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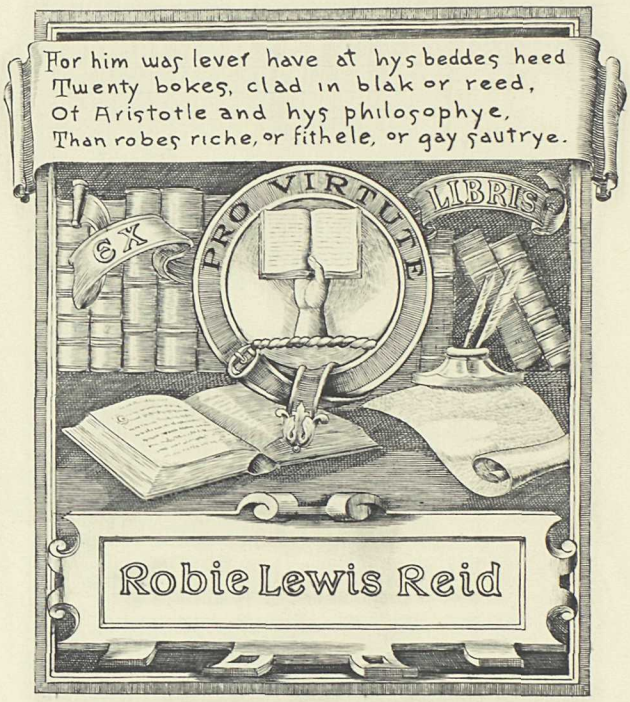

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CANADA IN 1848.

BEING AN

EXAMINATION

OF THE

EXISTING RESOURCES

OF

BRITISH NORTH AMERICA.

WITH CONSIDERATIONS FOR THEIR FURTHER AND MORE PERFECT DEVELOPMENT, AS A PRACTICAL REMEDY, BY MEANS OF

COLONISATION,

FOR THE

PREVAILING DISTRESS IN THE UNITED EMPIRE,

AND FOR THE

DEFENCE OF THE COLONY.

BY MILLINGTON HENRY SYNGE,

LIEUTENANT, ROYAL ENGINEERS.

LONDON:

PUBLISHED BY EFFINGHAM WILSON,

ROYAL EXCHANGE.

PRICE ONE SHILLING.

"In the fourteenth year of George III. the boundaries of the province of Quebec, as it was then called, were defined by an act of the Imperial Government. By that act it included a great extent of what is now New England, and the whole of the country between the state of Pennsylvania, the river Ohio, and the Mississippi north to the Hudson's Bay territory."
—"Hochelaga."

Which was thus reviewed in "Blackwood's Magazine":—

"If England is, as she is said to be, generally tenacious, she has strangely relaxed in North America. Governments have patched up disputes, and made concessions through fear of complicating their difficulties, and of incurring blame for plunging the country into war, and the critical moment passed. she has borne no malice, and let bygones be bygones. . . Meanwhile, and in case of accidents, it is proper and prudent to keep our bayonets bright, and to put bolts and bars upon the gates of Canada."

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CANADA IN 1848,

&c. &c. &c.

In the beginning of the year 1846 the attention of England was roused to so great a degree by the tone of President Polk's message to the United States' Congress, as to lead to a display of determination, on the part of the Premier of the then existing administration, which was warmly and gladly received by our very pacific country. It is not our object to enter into a recapitulation of the circumstances of the treaty that surrendered our claims, and so restored the peaceful understanding between this country and the United States; nor of those of the equally to-be-regretted Ashburton treaty; although regrets, unavailing enough, will arise in whomsoever studies the fantastic outline of our North American frontier, and reflects on its injurious consequences.

But one thing connected with both these treaties induces us to call earnest attention to this subject; namely, that in both cases the country at large was too ignorant of the merits of the questions to be deeply interested; and—if this ignorance was not shared by the Government and its accredited *employés*—the subjects of intense and general interest immediately around us were so numerous and great, as to eclipse the vital importance of questions at issue in a remoter scene.

In Sir F. B. Head's book, "The Emigrant," is a record of the conduct of the Government, on the occasion of the state of Canada coming before the Imperial Parliament, at the time of the Earl of Durham's report. Whatever opinion may be entertained of the subject then under discussion, the most superficial reader can scarcely fail to remark that the interest of questions nearer home excluded, or, at least, greatly overshadowed that felt for

others more remote and less known. Nor can it ever be otherwise.

To prevent, therefore, a repetition of similar occurrences, a general interest in the immense empire inhabited by our countrymen is essential; which interest is only to be awakened by an intimate acquaintance with its characteristics.

The opinion, some years ago growing more and more popular, that colonies are rather hindrances to the prosperity of Great Britain than glorious helpers thereunto, has in it, like most opinions commonly entertained, a mixture of truth and of error. So long as we continue to pour from our shores swarms of helpless paupers, whom we ship merely to be rid of, so long will such colonists remain an inelastic burden on the mother country. So long as we allowed the education, moral and physical, of all our population, to be neglected, so long could we not expect material prosperity or genuine affection from that portion, driven ignorant and helpless to fight their undirected way into comparative ease, or to perish uncared for in the attempt. Such, however, have been the substitutes for the yeomen and labourers of England whom we have sent to our colonies.

In educating our home population we have made a great stride, which, supplied as our colonies are from home, will shortly tell, if well continued, throughout the world; and the monstrous evils of "spontaneous emigration" have risen to such a pitch as to have attracted universal attention. Let us hope, then, for a wiser intelligence on colonisation in sequence to our educational prospects.

The general principle of our remarks will be found to apply to most of our large colonial possessions; but our present object is especially the fuller development of the resources of British North America.*

It is an idea very commonly entertained, that the British provinces will, as soon as they cease to find it contrary to their advantage, follow the example of those revolted colonies, now the United States; and that it is

* More especially the very great opportunities afforded by the cessation of convict-labour in our Australian colonies should not be overlooked. The great present pressure in these colonies, in consequence of the want of such labour, should be removed in connection with the relief and profitable employment of portions of our surplus home population.

inexpedient to retain a country so long as it continues a drain on the fatherland, to not only lose it, but to have nurtured it into a rival, when it shall have attained maturity.

Let us bid those who may think that in Canada the state of feeling is already rootedly alienated from Great Britain remember that from thence its inhabitants, or their fathers, from whose loins they are sprung, mostly took their departure in early life; and that thousands of men, no more than a single one, voluntarily abandon the love of the land of their early home, of their ancestry, and the resting-places of their friends. Let it also be remembered by those who would argue the defection of Canada, or other British provinces, from the history of the past, what were the circumstances attending the last revolt (and only one) of British Colonies. Let them call to mind the injustice and the ignorance against which those colonies revolted, and the unyielding obstinacy of that spirit of unteachableness, which is answerable for the past, and against which, they, who desire imperial unity, have still to struggle in all quarters of the globe. Let the regret with which those colonies revolted be also borne in mind! Generations have succeeded, yet in the hearts of many of the best and noblest, that lingering regret remains; not that the revolt took place, not that it was successful, but that it was rendered necessary.

And yet the wondrous progress of that republic is owing to the continuous influx of human sinew from that land, from whose ancestry and traditions, from whose fame and glory, it has forcibly severed itself! That sinew continues to pour in: famine and pestilence have stricken it, and it must now recruit itself in British America; it must, moreover, there learn to adapt itself to the new field of labour to which it is called; it must come healthy, clad, and helpful: and still that sinew comes pouring in.

And so British America is one vast lazar-house—one school of labour to its contiguous rival.

And why is this?

"Spontaneous emigration" casts upon the British part (which surely has the first claim on us—it is the claim of us on ourselves)—multitudes stricken by pestilence and famine. Heart-rending suffering is relieved with all that generosity can bestow: but no scheme of

labour is formed for the recovered, or the healthy; no sure hope burns a beacon, giving courage in adversity; no immediate means of honourable employment are at hand to enable the emigrant to look about him; no means of earning subsistence are pointed out to silence indolent beggary, and to prevent the loss of shame in those, whose first asking had been with an aching heart.

Some employment, some half measures, some unconnected, desultory doings are certainly going on; these cease and vary, and the recruited sinew, and the saved capital, crosses the frontier. A necessary evil consequence of this uncertain demand for labour, is the high price it can at times command, especially in such kinds of employment as cannot be prosecuted during the severe winter of the country. This high, but variable, price thus cripples development, and re-acts against itself.

Can this call on British America to give shelter to the indigent and to the sick, and lose the fair return of seeing, through our care, a contented and flourishing population grow therefrom upon its soil, be expected to make the country partial to the connection to which it is indebted for this evil? Is the alms grudgingly bestowed and received with pain, or the necessary machinery of State relief likely to nurse a thankful people?

But these things can and must be changed: and it can be proved to these provinces that England, and England only, can fully develope their resources—that, in fact, they co-exist only with the union with England.

Be it our task, and pleasure, to aid in showing how these things can be.

