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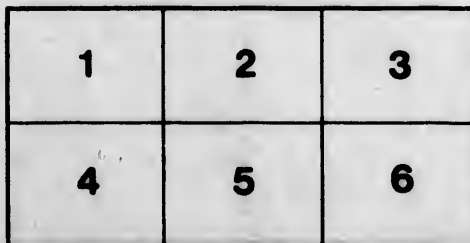
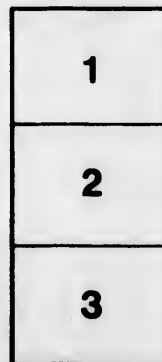
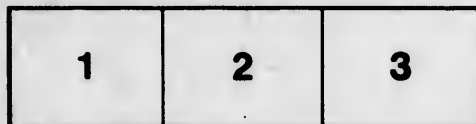
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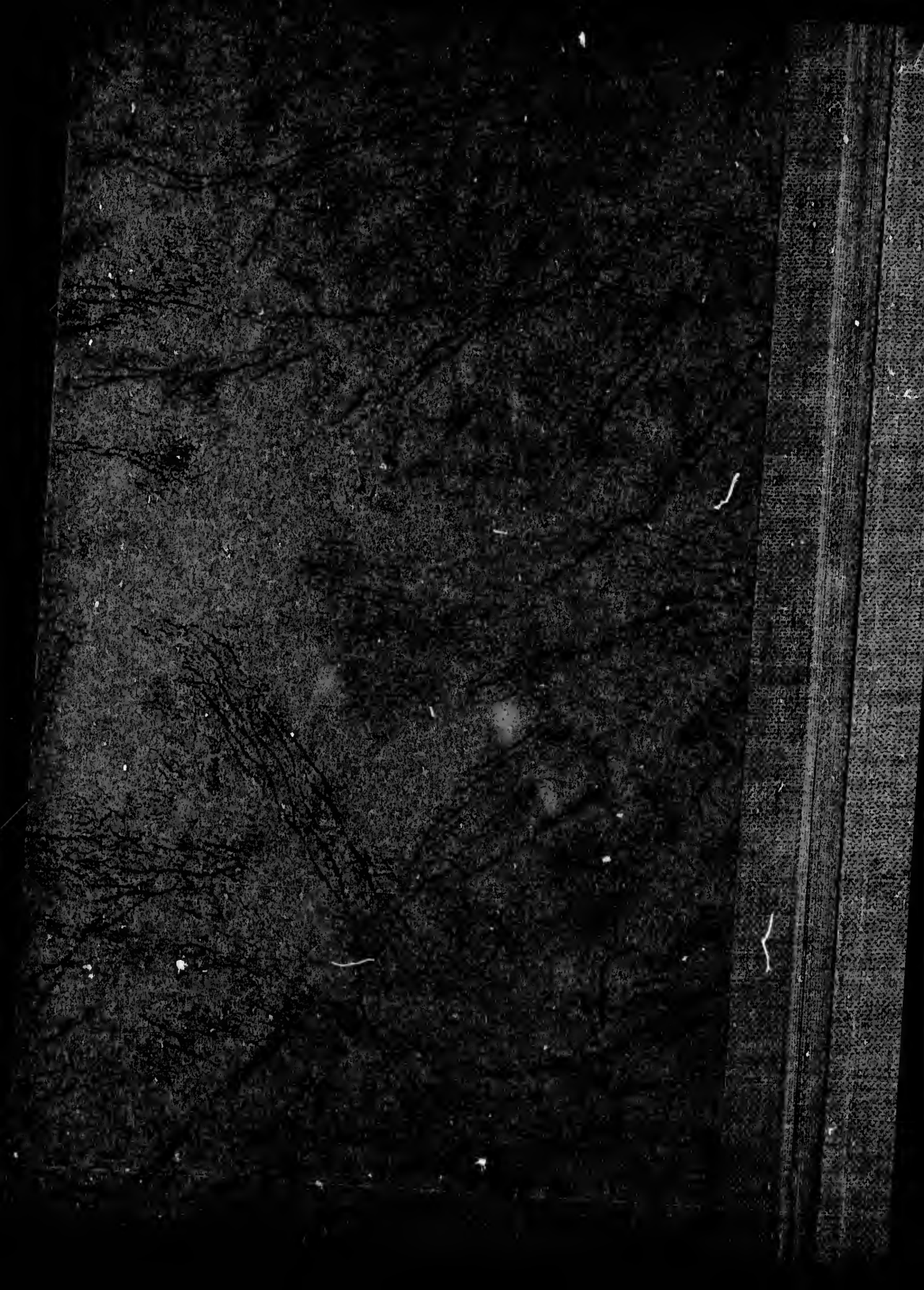
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ANGLO-ASIAN INTERCOURSE  
VIA  
GREAT BRITAIN IN THE WESTERN HEMISPHERE.

