

...score; and in a town where... was no lack of such costly indulgences... Every species of shameful wickedness and unchecked outrage met one's gaze at every turn.

Mr. Gladstone thus concludes:—"Among all the scenes of violence I witnessed, the offending parties were invariably on the Pro-slavery side. The Free-State men appeared to me to be intimidated and overawed, in consequence, not merely of the determination and defiant boldness of their opponents, but still more through the sanction given to these acts by the Federal government.

Correspondence.

[FOR THE EXAMINER.]

CHATHAM, CANADA WEST, Nov. 18, 1856.

DEAR EXAMINER.—The following advertisement of free grants of public lands to actual and continuous settlers, appears in many of the leading journals of the country, by order of the Hon. Joseph Cauchon, Commissioner of Crown Lands, for the time being:—

"CROWN LAND DEPARTMENT.

"TORONTO, July 12th, 1856.

"Notice is hereby given to emigrants and others, that the under-mentioned lines of Road in Upper Canada are open for settlement, upon which Free Grants (limited to one hundred acres) are to be obtained upon application to the respective Agents, subject to actual and continuous residence thereon:—The Adlington Road, running from the Township of Kaledar, to the River Madawaska, 25 miles in length. Agent, E. Perry, Esq., Flint's Mills, Kaledar. The Hastings Road, running from the Township of Madoc, in a Northernly direction 74 miles. Agent, M. P. Hayes, Esq., residing in the Township of Madoc. Also—The Ottawa and Opeongo Road, 80 miles, opened for settlement in September last. Agent, T. P. French, Esq., Township of Grattan.

"JOSEPH CAUCHON."

The policy of our present rulers in bestowing free grants upon parties who may choose to locate on lands in the particular portions of Canada above designated; and of simultaneously forcing upon the market, by public auction, other sections at high upset figures, and permitting them to be purchased by non-residents and speculators, without restriction or conditions binding them to the immediate settlement and occupation of these lands—is imbecile, trifling and highly detrimental to the present interests and future advancement of our country. It is impolitic, unstatesmanlike and unpatriotic. It is beneath men who have a high and important mission to fulfil—the development of the vast resources of this noble country—by seeking for and encouraging, and obtaining the emigration of parties who would by their habits be a valuable acquisition to the country, and, with a view to that end, by at once establishing an efficient staff of able and qualified emigrant agents in Europe, at our lower ports on the St. Lawrence and elsewhere; and by adopting such an equitable system of granting the Crown lands as would not only commend itself to the common sense of the community, but by the very reduced rates and extended terms of payment for lands, induce emigrants and intending settlers to give Canada the preference to the neighbouring Union, when seeking a home in the West, knowing, as is generally known, and being informed by our emigrant agents (a duty which would devolve upon them), that our lands for any and for all useful and practical purposes are unsurpassed; nay, unequalled on the Continent of America.

Can we afford to continue the free grant system of Cauchon and his confederates to the detriment of our revenue? Are we to give four millions of acres of land en bloc to a Railway Company, unconditionally—they only being competent to say when, at what prices and on what terms they shall dispose of them? Are we to continue to hand over to hungry non-resident speculators, land jobbers and greedy monopolizers, the fairest and best lands in the Province? Then if so, the effect will be, the rise in the price of lands to such an enormous extent that emigration, as formerly, will be driven into the Western States,—that the sons of the soil as heretofore will be forced to seek a home among strangers in the neighbouring Union.

