strength and ability immeasurably beyond her own requirements—an amount of strength and ability that, as things at present remain, are literally *running to waste*—and she will no longer continue indolent while rebellion is ripening in North America. Let Canada see that she possesses a treasure in grain, and fruit, and metal, and timber, infinitely beyond her own use—a treasure that is in like manner *running to waste* within her boundaries—and she will no longer be disposed to pick a suicidal quarrel with the power alone competent to aid her in working out her development. And as to the method of working out that development, listen to the remarks of one who has studied well the resources and capabilities of the two Canadas: ‘Completeness of communication,’ says Lieutenant Syngé, in his admirable pamphlet on British North America, ‘including facility, rapidity and security, is, indeed, the true secret of the development of a country.’—(T. 8.) Lieutenant Syngé is thoroughly acquainted with the geographical and geological peculiarities of the colony; he has studied the country with the scrutinizing and appreciative eye of an officer in the

Royal Engineers; and he pronounces himself decidedly in favour of the feasibility of opening such lines of traffic as shall render the communication throughout those dominions complete. 'The advance,' he says, 'may be made by canal, by railroad, or by a mixed route.'—(P. 14.) If so, then assuredly the railroad would be preferable, as coming within his former requirements of rapidity, and security, and facility, much better than the canal or the mixed route. Canal barges would hardly keep pace with steam engines, and railroads are not generally liable to be frozen. Every one of the arguments employed by Lieutenant Millington Syngé go far to enforce the scheme to which we have already more than once referred, as having been propounded by Major Carmichael Smyth—the scheme of constructing a gigantic arterial railway running across North America from Frazer's River to Halifax, and thereby connecting together the Pacific and the Atlantic. No doubt the project is bold—so bold as at first sight to appear almost extravagant. But bolder things have been done under more discouraging circumstances, and without a fraction of the recompense in comparison. Many shrug their shoulders, very likely, at the suggestion, and feel disposed to cry out, with Austin Caxton, 'Pshaw!' and 'Papæ!' But the Spanish children pointed after Columbus in the streets of Madrid, calling him the 'mad Italian,' because he dreamed of discovering land further west than the Canaries! Major Carmichael Smyth can afford to exult in the privilege of bearing a kindred derision to that lavished by the Castilians upon the glorious Christopher. Yet the day-dream of a trunk railway between the Pacific and the Atlantic would seem to have awakened the attention of people as little gifted with imagination as fur traders. From the communications published by ourselves in another column it would appear that the Hudson's Bay Company are disposed to afford the scheme their countenance. That fact, we doubt not, will go a great way towards its advancement, if it do not actually bring about its realisation. It will show that the motion can influence more than intellectual speculators—that it has the attraction of £ s. d. as well as the fascination of a poetical vision. The subject, in fact, is one so peculiarly calculated to arrest the attention of every one interested in the prosperity of our North American possessions as to force itself upon public consideration. And, appearing precisely at this moment, it holds out a means for the tranquillization of the turmoil already beginning to revive in the Canadas. It proffers the very boon for which the mother country has been so long aspiring; it reveals the chain that may bind our dependencies in North America to Great Britain for ever, and with those dependencies all the rest of the colonies hanging on to the gorgeous skirts of the empire. Once carried out, the stupendous possessions of England, though distributed over both hemispheres, would be permanently compacted together; our fleets would

more than ever hold dominion over the seas commanding both hemispheres; the hidden resources of the northern continent of America, of New Zealand, and of Australia, would be suddenly called to light; the necessity of an overland route across Europe (liable at any moment to interruption) would be removed, the route across the New World being more direct and rapid; indolent crime would be compelled to toil, in the persons of the convict labourers, for the nourishment and emolument of industrious virtue; the east and the west, barbarism and civilization, the fruitful regions of spice and vegetation, and the cities of workshops and factories would be confronted, face to face, through the intervention of steam power; Canada would be pacified, England would be enriched, and the British empire consolidated.

“Will this prove a gorgeous day-dream or a magnificent reality? We leave Time to decide.”