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FURTHER EXPOSITION

OF

SIR RICHARD BROUN'S

Great Scheme

FOR DIRECT ANGLO-ASIAN INTERCOURSE

BY ROUTE OF

BRITISH NORTH AMERICA

AND

THE MONARCHICAL SETTLEMENT OF THE VACANT TERRITORY

BETWEEN

THE ATLANTIC AND PACIFIC OCEANS.

“ IS IT NOTHING TO BRITAIN THAT TO HER SWAY HAS BEEN COMMITTED AN  
EMPIRE ON WHICH THE SUN NEVER SETS, AT THAT PRECISE PERIOD AT WHICH  
SCIENTIFIC DISCOVERIES HAVE WON THEIR LATEST TRIUMPHS OVER SPACE AND  
TIME ? ”

LONDON:  
EDWARD STANFORD, 6, CHARING CROSS.

1854.

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# ANGLO-ASIAN INTERCOURSE

AND

## MONARCHICAL SETTLEMENT OF BRITISH NORTH AMERICA.

"Westward the course of Empire takes its way,  
The first four acts already past,  
The fifth shall close the drama with the day,  
Time's noblest offspring is his last."

BISHOP BERKELEY.

IN the JOURNAL OF ELEMENTAL LOCOMOTION, so far back as March 1833, Sir Richard Broun first drew attention to the important subject of opening direct elemental intercourse between Europe and Asia by way of the British North American possessions, and planting monarchical colonies upon the vacant crown lands along the line. After adverting to the magnificent prospects which such an entirely HOME VIADUCT between Great Britain and the Oriental World unfolds to view; to the circumstance that the town of Nootka, on the Sound of that name, is likely in time to become as large as London, as the trade between it and 200 millions of the Asiatic race would be wonderfully great; and to the conclusion, warranted by the mere statistics of the case, that the route of a prodigious commerce across the regions stretching from the serrated shores of Puget Sound to the waters of the great lakes of Canada, would soon inundate them with a vast population, Christian temples, cottages rich in domestic comfort, towns boasting the best gifts of civilisation, and settlements rising rapidly into centres of knowledge and power; he thus observed:—

"That the enterprise—THE JUNCTION OF THE ATLANTIC AND  
"PACIFIC BY ELEMENTAL MEANS—is a mighty one is without  
"doubt; but a mighty result is to accrue, and mighty means can  
"be brought to operate it—The physical energies of the two  
"most promising nations of the New world, together with the  
"wealth and power of their common parent, the greatest of the  
"Old. To such a coalition what is impossible? Over and above the  
"advantages just glanced at, this route meets the only difficulty  
"in Mr. Seward's plan (steam navigation with India by the Cape  
"of Good Hope) viz., that arising from the want of fuel—a  
"difficulty indeed which affects neither its possibility nor its ex-  
"pediency, but one, notwithstanding, which could only be over-  
"come by immense labour and expenditure. Upon this magnifi-  
"cent line of march, which may be made the means of diffusing  
"science and religion, with their attendant blessings, over the  
"most populous empires in the globe—besides creating new  
"ONES in its way—God, as if in provision for such an event,  
"has beneficently laid up, at points nearly equidistant, inex-  
"haustible supplies of the material required. In the islands of



"Great Britain, Cape Breton, and Japan, coal abounds, and possibly it may be discovered in Formosa, and upon the banks of the Columbia: if not, char can be had in both places in the greatest abundance. In another important respect, how will this LINE abridge the discomfort and tedium of a long sea voyage? when, instead of an expanse of water, over which the squeamish eye can find no resting place, a third of the way shall roll past, as in peristropic rotation, many thousand views of the most majestic scenery of the Western Hemisphere. We trust that the day is not distant when operations to be followed by such results will be vigorously begun, and that the interval will be short indeed in this—as well as in other projects moved by us—over which the Posterity who shall reap the advantages contemplated, will have to pour the sympathy of the detraactive reflection—' *O fortunati nimium si tantum norint!*'"

Subsequent to the date of this article, in March 1833, Sir Richard Broun presented a memorial to Earl Grey, then Prime Minister, and wrote two pamphlets, suggesting a government consolidation of the internal Elemental Transit of the country, and making the conveyance of persons, letters, and goods, a joint source of revenue to the State—whereby taxes and poor-rates would be reduced, food cheapened, manual labour increased, and capital distributed. In 1835 he organised THE CENTRAL AGRICULTURAL SOCIETY OF GREAT BRITAIN AND IRELAND, the most comprehensive institution ever established in the United Kingdom for the protection and encouragement of British Agriculture, and the production of cheap bread of home growth. And in the year following, 1836, he commenced those proceedings for the revival of Scottish Baronet rights and Scottish Baronet duties in Nova Scotia and New Brunswick which are now in progress towards a judicial issue.