Our scheme for the development of the resources of British America, whilst relieving the present awful distress, is the formation of secure, rapid, and complete —that is, independent, communication throughout the country; because:—

It provides at once for the productive relief of innumerable poor; for the productive employment of the surplus population of Great Britain.

It accomplishes the boon so ardently desired by the North American Provinces—viz., independent home and inter-provincial communication; and, much more,—

It lays the foundation of labouring habits, of capital, of knowledge of the country, in many, many thousands of valuable men, true Britons;—

It opens to a people stricken, and bowed down, new fertile lands, now known only to the few, who from exploring habits, or transient business, have beheld its natural richness, and its destitution of inhabitants;—

It provides an efficient means for replacing "spontaneous emigration" by an organised, superintended, directed, and employed colonisation.

We trust also to establish that our scheme further promotes the colony's constant, natural, and lasting attachment to the mother country—indeed, its virtual unity therewith, and its defence; and, truly, that it combines these objects so as to make the one scarcely severable from the other.

We shall now endeavour to arrange, as simply as possible, the evidence and reasoning on which these our assertions are built.

The theoretical attention of the Government has been for some time drawn to the importance of the systematic development of our colonies; and the efforts of noble and patriotic philanthropists directed to the arrangement of such colonisation as shall carry with it the flag of England, conquering deserted tracks, multiplying families in all regions, and forming countries and nations whose sympathy is one, and (in the language of a late beautiful dispatch) "whose aim and hope for the future are identitical." Amazing field thus offering in our colonies throughout the world, for which the superfluous population of Great Britain is the invaluable requisite, if properly directed. These convictions and desires have, as yet, resulted in little more than the collection of much valuable information and the partial propagation of the opinions of experienced and talented men; but who can rise from reading the Report of the Select Committee of the House of Lords on Colonisation from Ireland, with the Minutes of Evidence, or from the Report of Lord Monteagle's Select Committee on Colonisation, unconvinced of the opportunities offering in British North America? Can any read such an array of statistical and other facts as is contained in the evidence of Mr. G. Pemberton, or Mr. Perley, and doubt whether it be conclusive for the district to which that evidence refers? Scarcely, we should say; whilst it is so harmonious as to be proof presumptive for any other district as it shall become developed.

The Reports referred to—and, indeed, all evidence that can be collected—tends to prove and establish, we think, most undeniably—

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

That the systematic employment of labour will not only open new lands, but by many fold multiply the value of all existing cultivated land in British North America.

That excellence of communication is the medium by which the development of the resources will be most quickly and effectually furthered.

That the labouring body employed in opening and perfecting such communication will change; that, even assuming the communications completed, no reaction will follow, as the labour will be continuously absorbed into the various channels of a highly advancing state of agriculture and commerce.

Now these facts, if brought about and continued, through the instrumentality of Great Britain, seem also to establish—

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 North America.

The author of the interesting "Letters from America," published in 1844, a petitioner for systematic colonisation as an Irish relief measure, remarks with justice, in comparing the relative progress of Canada and the younger states of the American republic, the advantages accruing from the proximity of the older states, and puts the query as to the probable condition of Canada, did it adjoin our western shores.

Completeness of communication, including facility, rapidity, and security, is indeed the true secret of the rapidity and completeness of the development of a country. Surely England itself ought to be to us a familiar example, as superior in regard to its canals and to all connected with its roads before the æra of railroads, as it is now wonderfully intersected by the latter.

From the sources already referred to, it appears that the rate of progress of Canada is equal to that of the thirteen older states of the United States' Union, and that

the cause of the superiority of development in the new, or western states, is owing to the absorption of the emigrant labour by the public works of those new states. And this absorption we propose creating for British America.

The progress of Canada, be it observed, has been achieved under circumstances of great disadvantage as to means of communication; whilst, we believe, no traveller, however unobservant, can fail to remark how, throughout the United States, these arteries, so to speak, of civilisation, are attended to. A great advantage derived from extensive public works in a new, wooded country, and which applies with peculiar force to that kind we are now especially considering, is, we presume, by this time familiar to most Englishmen. It is that the emigrant is thereby accustomed to his new sphere. Those arriving without capital must go through several stages before they can live on a piece of uncleared land without misery; indeed, under scarcely any circumstances can the new comer do so profitably. He should begin on the roads, or about other public works, if without capital, and become farm servant in all cases of limited means. But let us pursue our comparison.

The remarkable abundance of United States' produce and manufacture in these colonies has been much and frequently dwelt on. To what is it owing? To what is the undeniable growth of United States' intercourse and habit of thought owing? To the means of communication; those with England and the interprovincial being bad, slow, difficult (of course we do not allude to the passage across the Atlantic, which is common to both countries), those with the United States being, of course, a very simple affair.

But the interests of British America and of the United States are as directly antagonistic as those of Great Britain and British America are identical. Every increase of the development of British America increases this antagonism of interests.

Surely, had it been designed to cultivate the intercourse between the provinces of Canada and the United States, to the exclusion or injury of that with England, few means could have been thought of more efficacious than compelling them to look to the United States for intelligence from England; neglecting to transmit, or to

encourage the transmission of the English news as rapidly as possible through a country whose commercial and agricultural prosperity so greatly depends on such intelligence; this, too, when such neglect entails the advantage of the start on the rival. Is it not wonderful that no independent mail route exists to give the British provinces the benefit of the geographical position of Halifax? Is it not wonderful that there should be no interprovincial means of rapid communication?

These thoughts had been thrown together before the rupture of the postal arrangements with the United States. We are thankful to that Government for assisting us in showing the necessity of an independent communication with our North American empire, and for other reasons. The taking offence at having to comply with regulations applicable to all letters not sent by the contract line, shows the claims they will advance, and their mode of advocating them; and the effect of compromising questions from apparent expediency. Pity 'tis that England has had to learn these truths so late; it must be owned it has not been for lack of lessons.

We have in our title introduced the defence of the country, and we examine our project in connection with its retention within the empire, because it is necessary to consider whether we are furthering to perpetuity, so far as our powers can, the unity and pre-eminence in excellence of Britain, in whatever quarter of the globe her children may be establishing or carrying on her greatness, before executing a plan for availing ourselves of the finest opportunity for developing magnificent resources that any age has offered. The finest, because labour is to be the means; and the replacement of suffering, want, sickness, and idleness, by cultivation and civilisation, the end.

That the development of the resources of the country, by means of facilities of communication, affords the most effectual defence against foreign aggression, and that the military arrangements for the country should be made in intimate connection with its general progress, we trust easily to prove.

The defence of a country, in all branches of the subject, should be considered with reference to the nature of the attacks to which it is liable. Bearing this in mind, the next important consideration is to cause these pro-

bable or possible attacks to miscarry by the most effectual employment of the resources of the country. We speak in very general terms, for, however intricate and ingenious the details of policy, strategy, or engineering, as related to each other, may be, that successive nations have employed and handed down to us, these principles remain fundamental, and applicable alike to the first general conception and the most finished details of arrangement. But these truisms, however plain and self-evident, are too often forgotten when the time arrives for putting them in practice.

The attacks to which a boundary of 65 degrees of longitude, in the 49th parallel of latitude, and accessible along the greater part of its inhabited and civilised portion by inland seas is exposed, are as varied in their nature, and of as formidable a character as the resources of the hostile country can command. With the future pregnant with grandeur, riches, and strength—but, alas! also with hostility—stimulated by the passion for territorial aggrandisement, a passion that grows by what it feeds on, ever nourished by encouragement, and cherished by the United States, it is necessary to consider not only how British America can be held at the present moment, but how its means of defence can be best developed simultaneously with its resources.

It is true the boundary questions are decided; but the aggressive nature and policy of our neighbours, that dictated the claims they then advanced, not only remain, but have been whetted by other acquisitions which we shall not now stop to characterise; and the same general want of information amongst us, which is not overlooked by them, partially remains. To this ignorance our boundary, from the shores of the Atlantic to those of the Pacific, is owing. To it is owing the necessity of stating reasons for giving prominence to the imperious importance of putting "bolts and bars upon the gates" of British America. As in no case the simultaneous consideration of the defence of a country, and of the development of its resources can be more indispensably necessary than in British North America, belonging to England, and contiguous to the United States, so in no country can they progress better or be more, as we hope to make evident.

To fortify so extensive a frontier as we have spoken of were an absurd method, and this consideration

lead us to a means that will be not absurd. A known and acknowledged rule of the most successful strategy is to concentrate on any desired point an overwhelming force. Hence, a rule and a consequence are at once derived—viz., that it is essentially necessary to be able to bring to bear on the military and naval *depôts*, on the capital, and on the fighting grounds, with certainty and with rapidity, the armies required for their defence, or for the field; and that, with reference to the defence of the whole country, the value of an army will be proportioned to the certainty and the degree of speed with which its movement can be effected.

It follows, also, though not immediately connected with our present subject, that the *depôts* and the Capital, require to be so fortified, as to be effectually tenable against all surprises by such troops as may be spared to guard them.

Thus the advantages, even the necessity, of excellence of communication in British America, as a military question, is easily established; and we trust and believe that its general beneficial results are as clearly proved.