LETTERS.

“TO THE EDITOR OF THE HISTORIC TIMES.

“Sir—Some few days back a lucky chance brought your highly-interesting paper into my hands—I ought rather to say the sixth number, which opens with the most exciting illustration of the “Last sight of that Arctic Expedition.”

“All your readers must, I feel well assured, have joined in those fervent wishes and prayers expressed in the first paragraph of your leading article on this subject for the success of those bold and hardy men of the whalers, who, stimulated by witnessing the distress and exertions of Lady Franklin, may be induced to prolong their stay in such scenes, and in such a climate, with the hope of at least ascertaining the fate of the expedition, if they are not destined to be rewarded by the rescuing from a dreadful situation the gallant officers and crews of her Majesty’s ships *Erebus* and *Terror*.”

“The last paragraph, however, of your historic article on ‘Arctic Expeditions,’ is the cause of my now venturing to address you, for it particularly attracted my attention; having for some time past entertained the same idea, and having lately sent to press a small pamphlet on that subject; and I have taken the liberty of directing a copy to be left at your office.

“The paragraph to which I allude runs thus—

“This brief sketch of Arctic discovery may serve to remind our readers of its progress to the present time, and prepare them for further discoveries, while it sufficiently illustrates our estimate of the national character, that in about fifteen years the ice-bound coasts of a continent

extending 110 degrees of longitude, *i. e.*, as wide as Asia, and twice as wide as Europe, has been traced by land and sea, and its interior traversed in every direction. *It cannot, however, be doubted that the same amount of energy and capital thus employed might have joined the Atlantic and Pacific by a path available for commercial purposes, united the west with the east, poured the wealth of the latter into the coffers of our merchants, and spread religion and civilization to the most remote corners of the globe.'*

"The subject is one of great importance at the present moment, and nothing could be more interesting to the public than a full, clear, and detailed historical account of all the projects that have ever been brought forward to connect, for all practical purposes, the Atlantic and Pacific Oceans. A small pamphlet, entitled "Canada in 1848," has been published by Lieutenant Millington Henry Syngé, of the Royal Engineers, who, although he does not actually propose an entire communication, strongly points out both its probability and its possibility. The following extracts cannot be otherwise than highly interesting to your readers:—

"As to the means of communication themselves by which these countries are opened, besides the traffic and freight resulting from the cultivation of the west, that of the Hudson's Bay Company may prove not inconsiderable, though probably how advantageous in all respects to themselves, the company may be somewhat unwilling to see the mystery and romance of their territory invaded." * * *

"So long, however, as the empire's heart is overburdened by a surplus multitude, it should be remembered that most fertile and lovely tracts of country, many times larger than England, exist in the body of that empire, which never yet within the knowledge of man have yielded their fruits to his service. A manifold-multiplied value also is given to every part of the connected communication between it and the Atlantic, and thereby also to every part of British America, when once the goal of the Pacific is attained.'

"The object of the pamphlet I have had the pleasure to forward to you was principally to bring to the notice of the public that the British empire has now in its own quiet possession magnificent and valuable territory, through which could be constructed as good, as short, and as practicable a line of communication between the Atlantic and Pacific Oceans—as far, at least, as Europe and the North of America are concerned—as had ever yet been projected. The letter to my friend, the author of 'Sam Slick,' was written hastily and energetically; but, feeling as I did the vast importance of the subject both to England and to her colonies, some allowance will perhaps be made for a first essay. The more, however, I reflect upon the subject, the more do I feel fully satisfied that a British colonial railway communication is not only practi-

cable, but that the construction of such a work would afford the means of establishing a permanent system of colonization, of emigration, and penal laws. Finally, that as regards finance, such an undertaking would, instead of being a drain upon the funds of England, produce a large increase of capital, both at home and in the North American colonies. When we consider the great benefits that would arise upon the completion of the work to every interest concerned in it, and that nearly one-half of the population of the world (the 400,000,000 of inhabitants of China and her dependencies) would then only be distant from England thirty-five or forty days, surely the consideration of such a communication is well worthy the attention of the people of this great empire.