On the threshold of the first development of the vast project which this SYNOPSIS is written to promote, the labours of Sir Richard Broun in the cause of the systematic colonisation of the vacant crown lands in North America, drew from a noble English Baronet now no more these encouraging observations:—"Yours is a grand, a glorious project. Its influence extends over a vast space both in the old world and in the new. It must affect the destinies of hundreds of thousands of human beings, not only now but for ages yet to come. It is a giant labour, bringing care, anxiety, and toil; but an ardent mind like yours will be cheered on its onward course by the high feeling which the consciousness of a great duty performed, and the bright gleam of hope that ultimate success will crown your indomitable efforts cannot fail to bring." Whilst it will be recollected that an American statesman, long since deceased, predicting the importance that would one day be attached to the junction of the Atlantic and Pacific Oceans, thus wrote:—"On broad grounds this work has been well characterised as the mightiest event in favour of the peaceful intercourse of nations which the physical circumstances of the globe present to the enterprise of man. The whole world is interested in this work. I would not speak of it with sectional, even national feeling; but if Europe is indifferent, it would be glory surpassing the conquest of kingdoms to make this greatest enterprise ever attempted by human force entirely our own."

When Stephens penned these remarks, steam navigation and railway enterprise had not begun. Neither did he contemplate an

overland route by elemental means across the North American Continent the construction of which would not only provide a **WORLD'S HIGHWAY**, but would plant states and colonies at each footstep of its course. This idea the amazing progress of the railway system suggested to Sir Richard Broun in the close of 1844. On the 7th of November in that year a Committee of the Baronets of Scotland and Nova Scotia was empowered by a general meeting to take all the steps needful to make good the chartered rights of the Order to two million and a half acres of the vacant soil in the royal province of New Scotland as anciently bounded; and to advance this end—one which alike concerns the opulence, the prosperity, and peace of the mother country and the colony—he originated the project of forming, by means of a **JOINT STOCK COMPANY**, a main trunk railway which should connect the three provinces of Nova Scotia, New Brunswick, and Canada by a direct line of steam communication commencing at Halifax and proceeding thence to Quebec, with power afterwards progressively to extend the same westward to the Pacific Ocean, form branches, and purchase and improve lands upon the line.

This scheme Sir Richard set out in a prospectus which he submitted in January, 1845, to various gentlemen in the City of London; and he also sent it to Dr. Thomas Rolph, late Emigration Agent for the Government of Canada, with a letter requesting to have his opinion as to the practicability of the undertaking. In reply to this communication, on the 22nd of January, 1845, Dr. Rolph wrote to Sir Richard as follows:—"I return to you, as you desire, "the very able prospectus which you have drawn up; and only "wish there had been as much practicability in pursuing the project "as you have evinced ability in designing it. There are, however, "I consider, insuperable difficulties in the construction of such a "railroad as you speak of, from climate as well as from mountains. "In the intermediate distance between Lake Superior and Nootka "Sound there is an extent of country subject to several months of "severe winter; whilst between the Lake of the Woods and the "Rocky Mountains the surface is very irregular."

Whilst prosecuting farther inquiries upon the subject, Sir Richard Broun observed in the *Times* journal of the 23rd of March, 1845, a paragraph copied from a New York paper, headed "**GIGANTIC ENTERPRISE**," mentioning that Mr. Asa Witney, an enterprising merchant in that city, had just propounded a plan for the construction of a railroad from the western shore of Lake Erie to the navigable part of the Colombia River and the Oregon territory, to become the future medium of the Americo-European trade with China. Three months later, whilst occupied with the same matter, he received a note from Mr. William Bridges (who afterwards acted as secretary to the promoters), dated the 26th of June 1845, saying, it had occurred to him that the present was a very favourable opportunity for forming a nucleus to carry out his (Sir R's.) Nova Scotia objects by means of a railway, and offering to assist in getting the requisite city influence. And ten days afterwards, Sir Richard received a second letter from his friend Dr. Rolph, dated, 6 July, 1845, as follows:—"A few months since you wrote to me as to the practicability and expediency of constructing a railroad, which by passing "through, and connecting our extensive valuable possessions in "British North America, might, at the same time, ensure our maritime and commercial supremacy, by uniting the waters of the "Atlantic and the Pacific Oceans. It then occurred to me that the

