

route. His proposal was a railway from Halifax, crossing the St. Lawrence at Quebec and continuing to Montreal, thence *via* Smith's Falls to Lake Nipissing and so on to Fraser's River.

In 1850 a book was published in London entitled "Britain Redeemed and Canada Preserved," the authors being F. A. Wilson and Alfred B. Richards. They proposed a line from Halifax to Quebec, thence to stretch out to Fort Langley on Fraser's River by a line "as straight as the crow flies," in seemingly sublime indifference to Rocky ranges, great lakes and capricious muskegs.

359. In the United States the project of a transcontinental line has been mooted even earlier than in Canada. Rev. Samuel Parker, a Presbyterian clergyman, had written in his journal in 1835, after he had crossed the "Rockies" on a missionary tour: "There would be no difficulty in the way of constructing a railway from the Atlantic to the Pacific Ocean. There is no greater difficulty in the whole distance than has already been overcome in passing the Green Mountains between Boston and Albany, and probably the time may not be far distant when tours will be made across the continent as they have been made to Niagara Falls to see nature's wonders." The missionary's faith removed mountains in good style and in orthodox fashion.

360. Later, in 1851, Asa Whitney visited Great Britain and travelled through the United States, in each country advocating the construction of a railway across the continent as suggested by Major Carmichael-Smyth.

In 1851, Hon. Joseph Howe, in the course of a speech delivered in Halifax, said: "I am neither a prophet nor the son of a prophet, yet I will venture to predict that in five years' time we shall make the journey hence to Quebec, Montreal and St. John by rail, and I believe that many in this room will live to hear the whistle of the steam engine in the passes of the Rockies and to make the journey from Halifax to the Pacific in five or six days."

Many others advocated the Intercolonial Railway, among whom may be named Sir Richard Bonnycastle (1846), Rev. C. J. Nicholay (1846), Sir John Harvey (1847), Hon. John Young (1854), Chief Justice Draper (1857), Sir E. B. Lytton (1858), Earl Carnarvon (1859), Dr. Alexander Rattray (1861), Henry Yule Hind (1862), Sandford Fleming (1862), Milton & Cheadle (1865), Alfred Waddington (1868), A. J. Russell (1868) and Malcolm McLeod (1869). At length the British Columbian delegates proposed, and Sir John Macdonald, as Premier, agreed to the construction of a railway connecting the Pacific and the Atlantic Oceans, as part of the Union pact between British Columbia and the Dominion of Canada (1870).

361. It has been already stated that in 1851 the Railway Committee of the Canadian Legislature reported adversely to the Canadian Pacific Railway Bill then brought before it. The Committee said in their report: "Your Committee reluctantly report against the bill on the ground that the claims of the Indian tribes have first to be adjusted. \* \* \* At the same time your Committee feel bound to state their impression that the scheme ought not to be regarded as visionary and impracticable. \* \* \* Your Committee are strongly inclined to believe that this great work will at some