We proceed to examine the merits of different lines, or rather different parts of one grand line, or trunk communication, which appears the most proper for an imperial undertaking; remarking, as the opportunity occurs, on the various advantages offering, without further regard to the divisions of our subject.

Firstly, to establish rapidity of communication with England; making the line a highway for commerce, and such agriculture as it may be capable of, we mention the Halifax and Quebec railroad, into which various other lines will flow, through the enterprise of the provinces, or the fostering care of their governments and legislatures. The colonising results of such measures have been generally stated; we here particularly point out that it is asserted in the evidence already referred to, as collected for the House of Lords, that the opening of a few ordinary colonial roads, during the year 1846, in New Brunswick, led to the formation of new settlements, vastly enhanced the value of the land, permanently provided for the influx of labourers, and opened a field for the profitable employment of thousands more. The system proposed in the able prospectus of the company, that advocated this railway in the beginning of the

year 1846, of granting farms along the line under a species of military tenure to such as had by their labour formed it, provides a population loyal, honest, and industrious, accustomed to labour, possessing some capital from their earnings on the work, and having an immediate interest in the soil; and thus most valuable: exactly as the opposite system of "Spontaneous Emigration" has as natural a tendency to misery and to turbulent worthlessness; offering to the last comers, who find it most difficult to obtain the means of subsistence in a strange country, the only resources of fraud, violence, or beggary; so that it has covered with obloquy the very name of "Emigrant."

From Quebec to Montreal a steam-boat communication is established on the broad waters of the St. Lawrence.

For the continuation of the trunk, or grand line, the Ottawa is far preferable to the front route. For the reasons that led to the construction of the Ottawa and Rideau canals—viz., the danger, and even certainty, of a front line of communication being interrupted in time of war; and it is, besides, the shorter route to the head of the great lakes; whilst the moral, political, and commercial effects of a central trunk communication removed from the frontier cannot easily be overrated. Besides which, the frontier advance is such as to command, where it may be found desirable, the most advantageous junctures with a trunk line, and the imperial object is to select the best line for the whole country; keeping in view the greatest development of the resources of the entire British portion of the continent, and the demand that will be created a few years hence.

To Bytown there is an uninterrupted communication, which was made in connection with the Rideau Canal; it is true that a strange anomaly—viz., three small locks on the Grenville Canal—greatly interferes with the line at present; but their enlargement will not be put off much longer; it has been already discussed, and when requiring repair, if not sooner, these can easily be assimilated to the rest.

A source of regret more serious, and not so likely to be remedied, as far greater demolition and much more extentive works would be necessary—to an extent, in fact, to render an alteration now most unadvisable—is, that the Rideau Canal is not large enough to enable all vessels

that are used in the inland traffic to proceed through it from the chain of lakes to Montreal, and *vice versâ.* The proposal might have seemed too grand; it is, alas! a subject of too *grand* regret: for let it be borne in mind how infinitely more serviceable this would have been than the St. Lawrence canals, which, in that case, would never have been constructed; useless, even if not destroyed, as they will be in time of war. What a rich return the remaining capital—viz., the difference between the expense of the increased size of the Ottawa and Rideau canals, and the total of both the present lines—would have yielded, if employed in opening and bringing under the plough the fertile lands of the West. The circumstance that of the many lines of canal constructed in Canada, no two independent ones are of the same dimensions; although for conveying the western produce, nothing could have been more desirable for the producer than the avoiding of transhipments, and, notwithstanding the military advantages it would have conferred in the transport of stores, &c., and for the defence of the lakes, shows the necessity of future arrangements being based on one comprehensive system.

Having, for the reasons stated, selected the Ottawa route, it is necessary to examine attentively the various methods by which an inland advance from that river to Lake Huron may be made. This will occupy some time, and require the investigation of some detail; but is not, we trust, at variance with that care we have hitherto taken to establish the accuracy of our assertions, and to proceed step by step in our course, producing the evidence which has taught us the resources accessible to a judicious employment of labour.

The advance may be made by canal, by railroad, or by a mixed route.

The natural facilities for a water communication up the Ottawa are so great as at once to exclude a railway parallel to the river; whilst, even if it were as easily practicable, there is no advantage in a railway from Bytown—say to Penetanguishene—as being the shortest distance to Lake Huron, and a harbour already selected; that does not apply in a greater degree to one from the highest point of the Ottawa that can be made available for navigation, which is Maganetawang, at the mouth of the Mataween, or Little River, to Lake Huron. In com-

paring the highest point of the Ottawa that can be rendered navigable with any lower on the river as the eastern terminus of a communication to the west, the same arguments apply that we brought forward in favour of the Ottawa over the St. Lawrence route; and, again, there is a saving of distance on the route to the west.

Up to this point, Maganetawang, therefore, the choice lies between a canal throughout, and a mixed route; the comparative claims of which we shall presently examine.

So far back as in the year 1839 commissioners were appointed by Sir G. Arthur, Lieutenant-Governor, and the Legislature of Upper Canada, to survey the waters between the Ottawa and Lake Huron, to determine the practicability of effecting a navigable communication between the two; and it was ascertained that the lowest line of country between the Ottawa and Lake Huron is at their nearest point of approximation, the country about Lake Nepissing being bounded by much higher land. To render a railway superior to a canal, the line should be the shortest possible, but the high and mountainous nature of the country confines it to what may be termed the comparative valley of Lake Nepissing, where the advantages derivable from that, and several minor lakes, besides those of French River, seem on this part of the route also to point out the superior advantages of a water communication.

Thus we have only a canal route and a mixed route to compare, the line of country being marked out, and in so far as a general scheme is concerned, the same in both cases.

The question may be reduced to this: Whether the advantages of uniform, unbroken, and direct communication from Quebec to the head of Lake Superior are so great as to render it desirable, in the circumstances under which alone it is to be obtained. On no smaller scale is there a principle to contend for: if any necessary interruption be allowed to remain, the mixed route seems at once to claim the preference throughout.

On the other hand the question is, whether the advantages of the communication may not be as effectually secured by a mixed route, properly arranged, and throughout under one superintendence; and thus the excess of expenditure required for a uniform route avoided.

In order to decide this question, it will be best to as-

certain at once what those advantages of communication are that are likely to be effected.

They are the whole carrying trade of the west. A glance at the map will show the rapidity and completeness with which the western produce can reach the Atlantic by this means; whilst, with the avoidance of transhipment from the head of Lake Superior, or any nearer mart, to Quebec, or even to Europe, we have no hesitation in saying that this line would command all the freight, not only of the British, but of the United States' western lands, and prove highly reproductive.

The present state of things naturally inclines the Canadians to desire the suspension or repeal of the Navigation-laws, and especially the free navigation of the St. Lawrence; but with this scheme we suggest whether it would not be far better to become themselves owners of vessels suited to this service, and to retain for themselves the carrying trade.

This is the greatest advantage derivable from this portion of the line, and that which is most likely to be lessened by a mixed route.

The naval protection of the upper lakes, in itself an important consideration, is also effected.

As we have stated, for a mixed route, only the negative consideration offers, whether the advantages of a ship canal cannot be secured at a less cost. Doubtless the difference of expenditure would be great, and the inconvenience of the transfer from steamer to railway, and *vice-versâ*, may in a great measure be overcome by judicious arrangements, for which it is absolutely essential that the whole route be laid out as one scheme, and continued under one superintendence. The produce and merchandise can be placed in vans adapted for running on the cars, or being placed on the steam-boats, the differences of level being conquered by mechanical arrangements. It is certainly an inferior, though still a good method.

To realise for a mixed route the object of its adoption —viz., the sáving of expense—its dimensions would be those of the present larger locks on the Ottawa.

The detail of the routes, pointing out the differences occurring retrospectively from the mouth of the Ottawa, is as follows :—

FOR THE SHIP CANAL.	FOR THE MIXED ROUTE.
The enlargement of the existing works.	The enlargement of three locks.

At Bytown, to overcome the rapids and falls of the Chaudière.

NEW WORKS.

(Ascent, 55 feet; length, 4 miles.)	A Railway to Aylmer, or a new Canal.

It had been proposed by the Commissioners above referred to, to take advantage of the rise of the first series of combined locks of the Rideau, and to construct a Junction Canal to turn the Chaudière falls and rapids. We have not, however, adopted the suggestion, because the locks in question are combined, and are a single set of locks. The loss of time consequent on locking through any considerable traffic, especially if crossing, is a most serious objection. This, we consider, will always be the case on the Great Western line, as we may call it, and also on the Rideau in time of war.

FOR THE SHIP CANAL.	FOR THE MIXED ROUTE.
(A favourite natural valley exists for the site of the locks.)	(The Railway to Aylmer will, under any circumstances, be shortly made, but, it must be remembered, will not be the property of this line.)

The length of Lake Chaudière, clear.

(Probably decisive in favour a Canal to its foot.)

THE CHATS RAPIDS.

A Canal in either case, size the only difference.

(Ascent, 55 feet; length, 3 miles.)

To the Portage du Fort (26 miles.)