" great extent of the line, the nature of the territory, and the character of the climate would oppose obstacles that might be deemed insuperable. Since that time, however, my attention having been more directly drawn to the policy and feasibility of such a scheme, I have read with great attention, much surprise, and no inconsiderable satisfaction, that our acute, formidable, enterprising neighbours, the YANKEES, have actually made such a survey of the line as to render its success no longer problematical. This being the case, and its immeasurable importance to the political pre-eminence and commercial prosperity of this country being so self-evident, I think it is a project that seriously deserves the utmost attention. The union of the two oceans by Lake Nicaragua and the Isthmus of Panama would be a far more formidable, and a great deal less desirable undertaking; whilst the conjoint colonisation of the great, superb, and fertile valley of the Oregon, which could be rendered an auxiliary to this great national work, would be fraught with endless blessings to this over-peopled kingdom. Five hundred waggons are now daily passing through the United States territory to the shores of the Pacific Ocean; and when I reflect that a railroad has been made through the United States already from New York to New Orleans, a far greater distance than the one I now trust to see undertaken, the object I think is one well worthy of British capitalists, British patriots, and British philanthropists."

Since the date of Dr. Rolph's letter nearly ten eventful years have passed—ten years within which time upwards of two millions of our people have crossed the Atlantic Ocean—and the following is a brief summary of occurrences as regards that portion of this great scheme that lies between Halifax and Quebec:—1. After various preliminary steps in May and June 1845, Sir Richard Broun, Captain F. W. Hamilton, Sir Edward Hoare, G. E. L. Perrott, Esq., Mr. Valentine and Mr. Bridges, as a provisional board, presented Memorials to the Prime Minister Sir Robert Peel, and to the Governors of Nova Scotia, New Brunswick, and Canada, setting forth the vast importance of the undertaking in its various aspects, social commercial and political, and asking for it Government countenance and support;—2. A Joint Stock COMPANY was registered by them as Promoters, under the Act 7 & 8 Vict. c. 110, to carry out the design as an Anglo-Canadian or imperial measure;—3. Interviews, by deputation, was had by them with the Colonial Minister, and promises of ministerial aid and encouragement were obtained;—4. Committees of Correspondence and Co-operation were organised at Halifax, St. John, and Quebec, comprising the most influential gentlemen in the three colonies interested;—5. Pledges of every support within the power of the Provincial Executives were received by Sir Richard Broun and his associates, in answer to their Memorials, from their Excellencies Sir William M'B. Colebrooke, Viscount Falkland, and Lord Metcalfe—the latter stating that "the Governor-General in Council had given to the Memorial that degree of consideration which the vast importance of the subject merits: that it was an undertaking well worthy of the countenance of the Canadian Government and of the people of that and the neighbouring British provinces; and that the Memorialists might rely upon that Government for whatever protection and aid it might be consistent to render, and where the railroad might pass through the unconceded lands of the Crown, it would confer the right to the Company of using what was necessary for the purposes of the line;"—6. A Government survey of

the Railway between Halifax and Quebec was made by Major Robinson and Captain Henderson in 1847 and 1848, and their Report—the most valuable compilation on the soil, climate, and resources of N<sup>W</sup> SCOTLAND in its ancient limits ever made—was printed by her Majesty's command, in 1849, for the information of both Houses of Parliament;—7. The respective Colonial Assemblies passed first resolutions and afterwards Facility Acts in favour of the scheme, agreeing to vest in the Company that shall be incorporated for the construction of the work all the vacant Crown lands over which the Railway may pass to the extent of ten miles on either side of the line, together with an annual grant for twenty years of £20,000 from each province—making £60,000 per annum—towards the dividend on the capital invested;—8. The presentation, in different sessions, of Petitions to both Houses of Parliament from Sir Richard Broun praying for Committees on the subject, with a view to carrying out the scheme as an imperial measure; and, finally, the adoption of steps by the Provinces south of the St. Lawrence, to construct the portions of the Railway lying within their own bounds.

Within the ten years of multifarious labour undergone by Sir Richard Broun in raising and carrying forward the standard of this mighty cause, he has received promises of support for it from successive Administrations; the leading Statesmen, whether Liberal or Conservative, in both Houses of Parliament, have viewed it favourably; the chief organs of public opinion of all shades of politics have cordially advocated it; and both at home and in the Colonies men of enlarged views have spoken, written, and published addresses, articles, pamphlets, and volumes on the topic sufficiently numerous if collected and bound up to form an extensive library. Further, *pari passu* with these movements, the rival enterprise started by Mr. Whitney (of which some notices follow, and which was first heard of in this country some months posterior to the promulgation of Sir Richard Broun's project) has received the support of nineteen different States of the American Union; whilst a Bill to incorporate a Company to carry it out was introduced into Congress in June last, and advanced some stages preparatory to its being finally dealt with in December.