"Our leading daily journal (in which may be found many articles on the communication between the Atlantic and the Pacific) says, on the 13th ultimo, 'It is impossible to look at the map and not perceive that it is of far more consequence to England.' Of the importance, therefore, of this communication all are agreed: why then hesitate to undertake it? The press alone will command attention; and our starving poor require its aid. Let us get rid of all theories of minimum of wages, and of immense poor-rates, and let this great national work be at once inquired into; its construction will give every man 'a fair day's wages for a fair day's work,' and many an industrious man will be thereby enabled ultimately to hold land of his own. England has never been afraid of war—why should she be afraid of acting boldly in time of peace? Our neighbours, active and energetic, are at work; we must not, and cannot remain idle. Beyond the moat of this little island, we have wealth inexhaustible: shall we hesitate to gather it in? But I must apologise for so long an epistle, and with confidence I leave the subject in your hands; and if any of the suggestions brought forward in the pamphlet on the subject of railway communication meet your views, I shall feel highly flattered by any notice they may receive.

"I have the honour to remain,

"Sir,

"Your obedient servant,

"ROBERT CARMICHAEL SMYTH.

*"Junior United Service Club,
8th March, 1849."*

["By reference to our paper of last week, Major Carmichael Smyth will see that we purpose giving the historical account he expresses a wish for, and we have not noticed his pamphlet as yet only because the valuable suggestion contained in it is, in form, the last which has been given to the world, although the idea of connecting the Atlantic with the Pacific by this route was the cause of Mackenzie's journey.—Ed."]

SUN.—*March 8th, 1849.*

COMMUNICATION BETWEEN THE ATLANTIC AND PACIFIC OCEANS.

" To the Editor of the Sun.

" SIR,—In your paper of the 16th ult. you did me the honour to make some remarks, in its leading article, on a few thoughts I had put together in the shape of a letter to my friend the author of "The Clockmaker" (merely for the perusal of friends, and such influential persons as could find time to read and reflect on such a subject) on an Atlantic and Pacific Railway communication. Those thoughts were hastily and enthusiastically written, but time and cool reflection have only tended to strengthen the conviction of their correctness, and to impress my mind the more deeply with their importance. Again, therefore, I venture to call your attention to the subject, although as yet no other London journal has echoed your kind voice; but whether we are right or whether we are wrong, there are many points that must be, and that before long, brought to the serious consideration of the British public.

" In the Times of the 13th ult. we have a long and interesting article on the various projects (suggested during the last half century) for opening a communication between the Atlantic and Pacific Oceans. There are four paragraphs of that article to which I would request particular attention, commencing severally—

" 'To adventurous minds;'

" 'This state of affairs;'

" 'A few days back;'

" 'Important however.'

" In the first paragraph we read—"Each projector has made a point of declaring all to be impracticable except his own." Now, Sir, I am anxious to draw the attention of the editor of the Times to the few thoughts I have written on this subject, and which are now published, and if he can spare me the time, I would request his attention to a small pamphlet I have had the pleasure to forward to him. In that pamphlet I do not think he will find an insinuation even of the impracticability of any project ever brought forward for a communication between the Atlantic and Pacific Oceans. I would also wish to call his attention to a pamphlet published by Lieutenant Millington Henry Synge, of the Royal Engineers, called 'Canada in 1848,' and although that officer does not actually propose a communication, he strongly points out both its possibility and its probability, and I do not observe that he in any way alludes to the practicability or otherwise of any former projected scheme.

In the fourth paragraph of the article of the Times, to which I have alluded, we read—'A railroad from the Mississippi, already talked of

would at once furnish an outlet for all the produce of the States to the eastern seas, but England has no such resource.' Surely, Sir, these few last words have escaped from the press of the Times without permission ; for such a decision against England cannot be considered otherwise than, to say the least of it, rather premature. For my own part, I believe that Great Britain, as an empire, is now in the quiet possession of territory—most valuable and magnificent territory—through which could be constructed (at an immense gain to herself) as good, as short, and as practicable a line of communication as it is possible to make between the Atlantic and Pacific Oceans. And further, I believe with Lieutenant Syнге,

“ ‘ That there is a field open to an almost illimitable capital of labour.