Thus far steamers already ply, portages being made in the first instance by common road to Aylmer; at the Chats by a tram road.

THE CALUMET RAPIDS.

An ascent of 82 feet and 7½ miles of obstructed navigation, but a natural valley affording facilities to the work.	A Railway of 10 miles to Muskrat Lake; thence, by it and the river of the same name, an unobstructed navigation to Lac des Allumettes.

(80 miles) To the Deux Joachims Rapids, requiring

the deepening of two small shallows with at present 5 to 6 feet of water, and an ascent of 10 feet, obstructing half a mile of navigation.

A Canal to overcome an ascent of 10 feet; length, half a mile.

Deux Joachim Rapids.

A Canal in either case.

(Ascent, 20 feet; length, 2 miles).

To Rocher Capitaine Rapids (10 miles),

Thence in succession an ascent, 25 feet; length, $2\frac{1}{2}$ miles. Seven miles clear. Ascent, 30 feet; length, $1\frac{1}{2}$ miles. $13\frac{1}{2}$ miles clear to Maganetawang, the mouth of the Mataween, or little river there. Ascent, 10 feet; length, half a mile.

Perhaps the same as for the Ship Canal, and a Railway from Maganetawang to Lake Nepissing; or a Railway from the foot of Rocher Capitaine (according to the levels of the country, the distance not varying greatly to Lake Nepissing) —say 80 miles.

To Lake Salon, an ascent of 100 feet, with 4 miles of obstructed, 6 miles of free navigation.

Thence in succession, 5 miles clear. Ascent, 14 feet, with 5 miles of obstructed navigation, 4 of them only requiring deepening. $5\frac{1}{2}$ miles clear. Ascent, 10 feet; length, 1 mile, to the summit level, or

(This route, depending in a great measure, both for its nature and length, on minuter details; the approximation of totals, as by the above detail, is not considered sufficiently near to be placed opposite that given of the Ship Canal.)

Total ascent, 419 feet;

Total obstructed navigation, $27\frac{1}{2}$ miles;

Total available, and Lakes, 187 miles; from the summit level to Lake Nepissing. Descent, 20 feet; length, 2 miles; and 3 requiring to be deepened.

The remainder of the route will only differ in dimensions. (Descent, 80 feet; obstructed navigation, 9 miles; 50 miles available.)

Thus 50 locks of an average of 10 feet, lift, accomplish the communication between the River Ottowa and Lake Huron.

N.B.—The dimensions, both of distance and altitude, taken from the Report of the Commissioners above-named, are not

given as minutely accurate, but as quite sufficient to point out where, in regard to economy, a mixed route can be advantageously brought in.

Besides the commercial advantages we have pointed out, the Ship Canal accomplishes more than the military advantages of the Rideau. It is planned only on a scale commensurate with the progress of the provinces, and the advancement of the West; and perhaps not so grand a proposal as the Rideau in its day—except, indeed, in its results.

To it we are strongly inclined to give the preference, believing that it would unquestionably produce the results we have stated; but we are not prepared to say that it is impossible the most beneficial results should be derived from its rival; and we prefer endeavouring at once to call attention to the principles of our scheme, to waiting until we have determined, by minuter details, which is the more eligible course. We are advocating no formed commercial speculation, and are not desirous of petting a fancy of our own; but we are anxious to do our best at a time when every human being must feel called upon to labour for his fellow-man; and every Englishman, especially, to maintain his country's greatness, to relieve her afflicted children, and to aid in restoring her to soundness; and therefore we earnestly contend for due attention to the grand principle of systematic colonisation, and the magnificent opportunities that we believe apparent.

Either mode affords military support to the upper lakes, and to the West, and flanks the Canadian Salicut. By either, an army can take in reverse an attacking force from Lake Erie, the probable fighting ground of a future war, should one unhappily occur, against which surely such preparations as these are the very best human precautions. By means of either, an army, at the head of the lakes, might yet be in constant communication with the Capital. Either opens the Ottawa country for hundreds of miles, now scarcely known except by the lumberers;—a country thus spoken of in that most valuable work, "The Overland Journey round the World," by Sir George Simpson, Governor-in-Chief of the Hudson's Bay Company's territories:—

"These lumberers may be considered as the pioneers of that commerce which cannot fail ere long to find its way up this

noble river, abounding as it does in every conceivable requisite for trade and agriculture; such as water power, abundance of timber, good climate, and a variety of soil—sandy, stony, and rich. The scenery is generally picturesque, here rising in lofty rocks, and there clothed with forests to the water's edge; and the whole, being now deserted by its ancient lords, is left free to the civilising influences of the axe and the plough."

We have pointed out lines taking the utmost advantage of the upper lake, as these have not the objections of a frontier communication to anything like the destructive extent of Lakes Erie and Ontario; and the greater the advance towards the west, the greater the advantage from the whole scheme. Nature has made one great unequalled highway into her beauteous riches in this magnificent country, and has called on man for the rest. Yet even her broad tract of inland sea has here and there a barrier interposed, that the progress of civilisation may be preceded by reflection, and accompanied by labour; even as she herself has piloted out, and more than half completed, the great inland water route that we have been considering. The Sault St. Marie may be so easily overcome by a canal of two miles' length that we shall only thus allude to it.

We have now arrived at the resources of Lake Superior; and again we quote from Sir G. Simpson, who furnishes the most authentic and interesting account:—

"Before bidding good-bye to Lake Superior, let me add that, since the date of my visit, the barren rocks which we passed have become an object of intense interest, promising to rival, in point of mineral wealth, the Altai Chain and the Uralian mountains. Iron had long been known to abound on the northern shore, two mines having been at one time worked, and abandoned, chiefly on account of temporary obstacles, which the gradual advance of agriculture and civilisation was sure to remove; and more recently the southern shore, though of a much less favourable character in this respect, was found to possess rich veins of copper and silver. Under these circumstances, various enterprising inhabitants of Canada have prosecuted investigations, which appear to have satisfactorily proved that, in addition to their iron, the forbidden wastes of the northern shore contain inexhaustible treasures, both of the precious and of the useful metals, of gold and silver, of copper and tin; and already have associations been formed to reap the teeming harvest."

Which associations for working these mines have been organised, and are working in a quiet, but most judicious and industrious manner; and all acquainted with the subject unite in bearing testimony to the ability and zeal of the directors, and the professional *employés*.

These mineral resources probably materially raise the comparative advantages of the ship canal.

Again, the lands watered by the Kaministoquoia, which falls into the Lake Superior, near its western extremity, are thus described:—

"Early in the forenoon we reached the mountain portage, formed by the Kakabekka Falls, out of sight of the main track, the scene being accessible only by a tangled path; the Kaministoquoia, here taking a sudden turn, leaps into a deep and dark ravine, itself a succession of leaps, while the spectator stands right in front, near enough to be covered with the spray. Inferior in volume alone to Niagara, the Kakabekka has the advantage of its far-famed rival in height of fall and wildness of scenery. About the middle of the descent, a beautiful rainbow, at the time of our visit, spanned the churning water, contrasting sweetly at once with the white foam, the green woods, and the sombre rocks.

"The river, during the day's march, passed through forests of elm, oak, pine, 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 the numerous portages were spangled with violets, roses, and many other wild flowers; while the currant, the goosberry, the raspberry, 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 flutter of butterflies of the brightest hues. Compared with the adamantine deserts of Lake Superior, the Kaministoquoia presented a perfect Paradise. One cannot pass through this fair valley without feeling that it is destined, sooner or later, to become the happy home of civilised men, with their bleating flocks and their lowing herds, with their schools and their churches, with their full garners and their social hearths. At the time of our visit the great obstacle in the way of such a consummation was the hopeless wildness to the eastward; which seemed to bar for ever the march of settlement and cultivation. But that very wilderness, now that it is to yield up its long hidden stores, bids fair to remove the very impediments which it hitherto has itself presented. The mines of Lake Superior, besides establishing a continuity of route between the east and west, will find their

nearest and cheapest supply of agricultural produce in the valley of the Kaministoquoia."

We now stand at the head of Lake Superior, and, reckoning the distance by the tortuous nature of our path, have arrived, perhaps, halfway across the North American Continent.

Before proceeding, let us review the results of our scheme.

A rapid and independent communication with England, accompanied by the results stated.

The same, interprovincially.

The development of the resources of Ottowa.

The carrying trade of the West.

The most material assistance to the defence of the whole country.

A ready transport to any market of the resources of Lake Superior.*

The colonisation of the lands of the Kaministoquoia.

The natural though indirect result is also most important and valuable; the development of the many promising ramifications from the trunk line.

Continuing our journey to the west from the head of Lake Superior, the objections to a frontier communication return upon us; while yet the natural facilities for a water communication render it very tempting before we have gone any great distance; and, in spite of our judgment, we should have decided most unwillingly against it, did not, fortunately, the unrivalled richness of the land come to our aid; rendering it certain that, besides the active occupation of unobstructed waters, it can abundantly command a railway from the mouth of the Kami nistoquoia to the Lake of the Woods; the line touching at Raing Lake.