Under these circumstances, the time may be considered to have arrived when an united and vigorous effort ought to be made by the Press and the people of this country to urge upon both Houses of Parliament during the course of next session the policy and necessity of passing a measure to incorporate the Promoters of Sir Richard Broun's project, with authority to them as a COMPANY, to exercise colonising powers equivalent to those which were delegated by the Crown to the Scottish Baronetage in 1625, and which were ratified and approved by the Estates of Scotland in Parliament assembled in the years 1630 and 1633.

Before proceeding to develop the heads of a Bill for this purpose, it may be proper to remind the British public, whose attention to matters in the West has been diverted by the war in the East, that about a twelvemonth ago the New York correspondent of the *Times* wrote to say that Mr. Whitney's scheme was then exciting a very general interest through the length and breadth of the United States. "It is," said he, "the theme of universal discussion in conventions, state legislatures, and public bodies of every description. Information on the subject is read with avidity, and

"the Federal Government has taken hold of the matter with earnestness. Since all doubt is now removed about the early construction of this great continental highway, which is destined to effect in a greater or lesser degree the fortunes of every civilized nation, it has grown into favour with all sections and parties. Nobody is opposed to it—everybody says it must and shall be made. It has become the hobby of demagogues, and is working in the brain of statesmen. Everybody wants some share in the glory of the work, everybody is disposed to help it along. The last Congress, under the pressure of public opinion, appropriated 100,000 dollars for the survey of three distinct routes to the Pacific—all lying between the British possessions on the north, and the States of Mexico on the south." The writer then proceeds to state that the prevailing opinion then was that a COMPANY would be formed, with power to raise 100,000,000 dollars (the estimated cost of the road), the various States through which it will pass giving liberal donations of the public domain. The revenues from the traffic on this route would, it is calculated, be very great. "If only the same number of passengers," continues the writer, "went over it as now regularly cross the Isthmus to and from California, at 200 dollars per head, it would give the road an income of from 40,000,000 dollars to 50,000,000 dollars per annum. But the freight business would be incalculable. The commerce of the Pacific Ocean and the Eastern Asiatic world would flow through this new channel. New York would be brought within twenty days of Canton—nearer than England can ever be. It is thought, too, that so vast would be the influence upon the commerce of Europe, it would not only affect the business now done by the Cape of Good Hope, but perhaps in the end change the channels of European and Asiatic commerce. Be this as it may, the Pacific railroad, if it is ever completed, seems likely to affect the business of the entire world."

So much from this authority: but further back on the 27th of March, 1851, an article appeared in the *New York Tribune*, which, after adverting to Mr. Whitney's idea as one of a vaster and more inspiring enterprise than the political and industrial world had ever before attempted, states:—"The route through British America is in some respects even preferable to that through our own territory. By the former the distance from Europe to Asia is some thousand miles shorter than by the latter. Passing close to the northern shore of Lake Superior, traversing the water shed which divides the streams flowing towards the Arctic Sea from those which have their exit southward, and crossing the Rocky Mountains at an elevation some 3000 feet less than at the South Pass, the railway could here be constructed with comparative cheapness, and would open up a region abounding in valuable timber and other natural products, and admirably suited to the growth of grain and grazing. Having its Atlantic sea-port at Halifax, and its Pacific depôt near Vancouver's Island, it would inevitably draw to it the commerce of Europe, Asia, and the United States. Thus British America, from a mere colonial dependency, would assume a controlling rank in the world; to her other nations would be tributary; and in vain would the United States attempt to be her rival, for we could never dispute with her the possession of the Asiatic commerce, or the power which it confers. But the matter reaches beyond the suggestions of national interest, and has a wider scope than the mere sentiment of patriotism. We had

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

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

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

This Bill will ask from Parliament the necessary powers:—

- 1st. To constitute a BRITISH COMPANY in accordance with the views submitted by him to Mr. Gladstone when Colonial Minister in 1846, whereby the State would have a share in the management, the patronage, and the profits of the Company.
2. To raise the capital needed partly by means of shares in the money markets of the United Kingdom and of the British North American Colonies; and partly by means of redeemable LAND NOTES, in the way that Pennsylvania was settled in 1674, where, according to the testimony of Hume the historian, "the land itself, which was the chief commodity, was coined" and passed into circulation."