“ ‘ That the systematic development of the resources of British North America will, so far from being a drain on Great Britain, be of immediate advantage to her.

“ ‘ That such development entails the natural enduring and perfect union between Great Britain and that part of her empire.

“ In the fourth paragraph also of the article in the Times, to which I have alluded, we read—‘ It is impossible to look at the map and not to perceive that it is of far more importance to England.’

“ I am most happy to agree in this with the Times, and if the editor will do me the favour to look at the small map attached to the pamphlet on the subject of the ‘ Atlantic and Pacific Railway,’ he will perhaps, as it is somewhat different from the maps commonly in use, be more strongly impressed with the importance of this subject as regards England, or rather we should say the British Empire.

“ In the Times of the 2nd instant, the City article refers to that of the 13th ult., then relates some historic facts connected with the Nicaragua route, informing us that the report (as far as it went) of the special agent sent by General Jackson, was adverse to the Panama route, again alluding to the railroad from the Mississippi to the St. Francisco, and then concludes with an extract from Mr. Stephen’s most interesting work, in which that author eloquently and cleverly tries to excite the jealousy and pride of other nations. ‘ If,’ the extract says, ‘ Europe is indifferent, it would be glory surpassing the conquest of kingdoms to make this greatest enterprise ever attempted by the human force entirely our own.’ Now, Sir, I may perhaps be excused from making an extract from a private letter, since such opinions have had great influence in inducing me to appear before the public, and here I must take the opportunity of saying, as regards myself—

‘ Pardon, gentles all,
The flat, unraised spirit, that hath dar’d,
On this unworthy scaffold, to bring forth
So great an object.’

Thus runs the extract from my private letter:—'The conception is a magnificent one, and carrying it into effect would be a crowning glory to Great Britain.' I must not trust myself to continue, for your space and time are both valuable. I have the honour to remain, Sir, your most obedient, obliged servant,

ROBERT CARMICHAEL-SMYTH.

SUN.—12th April, 1849.

“ROUTE TO THE PACIFIC.”

“*To the Editor of the Sun.*”

“Sir,—After reading the splendid and noble speech of Sir Robert Peel on the rate-in-aid question, it appeared to me that the Right Hon. Baronet had taken up a position of which every lover of his country would feel proud, and around which all parties would eventually rally.

“You have shown, Sir, by your comments on that speech, how clearly you perceive the brilliant light about at length to disperse the gloomy mist that has for too long a time been hanging over the destiny of this powerful empire.

“A mighty change is evidently about to take place in the mode of conducting the affairs of this great nation, and we shall presently act as boldly in peace as we did in war.

“The carrying into effect Sir Robert Peel's gigantic schemes, with his plans for healthy emigration, will naturally entail the construction of immense colonial self-sustaining works, for these alone can afford the means so generally required, of giving immediate employment to the emigrant.

“It was, therefore, with much satisfaction I noticed your observations consequent on the publication of the Memorandum so lately favourably received by the Governor of the Hudson's Bay Company.

“In his hands I feel confident that document will not be allowed to remain idle, but the subject will soon, if it has not been so already, be brought under the notice of the Colonial Minister, and thus our princely merchants may, perhaps, learn from high authority, that England has now in her own quiet possession most valuable territory, through which can be constructed (and, under Providence, in an incredible short space of time) as good, as practicable, and as short a line of communication between the Atlantic and the Pacific oceans as any that has ever yet been proposed, not only for England, her colonies and the north of Europe, but also for many parts of the United States.