* When the above was written we had met with no authenticated account of the resources of the Lake Huron mines; but an analysis of a portion of the ore from the immense mineral regions that exist on this lake also has given the following result:—

Nickel	18	per cent.
Cobalt	10·43	„
Copper	3·14	„
Iron	3·47	„
Arsenic and Sulphur	59·14	„
Silica, &c.....	5·82	„

The fertility of the lands above Lake Huron is, we presume, universally known.

We have hitherto found the canoe route from time immemorial the most advantageous, and it will probably continue our best guide to the general line of the future communication, excepting where, to seek water, it deviates from a direct course in a country of nearly the same levels. Then a railway would select the more direct course.

The objection to a line of canal, any considerable part of which runs near the frontier, is insurmountable, for the destruction of any part thereof renders it useless. This objection applies to the improvement of the navigation to Rainy Lake, in connection with the river of that name, to the Lake of the Woods.

That we have not exaggerated the beauty and fertility of this scene, the following description, from Sir G. Simpson's journey will show :—

" The river which empties Lac la Pluie into the Lake of the Woods is decidedly the finest on the whole route, in more than one respect. From Fort Frances downwards, a stretch of nearly a hundred miles, it is not interrupted by a single impediment; while yet the current is not strong enough materially to retard an ascending traveller. Nor are the banks less favourable to agriculture than the waters themselves to navigation, resembling in some measure those of the Thames near Richmond. From the very brink of the river there rises a gentle slope of green sward, crowned in many places with a plentiful growth of birch, poplar, beech, elm, and oak. Is it too much for the eye of philanthropy to discern, through the vista of futurity, this noble stream, connecting as it does, the fertile shores of two spacious lakes, with crowded steam-boats on its bosom, and populous towns on its borders?"

Surely the time is come for the opening of such scenes as these to relieve the crowds perishing around us!

The immediate object being to extend our chain of labour as far as possible into the west, and to develop as much as possible of its resources; the railroad might, for the present, terminate at Rainy Lake; and be again resumed at the head of the first rapid of the River Winnepeg, proceeding from thence to Fort Garry, in the Red River settlement. It will be remembered that it was considered advisable to garrison this settlement during the uncertainty of the issue of the Oregon question; the troops proceeding from England to Fort York, Hudson's Bay, and thence to Fort Garry.

Some officers from Canada having been ordered there after the regular departure of the Hudson's Bay Company's canoes were actually compelled to proceed through the United States' territory!

We have now attained Lake Winnepeg, and gained most important advantages for our western progress, having provided the country thus far with an easy and quick communication; the advantages thereof accrue to the entire shores of this vast lake and to those of its tributaries; whilst the soil is so fertile as to have attracted an important and flourishing settlement, when access to it could only be gained by the most laborious and tedious process; a circumstance precluding the possibility of full agricultural development, or any commercial activity.

The Saskatchewan flows into Lake Winnepeg with a rapid of three miles, which boats, however, descend; after this it is navigable for many hundreds of miles, and boats can ascend it for fourteen hundred miles. The southern branch of the same river, though less is known of its banks, is also unobstructed.

We would also remark, that when thus connected with the chain of North American civilisation, the route from the north of Lake Winnepeg to Fort York, which is marked out by the River Nelson and a series of lakes, may become a line for settlements. A ship annually arrives at Fort York for the service of the Hudson's Bay Company. Who can tell how many may eventually do so?

Thus far—that is, to works at the rapids of the Saskatchewan—our present proposals extend, on account of the amazing extent of country opened by this one only settlement, which can be easily protected, and will at once become an important post.

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, however advantageous in all respects to themselves, the Company may be somewhat unwilling to see the mystery and romance of their territory invaded.

The necessity of protecting works further in the interior against hostile tribes of Indians is a formidable impediment to their successful prosecution at present; and the scheme marked out is as vast as we can hope or desire to see forthwith undertaken; whilst, with the pro-

gress of its execution, the obstacles offering in the Hudson's Bay Company's territories will be proportionably diminished. 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.

From the extreme point rendered accessible by the waters of the Sasketchewan, where, probably, the continuation would at first begin, the distance is not comparatively great; the hostility of the Indians overcome (or what, for the present, would more effectually restrain England's advance, the possibility of their sufferings being increased by the progress of civilisation), the passage of the Rocky Mountains may rather prove a stimulant, as it will be the last remaining obstacle, and attention being called to the subject, may urge to exertion the talents of such men as have elsewhere conquered every natural difficulty, however formidable.

The time of its being accomplished will, we think, depend chiefly on the progress of civilisation from the east; it might have been greatly hastened by a simultaneous settlement from the western coast, but England's ministers have there surrendered all territory of agricultural value, and, in effect, cut off her interior from the seaboard: nor let the country now reproach them whose apathy and incredulity neglected the ability and labour that laid before it the proofs of our rights. It was occupied bestowing compliments in return for ferocious threats. While the minister was censuring the plenipotentiary for maintaining our claims, the country was abandoning her distant pioneers.

But during the execution of that part of the scheme, which will place four-fifths of the degrees of longitude of our North American empire in instant and unbroken communication with England, information can be collected, surveys taken, and the best means devised, and who can say that great resources may not yet be found in that unpromising part of Oregon remaining to us?

The day has been, when, alas! the riches of all North

America were as lightly esteemed, and the disappointment of those who saw Oregon's fairer part lost may have led them to undervalue the part saved. Its geographical importance, at least, it cannot lose. Such an opening of the sources of industry and wealth as will systematically relieve the well-nigh desponding multitudes of the land, should be the primary object during the execution of the works we have been contemplating, as it is their highest and noblest aim.

To derive from these measures the chiefest benefits they may confer, the work must be executed under the superintendence of the Imperial Government. In a young country, where there is yet little general capital and much speculation, the system of contracts is, at all times, bad for extraordinary works. The failure of the parties, from whatever cause occurring, not only ruins themselves, and is of great injury to the undertaking, but the opportunity the system furnishes to dishonesty is reprehensible beyond expression. Very commonly the labourer, who has worked unremittingly, is defrauded of his earnings, and left starving and helpless, a prey to discontent and indignation, whilst to him it seems but a mockery that he has no protection to look to. And, in spite of the legal impediments interposed by a contract, who can gainsay the equity of the man's persuasion, that "It was a Government work, and they should have protected the poor man's toil." Thus are the spirits of men embittered and exposed to the heartless sophistries of demagogues; very far towards blighting the happy moral effects of the stimulus afforded to labour would such a system tend; and, even if the whole scheme were so completed with all the precision of the most perfect good faith, how very far short would the beneficial results fall of those which might be attained; for the experienced craftsman and the regular excavator would then share the benefit, and, probably, the transient stranger, also, if not foe, attracted by the harvest to be reaped. On the other hand, if entirely conducted by Government, and with the above object kept constantly in view, one result of this proposal, the greatest and the happiest, the most triumphant and enduring—one that may stamp the era, and the country, as presenting the noblest monument of human wisdom and benevolence that the world has known—remains yet untold.

The principle of our proposition may be thus briefly

embodied: That the removal of a surplus population into unoccupied and fertile lands will benefit both the population from which the pressure of redundance is removed, and the population so removed: both the scene quitted, and those new sought.

Now, the direction of the labour by which these new lands are to be reached, and their resources developed, affords singular opportunities for the moulding of that nucleus, from which these future countries will be formed, and which will also greatly influence the existing ones.

We will trace such superintendence from the beginning, assuming the worst case, the recurrence of a sickness and affliction similar to last year's fearful visitation.

The system of superintendence must begin in Great Britain, to abolish at once the cruel crowding* of starving emigrants. Should the sickness unfortunately recur, as we have assumed, can we express how greatly even thus its most fearful features would be mitigated?

The emigrant arrived in the new sphere of his labour—say sick (again to choose the worse case for example)—is removed to the hospital, which should be in connection with the works; his frame has not been wasted by starvation and neglect at sea, and he has no fear for the future, harassing his desponding spirits. When recovering, he can, during a gradual convalescence, (for strength returns but slowly after these typhoid fevers), regain his strength upon the works; still receiving according to

* See especially the letter addressed by the Hon. Adam Ferrie, M. L. C., Canada, and Chairman of the Emigration Committee, to Lord Grey, reprinted in the Appendix hereto. This letter not only shows the fearful evils that have resulted from the want of superintendence to prevent the crowding of emigrant vessels, but presents a true, and even softened picture of the agonising horrors that have accompanied "Spontaneous Emigration," whilst in the midst of the crime and misery, of which it is its chief object to prevent a repetition, it finds a place to point out the reciprocal benefits to be derived from a properly-conducted system of colonisation. This letter cannot be too generally circulated amongst legislators and landlords to acquaint them with the suffering—for which they are, in truth, responsible—amongst the lower class of tenants and labourers, to point out to them the real prospects of an emigration to British America under existing circumstances. Having been published in the papers, it is appended, but we in no way whatever desire to give corroboration to the statement of the names therein mentioned, which, on the contrary, would almost seem to be a guarantee that the acts complained of must have been, "the wanton and unauthorised act of worthless and unprincipled hirelings;" the situation of emigrants as described is incontrovertible.

his need from the hospital, continually encouraged by the increased quantity of work he can perform, and never reduced to beggary or to receiving alms; for the arrangement of the labour may easily be made to embrace the slight services of the weak, and those, little more valuable, of the ignorant, by apportioning payment to quantity—that is, by task-work. Intelligent and painstaking overseers and master-mechanics should be appointed to instruct in the various trades, as well as to superintend the work, they themselves being, wherever practicable, selected from the body. The whole of the men employed should be only those from Great Britain, or Europe, who were about to adopt British America for their home, and unprovided settlers in the country. For the refractory or troublesome there should be nothing but immediate and quiet dismissal; there need be no hurrying in the work; no opportunity whatever afforded to a combination; no admission whatever of foreign resources. Much might be thus learnt, whilst none need leave the works without an aptitude for that general rough work required in a new country.