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

3. To levy, in consideration of separate grants of land along the line of railway, assessments upon the chief towns in the United Kingdom, according to the precedent set by James I. in 1612, when he vested the plantation of the royal province of Ulster in the twelve principal Livery Companies of the City of London; whereby every municipality in the mother country would, instead of workhouses, night asylums, soup kitchens, and all the other debasing expedients for keeping alive and nourishing pauperism, have a vent and patrimony—generation after generation—for the rising youth of both sexes for whom no profitable employment is to be found at home.

4. To exercise all leasing, banking, mining, shipping, fishing, trading, and other powers necessary for settling the vacant lands acquired by the Company, and making their natural resources available.

The amazing progress of events in Great Britain and Ireland during the last ten years—within which limited space of time the following figures, viz. :—

Sessions.	Acts passed.	Capital authorized by Shares and Loans.
1844-5	48	£20,454,697
1845-6	122	59,499,452
1846-7	270	131,713,206
1847-8	193	44,213,139
1848-9	85	14,620,471
1849-0	34	3,155,032
1850-1	34	4,115,632
1851-2	61	9,553,275
1852-3	51	4,333,834
1853-4	106	15,517,602

illustrate the progress of the Railway System at home—render it unnecessary to enter into any lengthened argument in support of what is above thrown out as seeds for public thought on this enterprise, between this time and the next meeting of Parliament. It ought to suffice that Great Britain and her noble and still attached offspring the provinces of Nova Scotia, New Brunswick, and Canada—emphatically our home colonies, and shortly, let us trust, to be the transatlantic half of the British monarchy—have offered to them the alternative either of doing this great work now, or of allowing, by their joint supineness and common want of foresight, a jealous rival to carry out a counter-project which may supersede it altogether, or at least postpone it for an indefinite period.

For the prompt and successful accomplishment, however, of Sir Richard Broun's vast scheme—which combines the creation of a HUMAN POLITY as well as the making of a trunk railway—something in addition to the formation of a Joint Stock Company is required. Why is colonization in the nineteenth century not dignified as it was by the wisdom and patriotism of Kings and Cabinets in the early part of the seventeenth century, and raised to be a national institute? Her Majesty has the other day conferred baronetcies upon two Canadian gentlemen. Why does not the Queen confer baronetcies upon two hundred Canadian gentlemen, with grants of land and privileges, legislative and otherwise, similar to those bestowed by James I. and Charles I. on the Scottish baronets? Again, why is the hereditary Viceroyalty of NEW SCOTLAND not revived in the person of the senior co-heir of Sir William Alex-

ander, Viscount Canada and Earl of Stirling, and its semi-regal throne on the banks of the Meramichi or St. John surrounded with the colonising banners of the Baronets of Scotland and Nova Scotia, their clansmen, and tenantry? Further, why should not Canada be placed under the hereditary vice-regal sceptre of a Prince of the Blood Royal of England, and corresponding vice-royalties be now founded one between the Great Lakes and the Rocky Mountains, the other between the Rocky Mountains and the shores of the Pacific including Vancouver's Island, and separate orders of Baronets, having territorial grants and political privileges, established to promote their settlement on principles which shall be in accordance with those which make Britain the best bulwark of the laws, liberties, and conventionalities of mankind? Can we fit out fleets and armies for the Baltic and the Crimea, and risk the blood and the resources of the empire to compose the strifes of distant foreign powers, and can we forget that history records that James I. by a plantation lever in Ulster accomplished more in nine years to settle Ireland, than all his predecessors had effected by means of the sword in the 440 years which had elapsed since the conquest of it was first attempted? Assuredly it may now be said that the plantation of Ulster was an act of political wisdom of more importance to Ireland, to Great Britain, and to Protestantism, than, perhaps, any other royal act in the history of our country. And with such aids and implements at our command—such trained bands as would issue year after year from hundreds of municipalities in the United Kingdom to swell a CRUSADE OF PEACE to the remotest confines of Britain in the Western World—is there any other sovereign or people on the face of the globe, having so glorious a mission to perform as is the mission of our race—that namely of founding new Realms in the humanities of Christianity, of patriotism, and industry—who would either postpone the doing of such things or leave them unaccomplished?

The overland MAIN TRUNK RAILWAY from Halifax in Nova Scotia, to Fort Langley or some adjacent port in New Caledonia, is about 3000 miles; and assuming that the construction of the line will average £5000 per mile, the whole expense in round figures would be £15,000,000—of which two-thirds may be raised by land notes. The following figures show the overland distance, average time of transit, and estimated cost:—

	Miles.	Hours.	Cost.
From Halifax to Quebec... ..	635	25	£3,175,000
„ Quebec to Fort William ... ..	1050	42	5,250,000
„ Fort William to the Pacific... ..	1300	52	6,500,000
Total ... ..	2985	119	£11,925,000

As however railway communication from the Atlantic to Quebec is now open, and the middle distance from Quebec to Fort William can be accomplished, *ad interim*, by means of steam-boats, the 1300 miles between the Great Lakes and Vancouver's Island is all that needs to be constructed for the time being. This link alone has an Asiatic population of two hundred millions at the one end of it, and at the other three millions of British subjects, and about four millions of Americans on the borders of the Great Lakes.