“It is well worthy of remark, and ought not to be forgotten, that when

Sir George Simpson left England on his journey round the world, he was accompanied by "a gentleman in the service of the Russian-American Company," on his route from Petersburg to Silka, which his superiors were preferring for him, as shorter by thirty degrees of longitude, the breadth of all the rest of the world, to that of his native empire—evidence, I think, conclusive of the shortness of the route to the Pacific (and, as a matter of course, to the Sandwich Islands, the metropolis of that ocean) for any traveller from the ports of the Baltic.

"If I am wrong as regards my remark about the United States, some one may perhaps be kind enough to point out any route that would be shorter or better for a native of Portland, in New Hampshire, to travel to reach the Pacific, than by Montreal, the Red River settlement, and over the Rocky Mountains to Frazer's River.

"No, Sir, depend upon it, that not only for the British empire, but for many other parties, the route for which we are now using our best endeavours will prove to be the most practicable, the most available, and the shortest. To Great Britain invaluable, as giving immediate and remunerative employment to her people, and affording the required outlet to "our superabundance of capital—our plethora of talent." But your kind indulgence must not make me forget the value of your time and of your columns. I shall therefore conclude with assuring you of the esteem and gratitude of

"Your most obedient servant,

"ROBERT CARMICHAEL-SMYTH.

"Junior United Service Club,
April 9, 1849."

BRIGHTON GAZETTE.—March 15th, 1849.

To the Editor of the Brighton Gazette.

"Sir,—The very flattering notice you were kind enough to give in your paper of yesterday to the contents of the pamphlet I had the pleasure to forward a few days ago for your perusal and consideration, entails upon me the necessity of again intruding upon your valuable time,—in the first place, to have an opportunity of returning, which I do most sincerely, my grateful thanks for the highly favourable remarks you have, as an impartial public journalist, considered it your duty to make on my perhaps rather too enthusiastic endeavours to arouse general attention to what has long appeared to me a question of vital importance to the British empire.

"That the subjects in favour of which I have ventured to appear before my countrymen should have enlisted your powerful aid did not in

the least exceed my expectations; but that you should have at once so fairly and so boldly stated, when alluding to the other proposed routes across the American Continent, and more particularly to the one of the Lake of San Juan de Nicaragua, that 'we think that the views developed in the able pamphlet of Major Carmichael Smyth will go far towards effecting a revolution in public opinion,' is so gratifying to my feelings, and so encouraging to my labours, that if I am now troublesome in urging forward this great national undertaking through the medium of your columns, I trust, with you at least, I shall meet with some excuse, particularly for not quietly allowing the following remark, extracted from the *Morning Chronicle* of the 7th instant, to pass unnoticed:—

“ ‘ The fact is that from various circumstances, such as the vicinity of the United States, the manner in which the public lands of the colony have been disposed of, and the feelings of the present inhabitants with respect to immigration, we have long ceased to regard Canada as a proper field for settlement, at once systematic and extensive.’

“ Now, Sir, we have the highest authority on points of honour to warn us that (I quote from memory) ‘ no man has a right, by speech or in writing, to impute improper motives to another;’ and far be it from me, therefore, to insinuate even that the writer of the article in the *Chronicle* asserts other than what he firmly believes; but when the columns of a public journal, extensively circulated (and, as we are led to believe, powerfully supported), contain opinions so highly detrimental to the welfare and prosperity of a most important part of this great empire, it would indeed be a neglect of duty on the part of those holding different opinions to remain silent.

“ Let the writers of the articles for the *Chronicle* bring forward whatever reasons they will in favour of any system for New Zealand, the Cape of Good Hope, or any of our other colonies, let them use their best endeavours for the happiness of them all, let them point out how in every way they may be benefited; but let them pause before they again lend their aid to those who wish to lead the public to believe that our magnificent and loyal colonies, Nova Scotia, New Brunswick, and Canada, are unfit for the reception of our emigrants, either from vicinity to the United States, from local arrangements regarding land, or from any other cause whatsoever. The author of *The Art of Colonization* says—

“ ‘ But whatever may be the cause I have no doubt that the love of England is the ruling sentiment of English colonies;’ and with him on this point I most cordially agree. By neglect we may certainly oblige our colonies of Nova Scotia, New Brunswick and Canada to look to America as their best friend, and thus drive them from us; but we may depend upon it they will go with a heavy heart, and England may repent with a broken spirit. I can look forward to the continually increasing

greatness of our extensive empire, if we expect ourselves to fulfil its intended destiny; but 'there is a tide in the affairs of' nations as well as in those of 'men,' and its 'ebb' may carry away the landmarks of our glory and of our prosperity, not so easily hereafter to be replaced.