This regular and steady mode of conducting the work would, independently of the arriving numbers, command labour at the lowest wages; by their maintaining them, the price of labour would be nowhere raised, no artificial stimulus given to speculation, no momentary and hollow prosperity produced, but the rapidity of the progress of the work be regulated by the demand existing for employment, and more country, in other words, more room be obtained. Private enterprise would derive all the advantage of the new sources opening, without any of the injury of a rival contention for labour.

And yet we hesitate not to say that the works may thus be executed, including all expenses, more cheaply, much better, and as quickly, as by any other mode, whilst the population formed will be invaluable.

The attention of the world is arrested, watching the issue of the struggle of opinions amongst us, especially from the United States, a cry goes forth that England is worn out—monarchy an abomination—Europe expended. The affliction of last year covered the globe, but there was little concealment of the joy at the tribulation of Great Britain. We are still first of nations; we still revere the names of our fathers; oh! be we animated

by their spirit to show that the great and the lowly, the strong and the weak, the learned and simple, will unite to maintain England's integrity, which is her greatness; and to make a continued and vigorous effort to render her, not on her own soil only, but wherever her children have gone forth to dwell, there also, merry, happy, good, old England.

And we dare add, that we believe, that such a mode of carrying out the scheme as we have endeavoured to describe, is, in fact, a centralisation of the funds and objects of charity, enterprise, and state necessity, for the diffusion of a healthy educated industry—for a moral education of the noblest kind. If much of our people has not yet been taught to read and write, here is an opportunity of instilling lessons productive of much greater blessings, whilst every man can now be taught them, while, as it were, passing through the portals into the scene of his new life. On the very shore of America, where all we still most dearly reverence is now most vilified, we shall hold up the standard highest, and show that our monarchy and our faith still lead us foremost in all good actions and every good desire.

Then shall the execution of these communications and all their results be greatest as the means of an education of affection for our country, devotion to our Sovereign, and reverence for the institutions of our fathers—which will find many to continue them—and hand them down in the lands their labour will have opened, perhaps, until time shall be no longer.

We cannot forbear a short allusion to the extraordinary facilities in the country for ship-building, iron, timber, the material for charcoal, all in abundance, and surely enough building space; what could she then gain by a repeal of the Navigation-laws?* She would only

* The following remarks on the Navigation Laws, which have appeared in *The British Colonist*, published at Toronto, C. W., bear eminently on the subject as it now stands, whilst it will readily be perceived how greatly magnified the importance of calmly considering this question becomes in proportion as the extent of country opened to shipping is increased. With regard to the West India trade, independent of the home sugar-carrying trade, a most profitable inter-colonial traffic may be established. Hay, oats, corn, cattle, horses, &c., fetch a highly-remunerative price in Bermuda or the West Indies, and the return trade of oranges, lemons, and tropical fruits, and other produce, alone, would amply repay the sending even of empty vessels to these countries. The former are, at present, imported mostly of an inferior quality from the United States, who do not *derive* the same extent of

lose, perhaps, the time necessary to develope resources so long and unaccountably neglected. Why lose a single day in supplying the West Indian market?

The foregoing pages will have explained our views as to the abundant sufficiency of the means at hand in our North American Possessions of greatly alleviating the distress occasioned by the overcrowding of our home population. But we do not wish entirely to leave unnoticed the fact that these possessions form only a portion of the resources at our command, and which, with a judicious regulation of the impulse to emigration already in existence—not less consistent with sound policy than with humanity—would be effectually brought into play.

It has not formed part of our present plan to offer any suggestions for the arrangements connected with the superintendence of the emigrant on his voyage, but rather with giving him the means of gaining his subsistence on his arrival in his new home; and I am convinced that if, in addition to the capabilities of British America, the resources of India, about to be so much more fully developed by the Great Indian Railway and the steam communication with Australia, and the fields for industry and enterprise in the immense continents and islands we possess in Australia, Van Dieman's Land, New Zealand, &c., be systematically attended to, the surplus population of all ranks which is now festering in

advantage from the return trade, and from whom, therefore, the prize may be easily borne.

From *The British Colonist*:—"The Navigation Laws.—Any change of these laws should be made with a view to benefit Canada. It is very remarkable, however, that those who have been foremost in clamouring for their repeal, have assigned no other motive for doing so than the temporary convenience of procuring foreign ships to do our carrying trade at a cheaper rate. No doubt the new free-trade system of the imperial Government, having entirely altered our colonial relationship, releases us from the obligation to maintain a monopoly for Great Britain, but we must take care and not abuse a newly-acquired liberty. We have the means of ship-building within ourselves, and there is no necessity for inviting foreigners to do for us what we have every facility for accomplishing in a most efficient and profitable way. . . . What would profit Canada most considerably is a navigation law in favour of Canadian shipping. Every country in the world protects its own carrying trade, and why should not Canada? It is not necessary to resort to unconditional protective laws, but the preference to our ships could be so adapted as to admit foreign competition whenever our own shipping interests should prove incompetent, either from a want of enterprise or industry, to satisfy the just expectations of the commercial classes. Above all things, we should be careful not to throw away a source of employment to our artisan and

Great Britain will be rendered an invaluable treasure, of which each of the countries alluded to may only claim a fair proportion.

The means of restoring all classes of the country to a healthy activity and to happiness, so far from exceeding

labouring population, a profitable internal trade, and the means of substantial and permanent wealth to the whole province. The cry for foreign ships is unpatriotic and mercenary. No one, who looks forward to the position which Canada is destined to occupy at no distant day, will hesitate to concede the importance and inestimable advantage of a judicious navigation law, having for its object the increase and prosperity of our shipping trade."

From the same, to the Editor of *The British Colonist* :—Are we to avail ourselves of ocean trade or not from the port of Toronto ? The propeller lately launched does infinite credit to the builders as a river or lake craft. . . . Now the same builders might easily finish a vessel better adapted for crossing the ocean, and if the opportunity is lost here, John Bull certainly will himself seize it ; or he will have lost much of his commercial enterprise to be satisfied with an indirect communication when he can have it direct. Has he not endeavoured to force cargoes to the Indies, to the Wawaddy, to Timbuctoo, and every place where there was a chance of an outlet for his manufactured goods ? And is it likely, in a voyage of weeks instead of months, he will neglect the St. Lawrence ? The great fact is now known on 'change in London and Liverpool, that a steamer of above 500 tons has gone safe to Montreal ; . . . and I predict a season will not pass before notices are stuck up of a vessel clearing direct for Toronto from Liverpool. . . . . Ships are tugged up now from Quebec to Montreal—why should they not be to Kingston ?"

From the same, to the same :—" If the merchants here do not build, another season will not pass over before vessels will clear out direct for Lake Ontario from the Old Country. . . With the increased facility of export, a number of articles now neglected, that would pay a reasonable freight and give a fair return, would be sent. I am not advocating any wild speculation, but what in the common course of things must take place, and to be prepared for the change. Now it is evident that thousands of acres of fine timber, which have taken ages to grow, are every season consumed in a day, leaving only the ashes to tell the tale ; and they never can be replaced, even if required. All this may be otherwise with the means of direct shipment in the harbour. The great bulk of general cargo will consist of the great staple, bread stuffs. . . But let me enumerate a few of the articles that are now burnt on the ground, and that might be sent in their rough state to a ready market—staves, oars, gun-stocks, handspikes, spokes for wheels, hobs, handles for axes, and other carpenters' tools, &c., &c. . . The blocks used for the wood pavement of London came mostly from the Baltic ; why not from Canada, if such are again required ? When it is known that particular wants can be supplied cheaper here than elsewhere, contracts will soon flow in. And if half the time is only occupied in developing the resources of the province, instead of angry political dissensions destroying the good feeling between man and man, Canada will become a great country."

Existing circumstances naturally explain the somewhat contracted mode of advocacy adopted in the extracts we have made, but they sufficiently exhibit the facilities for, and inducements to, ship-building in the country. And all may be thrown, by an injudicious and sudden abrogation of all navigation laws, into the hands of a rival and hostile country !