Now by employing convict labour, and by attracting from the United States those poor hewers of wood and drawers of water who have reluctantly gone thither from the British Islands since Sir



Richard Broun first developed his scheme in 1845, as shown by the following emigration statistics, viz. :—

Years.	To our Colonies.	To the United States.
1845 ... ..	31,803 ... ..	58,538
1846 ... ..	43,439 ... ..	82,239
1847 ... ..	109,680 ... ..	142,154
1848 ... ..	31,065 ... ..	188,233
1849 ... ..	41,367 ... ..	219,450
1850 ... ..	32,961 ... ..	223,078
1851 ... ..	42,605 ... ..	267,357
1852 ... ..	32,873 ... ..	244,261
1853 ... ..	34,522 ... ..	230,885
Total ... ..	400,315	1,656,195

the whole of this great work may be accomplished within the space of five years from the date of turning up the first sod. And simultaneously with it may be founded a CENTRAL CITY in Red River Settlement—where already there is the nucleus of a community of about 10,000 souls—with other towns along the line: whither, in addition to such settlers as the grandeur and magnitude of the enterprise will certainly attract from both Europe and Asia, year after year may be drafted from all the infant schools, the Sabbath schools, and the industrial schools in England, Scotland, Ireland, and Wales, such generous youth as shall prove for colonisation purposes “the salt of the earth,” instead of *rotten seed*, in that virgin soil, which is destined in futurity to be the theatre of events and agencies which will exercise the mightiest control for good or evil over the latter ages of mankind.

Apart from all the moral considerations in the matter—the combined claims of humanity, patriotism, and duty urging the instant adoption of a project which would enable our wilderness possessions between Halifax and Fort Langley to outstrip all the intervening stages of national growth, and spring at once, *per saltum*, into importance, population, and power—let it be remembered that if the emigrants to the United States since Sir Richard Broun first propounded in January 1845 the idea of direct railway communication with Asia across North America, took with them only so small a sum on the average as £10 each, this country has thereby lost upwards of £16,561,950. Whilst putting the same value upon the thews and sinews of each emigrant, as a colonising machine, that the *New York Herald* does, viz., 1,000 dollars, in this way the national wealth has been depreciated to the extent of 1,656,195,000 dollars, or £331,237,000 sterling!

Again, during that time—the last ten years—for Highland destitution, for Famine relief in Ireland, for Poor-rates, for Police expenses, and private almsgiving, we have expended fully £100,000,000. Further, within that period, British agriculture was depreciated in one year, by the unrestricted importation of foreign grain, to the calculated amount of £90,000,000, whilst within six days' sail of our shores in New Brunswick alone—the future granary of the mother country—we have 14,000,000 acres of virgin land lying waste and unpeopled, with the reports of Professor Johnston on our table showing that the soil of that province produces per acre, on the average, 17½ bushels of wheat and 204 bushels of potatoes, whilst the corresponding yield in the state of New York, with all its advanced processes of husbandry, is only 14 bushels of the former and 90 bushels of the latter!

It is already seven years since his late Excellency Sir John Harvey thus spoke relative to Sir Richard Broun's project on opening the Legislative Assembly of Nova Scotia:—"The period at, and the circumstances under, which we meet afford me the opportunity of recommending to your continued attention an undertaking second in its importance to none that has ever engaged the notice of any Colonial Legislature in any portion of the British dominions. I allude to the proposed Railway between Halifax and Quebec, which will constitute a most important link in that great chain of communication which is destined, at no remote period, to connect the Atlantic with the Pacific Ocean, and to conduct to a British sea port, from those into which it is now forced, that vast stream of trade not of our western possessions alone, but of the rich and extensive wheat and grain-growing districts of all Central America."