"In the Executive Council Chamber of Canada, on the 20th December, 1848, it was resolved—'that the Committee of Council have no doubt that the Canadian Legislature would be prepared to sanction any measure having for its object the transfer to Her Majesty's Government of the unsettled crown lands, through which the proposed railroad would pass, to the extent of ten miles in depth on each side, and that it would further undertake to obtain, at the expense of the province, all the private property required for the railroad line in Canada, and for the several stations.'

"In the Council Chamber of Fredericton, New Brunswick, on the 6th of January of this year, present His Excellency the Lieutenant Governor, it was decided that—

"The Council, having considered these documents with great attention and satisfaction, fully concur with the opinion expressed by Major Robinson in his very able report, that while the projected railway will be of great advantage to provincial interests, it is at the same time a work of imperative necessity, in a national point of view, for the preservation and integrity of this portion of Her Majesty's dominions.

"Participating in this conviction, the Board anxiously desire to cooperate with the adjoining colonies in a practicable scheme for the completion of so important an undertaking.'

"No question of greater importance to British colonial interests could be presented for the consideration of the Government. Upon it hangs the destiny of these provinces as portions of the empire. In its favourable termination we view the only guarantee of colonial unity and British discrepancy in British North America; and so deeply rooted do we believe to be the attachment of this colony to British institutions, that we are of opinion no opposition will be offered in our legislature to the proposition of the Canadian Government, however its adoption might bear upon what has hitherto been the principal staple of the province.

"These resolutions of the Council have reference to the proposed Halifax Quebec Railway, and also to the increase of duty from 1s. to 7s. 6d. on colonial timber, as a security to the British Government for any advances they may make for the completion of such railway. I will now, Sir, conclude with a few observations from the report of Major Robinson, presented to Parliament by command of Her Majesty, and just printed:—

"For any great plan of emigration or colonization there is not another British colony which presents such a favourable field for the trial

as New Brunswick. To 17,000,000 of productive acres, there are only 208,000 inhabitants. Of these 11,000,000 are still public property. On the surface is an abundant stock of the finest timber, which in the markets of England realizes large sums annually, and afford an unlimited supply of fuel to the settlers. If these should ever be exhausted, there are the coal fields underneath. The rivers, lakes, and sea coasts abound with fish.'

" Then as to the practicability of carrying on the line of railway to the Pacific. It can be clearly shown that a similar description of country, and indeed in many parts far superior for agricultural purposes, runs through the whole length of that parallel of latitude in which would be constructed the great British colonial railway communication that has been proposed in my letter to the Author of the *Clockmaker*; and, as a means of affording permanent work to our starving and unemployed population, as a means of enabling the country to make a permanent system of national colonization, and, at the same time, of assisting the legislature to relieve the country from the expense of what the *Times* so justly observed on the 19th February, ' We cannot afford to spend £50 a year on a convict at home.' As a means, then, I say, of materially assisting in the solution of all these important questions, now agitating public opinion, I do not believe any better plan can be suggested; and I believe also, if judiciously and systematically undertaken, the ultimate consequence of this great national work, instead of being a drain on the finances of England, will increase, to an immense extent, both her revenue and her capital.

" With many apologies for the length of this communication,

" I have the honour to be, Sir,

" Your obedient and much obliged servant,

" ROBERT CARMICHAEL-SMYTH."

" 17, Preston Street, Brighton,

" March 9th, 1849."

London: printed by W. P. Metchim, 20, Parliament Street.