The true point for commercial freedom at present seems certainly to be the most intimate union with the Colonies ; not with strange nations that afford no reciprocity.

the powers and capabilities of the empire, lie within a comparatively limited portion of the dominions given into our hands when the fundamental principles of our laws were yet esteemed the empire's most valuable and sacred trust.

The co-operative employment of exclusively British resources may achieve a restoration of England's integrity, and an extension of her supremacy surpassing any records of past power, wealth, or virtue.

This endeavour to point out the resources that have impressed my mind with the fullest strength of conviction, as available for the relief of the suffering of our country, and for uniting ourselves in bonds of the closest affection with that portion of our countrymen in North America, and those who may hereafter inhabit its beautiful, but now solitary places, is sent forth in humble prayer to Him, who alone maketh men to be of one mind in a house—that He may, indeed, put away our unhappy divisions, and unite us all in His Service, and in mutual love.

M. H. SYNGE,

Lieutenant R. E.,

Bytown, Canada West.

APPENDIX.

LETTER TO THE RIGHT HONOURABLE EARL GREY, &c., &c., &c.

My Lord,—In bringing to your notice any communication connected with the honour and interests of her Majesty's Government, and the wholesome administration of those colonial enactments which have been ordained for the happiness and prosperity of the people of this province, I am sure I but anticipate the anxious desire of your lordship on this, as on all occasions, to give to such subjects your ready attention and your favourable consideration. But when to such inducements is superadded the fact that the subject of this letter involves the claims of a common humanity, and the exercise of that "even-handed justice" which metes out alike to every man the measure of its requirements, I am encouraged to hope that it will not only awaken your sympathies, but invoke the speedy interposition of that clemency and patriotism which are the prominent attributes of your lordship's enlarged and liberal mind.

The subject of emigration, as connected with this province, and the transfer of a large portion of the destitute population of the British Isles to these colonial shores, is doubtless familiar to your lordship; and the dangers and difficulties which have attended such an enterprise cannot have escaped the penetration and discernment of your active and inquiring mind. In the rapid introduction, during the present year, of so large a portion of impoverished and helpless beings as were brought to our ports in crowded ships, and under circumstances in every way so unfavourable, fearful apprehensions were entertained that in such an assemblage of wretchedness and misery, disease and death would speedily acquire an ample field for their work of suffering and devastation. In the sad realisation of these apprehensions, Canada, my lord, has furnished a "bill of mortality" which, in her future history, will constitute an unwelcome and melancholy record of her wrongs, and furnish just cause of reproach to the names and memory of those at whose instance the inhuman sacrifice was accomplished. Fully sensible of the alarm which such a state of things had unavoidably created, and desirous that some suitable expression embodying the general views of the people of this province should be made known to the imperial Government, I had the honour, in my seat in

the Legislative Council, on two occasions, to move an address to her most gracious Majesty, which, having been voted, was forthwith addressed and forwarded.

I do not desire to offer your lordship, in the present communication, any views or opinions which I may have formed as to the policy of those measures which have been adopted by her Majesty's Government in relation to those emigrants who have been sent to Canada; nor is it my intention to impugn the motives of those landed proprietors of the mother country who have sought, through the great stream of emigration, to rid themselves of the burden of a worn-out and unprofitable population, wholly destitute of that mental and physical exertion indispensable to useful labour and the success of honest industry.

I am, my lord, wholly averse to any vain and useless exhibition before the public eye which might bring me forward as a prominent actor in those scenes of human wretchedness and degradation which, in the performance of my official duties, it has been my misfortune to witness. Nothing short of that imperious sense of duty, which all faithful and loyal subjects owe to the honour and interests of their Sovereign, and to the weightier responsibilities of an enlightened humanity, could have induced the present appeal to the justice and clemency of your lordship.

The public positions in which, by the favour of the Executive Government here, I have been placed, as chairman of the Lay Commission, and, by the partiality of my fellow-citizens, as chairman of the annually-chosen Emigrant Committee, have enabled me, through an experience of nearly twenty years, to understand something of the plan of emigration, as adopted by the Home Government, and carried out by the regulations and provisions of our colonial policy. A large portion of that time has been devoted to the interests and comforts of those who have, through untoward events, sought, in this land of their adoption, to improve their worldly means, and to elevate their civil and political condition. Such, however, was the utter destitution and misery of a large portion of these misguided and ill-fated people on their arrival, that the unwearied ministrations of public charity and the resources of private benevolence fell far short of that alleviation which their immediate necessities so urgently demanded. Of the one hundred thousand men, women, and children, who sailed from the various ports of England, Ireland, and Scotland, to Canada, the greater part were sent off by the extensive landed proprietors of Ireland and their agents. I beg leave most respectfully to state to your lordship, that in the frequent intercourse had with the emigrants, I took occasion to question the adult portion of them,

particularly the heads of families, as to the individuals under whose authoritiy and direction they had been permitted to embark in such a defenceless and unprotected condition. The answer invariably was, that it had been done by one or other of the parties above mentioned. When blamed for going on board those vessels, in which they sailed in such a state of debility and want, they gave for answer that they were starving at home, and were induced to that step by being promised many advantages, which they had never realised. For instance, there have been this year about one thousand persons shipped off by the agents of Lord Palmerston, who not only promised them clothes, but they were assured that his lordship had agents at Quebec, to whom instructions had been sent to pay them all from £2 to £5 each family, according to their numbers. On their arrival, however, no agents of his lordship were to be found; and they were then thrown upon the bounty of the Government here, and the charitable donations of private individuals. If his lordship was aware of this most horrible and heartless conduct on the part of his Irish agents, and he one of the Ministers of the Crown, I dare not say what he would deserve. But that charity, my lord, which "thinketh no evil," would teach me to hope that a nobleman of England, high in the confidence of her most gracious Majesty, and sharing in the honourable administrations of her Government, could not so far forget that duty which he owed to God, his Sovereign, and his country; but that it was the wanton and unauthorised act of worthless and unprincipled hirelings, in whose bosoms every principle of humanity and every germ of mercy had become totally extinct.

Many thousands of these unhappy beings have fallen victims to that cruel sytem of marine imprisonment which, in crowded vessels, and the impure atmosphere of twixt decks, induces contagion and produces that endemial disease which so rapidly spreads over the mass of its congregated victims. Vast multitudes have died on the passage out, while a still greater portion of them have reached our shores in such a sickly and debilitated state as to defy the penetration of medical skill, and to find wholly unavailing all the attentions and nursing care of their humane and faithful attendants. They landed on our shores only to find an early grave—the only asylum for that hopeless sorrow which too often embitters a blighted and miserable existence. Hundreds of them most so'emnly declared that their food consisted entirely of bad biscuit and oatmeal; and that in many cases both of these articles were in a state not fit to feed swine, having become saturated with sea-water, and reduced to a mouldy and putrid condition. The quantity of

both food and water was much too small for the multitudes on board. In many instances from six to eight hundred were huddled together in one indiscriminate mass, being double the number which the vessels were capable of accomodating with any degree of comfort or safety. I must here, my lord, express my deep regret that men pretending to be Christians, and especially that Britons could be guilty of such barbarity, evidently for the paltry purpose of freeing themselves from the natural and just burden of assisting to support and provide for their own poor. Such an outrage on the claims of humanity, my lord, might have been committed in the vile and heartless traffic of the slave-trade, on which England has set the seal of her just reprobation, and against whose inhuman warfare she has pointed the cannon of her gallant navy; but that such horrible and disgusting scenes as just described should have been enacted under the very flag which should be a protection to her unfortunate and defenceless subjects, is unworthy of England, and throws a dark shade over the bright escutcheon of her well-earned fame and glory. It would, in my opinion, have been more humane to have at once deprived them of life, than to have thus subjected them to those extreme sufferings and privations which served only to increase the fears and magnify the terrors of a painful dissolution.

I cannot here refrain from enumerating to your lordship a few among the many instances where, in the shipment of these unfortunate beings, an utter disregard was had, not only to every principle of humanity, but even to those common decencies of life which nature in the lowest depths of degradation and misfortune so scrupulously seeks to preserve. Those emigrants from Kilkenny, Queen's County, Wicklow, and the estates of Virginia and Avon, of which Lords De Vesci and Fitzwilliam, and Major Mahon and Captain Wandersford, are the several proprietors, were in a state of fearful destitution, as well as those from the estate of Lord Palmerston.

In confirmation of this fact, I beg leave to state to your lordship, that a public meeting of the citizens of St. John, New Brunswick, has been recently held, at which it was resolved " to ship back to Ireland the decrepit, aged, and naked children and women brought to that port." These unfortunate beings constitute a part of the two shipments from Lord Palmerston's estates at Sligo.

A copy of this resolution has been transmitted to His Excellency the Governor General, to be forwarded to Her Majesty's Government. Comment, my lord, is here unnecessary; and language would be wholly inadequate to express the measure of that just indignation which such a development is calculated to inspire.