Seeing then, as the revenue returns show, that since 1845 our trade with Europe, Egypt, &c., has increased only to the extent of £2,192,285 per annum, whilst during the same period the increase to our Colonies and to the United States exceeds £33,000,000 per annum; knowing the insidious policy that lurks under a railway communication between Canada and the Atlantic, of which Portland in the State of Maine, instead of Halifax in Nova Scotia, shall be the sea-board terminus; and considering that the *New York Herald* in July last made the positive announcement that despatches from the Russian Government had arrived, offering to the United States the whole of the Russian territory in North America; with the knowledge also that all the railways and great public works in the United States have been constructed by means of foreign—i. e., Irish—labour; that within three years from the discovery of gold in California, the Americans had on the Pacific coast thirty-seven ocean steamers, and thirteen ordinary steam vessels, showing an aggregate of 34,986 tons; that the mines in Mexico and Australia (which in five years' space caused an augmentation of £85,000,000 in the precious metals) are neither so extensive nor so useful sources of national wealth as are the salmon, cod, herring, seal, whale, and other FISHERIES of the North Pacific Ocean; that the American commercial capital afloat on the four great lakes is even now estimated at £16,000,000; that OCEAN FERRY BOATS can be constructed capable of carrying 2000 passengers from Galway to Halifax in 5½ days, at cabin fares of £10 per head, intermediate ditto, £5; and that all intelligent writers upon the coming fortunes of nations, whether they be tourists, historians, men of science, or men of the world, are of opinion, "IF WE WOULD NOURISH A HOPE OF A BRIGHTER FUTURE, WE MUST FOLLOW THE SUN AND LOOK STILL WESTWARD;" let us conclude by urging that our gracious Sovereign, on opening an early session of Parliament, will consider the time has arrived when (to use the language of a colonial writer), "this great project shall be held to stand no longer a topic for debate, or of narrow or sordid calculation, seeing it involves the controlling question of national allegiance, and is to settle the mighty issue whether the institutions and forms of local government in Nova Scotia, New Brunswick, and Canada are to continue MONARCHICAL, or are to descend and become republican. Can then the outlay affect either the sober judgment of her Majesty's Ministers on the one hand, or of our legislators and people on the other? It is to secure to the former sovereignty in the

“west; fighting ground to curb and control an ambitious and haughty rival; a growing nation of children as customers; a home for surplus population; a new sanctuary for the free institutions of the old world; a fresh field for practical arts; another and a living reflex of the laws, literature, science, and discoveries with which our ancestors have illustrated the past brilliant history, and adorned the present condition of Europe; and on the other, the protection and security of the British flag, sympathy with British interests, the glorious inheritance of British freedom—the life and impetus of her inimitable constitution; a preference in the British markets; and a friendly brotherhood and relationship in all she is yet to achieve.” Further, let us trust that Queen Victoria in her next speech from the Throne will not fail to re-echo the noble eulogium of her representative already cited in the ears of both branches of the imperial Legislature; on the ground that, taking the period at and the circumstances under which we now live into account, this joint RAILWAY AND COLONISATION PROJECT is second in its importance to none that has ever occupied the attention of the Imperial Legislature, or claimed the support of a great, free, wealthy, intelligent Christian nation. *And why so?* Because, as a frontier means of defence against republican tendencies and aggression in the western hemisphere, the right construction of this main trunk railway from the Atlantic to the Pacific will prove a more enduring and impregnable rampart than was in days of old against hostile inroads the great Chinese wall. Because, as a commercial-nexus, it will bind up indissolubly in ONE mighty Monarchical State the scattered component parts of maritime BRITAIN on both sides of the Atlantic. Because, as a colonisation-lever, it may be so wielded on the broadest platform of the new world as to raise to comfort and independence the million masses of the poor and idle whose condition alike weighs down and dishonours the old. Because, as a pauper-farming and convict-employing expedient, it may be so prosecuted as not only to write up “*Delenda est Inopia et Inertia*” upon the door-posts of every workhouse, jail, and penitentiary in the land, but to extirpate causes which are militant against order, against industry, against morality, such as silently but certainly are effecting *that* within the bounds of the British Islands which Europe armed and at our gates would fail to accomplish. And finally, because by giving free scope to the expansive energies of a RACE yet destined by Providence so to obey the Divine commandment “Be fruitful and multiply—replenish the earth and subdue it,” as to make obedience to the injunction a blessing instead of a curse, it will prove the handmaiden to, and harbinger of, that coming reign of goodwill and peace which is to exalt the closing eras of mankind in that transition stage between time and eternity which it is less our doom than our destiny to overpass.

LONDON,  
28th December, 1854.

# PUBLICATIONS

ON

THE SUBJECT OF SIR RICHARD BROWN'S PROJECT.

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I.

## **Halifax and Quebec Railway,**

WITH COPIES OF MEMORIALS, CORRESPONDENCE, REPORTS,  
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II.

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London: T. SAUNDERS, Charing Cross. 1850.

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III.

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LETTER TO THE EARL OF DERBY, PRIME MINISTER.

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IV.

## **Three Addresses on Colonization in Nova Scotia and New Brunswick.**

Glasgow. 1853.