The last cargo of human beings which was received from Lord Palmerston's estate was by the "Lord Ashburton," the captain of which but a few days since died of the prevailing fever, and consisted in all of one hundred and seventy-four men, women, and youths; of which eighty-seven were almost in a state of nudity. No time was lost in collecting from the military, who have on this occasion and throughout the season, been most kind and liberal, and from other sources, sufficient articles of clothing for the males; while apparel for the females was purchased from the pawnbrokers and other places. Fortunately, they were generally in good health, so that the Emigrant Commissioners were enabled to have them sent off without delay to their different places of destination.

I feel gratified to be able to state to your lordship that the people of the province generally are disposed to welcome to the country all who may feel inclined to emigrate. They are willing to lend a helping hand to those incipient efforts of emigration which by industry and probity eventually lead to affluence and honour. They desire to see among them a vigorous and healthy population, industriously employed in developing those great resources so amply possessed by Canada, in the several departments of agriculture, commerce, and the mechanical arts, and they confidently believe that the honest views, the moral improvement, and the immediate comfort of thousands of their fellow-countrymen at home, who now pine in want and indigence might be eminently promoted, by a removal to this portion of British North America. While, however, they would afford every facility to the Imperial Government in carrying into successful operation a well-digested system of emigration, they at the same time must earnestly remonstrate—nay, protest, against the introduction of such hordes of beggars and vagrants as have been so unceremoniously thrust upon this young and thinly-populated country. They confidently trust, my lord, that the known humanity of her most gracious Majesty, and that of her advisers, will induce them, without delay, to take all necessary steps within their power to prevent a recurrence of the evils so justly complained of, and which forms the subject of this appeal.

The fatality which has attended the course of emigration since the month of May last, cannot, my lord, but be present to your mind; it presents a picture from which the eye of the statesman, the patriot, and the Christian turns with affright, disgust, and horror. Of the one hundred thousand human beings who left the land of their nativity to find a home in Canada, it is estimated that fifty thousand were common paupers from the bye-lanes, poor-houses, and purlieus of large and populous cities. Of the original one hundred thousand,

five thousand and upwards died on their passage to this country, and of those who landed on our shores (so far as the returns have been collected), upwards of twenty thousand have fallen victims to an insidious and fatal disease. The remnant now scattered over various portions of the province have become dispirited in mind, and, in many instances, utterly reckless of their future condition and fortunes. Those orphans who have survived the memorable visitation, remained to be provided for and educated under the fostering care of those charitable associations already filled by the indigent children of the resident poor of the several towns and cities of Canada. A large number of our humane, wealthy, and distinguished citizens, both of the clergy and laity, in various sections of the province have sacrificed their useful and valuable lives in their efforts to relieve the distresses, and comfort the last hours of the sick and the dying. Such, my lord, has been the result of emigration during the present year; and, viewing the disastrous consequences which have followed in its train, I would respectfully demand of your lordship, to what cause are we to attribute those evils which have been here so feebly depicted? How has it happened that whilst in former years, when no extraordinary distress existed, Parliament felt compelled to lay down regulations for vessels engaged in the business of transporting emigrants, and her Majesty's Government appointed agents at the emigrant ports; and now, when emigration has ceased to be of a healthy character, and increased vigilance and more active measures are required both on the part of her Majesty's Government and the Provincial Parliament of the Province, no such precautions are deemed expedient? The necessary instructions, and the terms for receiving the emigrants on board of those ships which are offered as a conveyance is now left, it would seem, entirely to the cupidity and despotic cruelty of the captains in command, and the ship agents temporarily appointed.

It is a fact which cannot be questioned, my lord, that the Government agents were, in various instances, sadly deceived, and grossly imposed on by the mercenary views and artful policy of the ship-agents, and those immediately concerned in this inhuman traffic of flesh and blood. For days before the emigrants were admitted on board, the vessels destined to receive them were anchored in the stream, having been previously furnished with a large quantity of materials and workmen actively employed for the express purpose of erecting additional berths. In some vessels, two extra tiers from deck to deck were added, into which all ages, sexes, and conditions, were indiscriminately forced. The pleadings of humanity were

stifled by the cannibal cravings of that rapacity which rejoiced in the anticipation that it was about to receive two pounds per head for every additional victim.

From this over-crowding of the ships, and the absence of proper accommodation, it is easy to perceive that not only great inconvenience, but much severe suffering must have ensued to those who were compelled by poverty and destitution to place themselves in the hands of rapacious and unprincipled sharpers.

To whatever causes the present defects in the plan of emigration may be attributed, it is to be hoped, my lord, that her Majesty's Government will wisely profit by the sad consequences which have resulted from the injudicious and arbitrary measures pursued both by the landed proprietors and their mercenary agents; and that they will avail themselves of those facilities which may be offered by the people of Canada, and other portions of her Majesty's North American Colonies to secure a more humane, liberal, and beneficial plan of emigration than that which has heretofore been attempted. I confidently entertain the hope, my lord, that the subject will receive at your hands that favourable and earnest consideration which its high importance demands; and that the same ability, wisdom, and firmness which have been displayed by your lordship on other subjects not less important to the interests and prosperity of this infant Province, will be attracted to the subject of this communication.

I have the honour to be,

With the highest consideration,

Your Lordship's

Most obedient, humble Servant,

ADAM FERRIE.

Montreal, 1*st December*, 1847.

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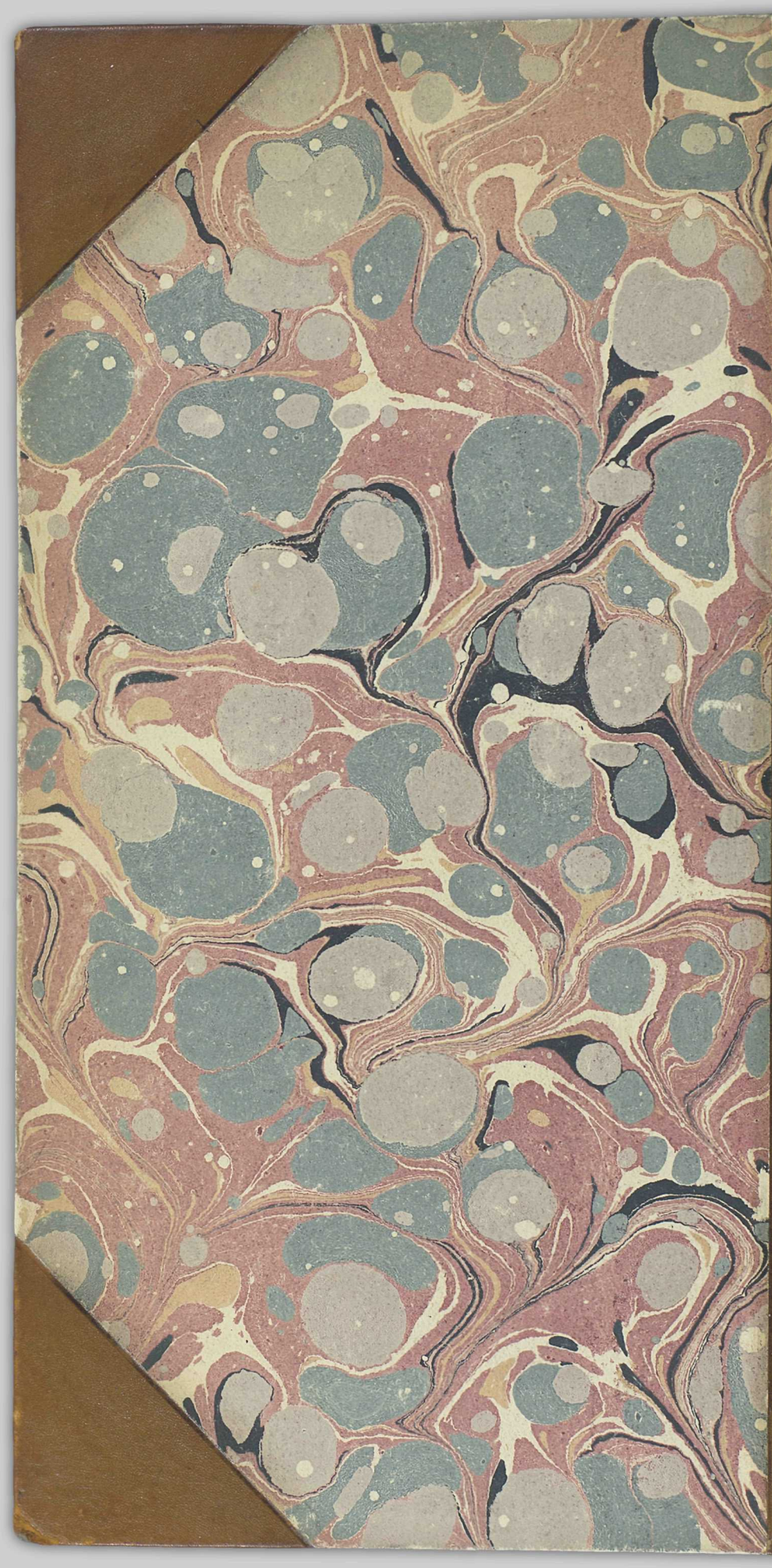
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