Where exists the necessity of broaching a policy that cannot judiciously be continued—that would be folly to adhere to—that would be and now is an act of injustice and robbery to the former pioneers of our forests, who have paid dearly for their lands into the revenues of the country for the general benefit? Can it be that a special class is to be benefitted? Or has not this system of free grants been made a cloak for bribery and corruption? Who knows whether or not that unprincipled members of the Legislative Assembly have not each received 100 acres a piece for their friends and family connections, in consideration of votes, sundry and unaccountable, given last session of Parliament to prop and sustain a weak, deceiving, falling, detested and execrated ministry? It is quite possible that such transactions may have occurred and others similar, and that a ministry whose chief aim and policy appears only to be the retention of their offices and salaries, to the sacrifice of every principle (if they ever had any) might wink at, if not aid and abet such frauds. This is no matter of mere conjecture; for Assembly-men here do sometimes grow suddenly rich; with them the golden stream has been known to be quick and violent—our Government having a large public domain under their control, and may have numerous ways of bleeding it not dream of in the philosophy of the uninitiated. Has that Government ever been above suspicion? Has not that Government of late sunk beneath contempt?

By the close of the present year, 1856, we will have fully 2,000 miles of Canadian Railway in full operation, and complete running order. These have cost in the aggregate the sum of £20,000,000 sterling or \$100,000,000, including rolling stock. Three years since we had no railways of any considerable length or importance comparatively. Now the Grand Trunk Railway extends from St. Thomas, 50 miles below the City of Quebec, along the St. Lawrence via Montreal, Kingston and Toronto, thence to Stratford, 20 miles from London, Canada West, and has besides a branch of 292 miles from Montreal to Portland, in the State of Maine. From St. Thomas below Quebec the company are bound to complete the line to Trois Pistoles (150 miles below Quebec) the ensuing year, 1857. From Stratford, near London, Canada West, it is contemplated to extend the line to Port Sarnia, at the foot of Lake Huron, thence to cross by steam ferry-boat the River St. Clair, a mile wide to Port Huron, thence to proceed with the extension, now under contract, through Northern Michigan to Grand Haven on Lake Michigan, where you meet the steamers to Milwaukee, and crossing Lake Michigan, may proceed by railroad, already completed, through Wisconsin to Prairie du Chien, on the Mississippi River. The entire length of the Grand Trunk through Canada, with its extension into the United States above referred to, would then reach about 1,200 miles. Of this, upwards of 856 miles, principally in Canada, are now completed and have been opened for traffic, including that portion which extends from Montreal to Portland, Maine, U. S.; and when the Great Pacific Railway becomes a grand reality, the Grand Trunk of Canada will form a connexion with it at the Mississippi. This route from Portland to the Mississippi must be nearly 100 miles shorter than that from the City of New York. At present and until it is fully completed, I give below the following as the most expeditious route:—

From Portland to Montreal, 292 miles, Grand Trunk Railway. From Montreal to Toronto, 333 miles, Grand Trunk Railway. From Toronto to Hamilton, 38 miles, Hamilton and Toronto Railway. From Hamilton to London, 76 miles, Great Western Railway. From London to Chatham, 66 miles, Great Western Railway. From Chatham to Detroit, U. S., 45 miles, Great Western Railway. Total, 850 miles of 5½ feet gauge.

By the Michigan Central Railroad— From Detroit to Chicago, 290 miles, commencing narrow. From Chicago to Rock Island, 182 miles, at the Mississippi River. From Rock Island to Iowa City, 50 miles, beyond the Mississippi River.

Grand total, 1,372 miles, from Portland to Iowa City. From the City of Quebec to Richmond, en route to Montreal, the length of that part of the Grand Trunk is 100 miles. At Richmond the Quebec and Portland branches unite, forming one line to Montreal.

The entire works throughout the whole course of this railway are of the most solid and durable character—are equal to the best railways in Europe, and surpass anything of the sort on this Continent. Two of the bridges over which the Grand Trunk now passes are of the most magnificent and substantial description, and call forth our admiration as great and decided triumphs of mechanical skill. The one across the Chaudiere, nine miles above Quebec, was the first tubular bridge constructed in Canada; while that across the Ottawa, near its mouth, the St. Anne's Bridge, is of nearly equal extent and importance to the Victoria Tubular Bridge, now in course of erection at Montreal, which, when finished, will assuredly be one of the wonders of the world. The contract for this vast bridge is £1,400,000 sterling, or \$7,000,000. It is being constructed across the St. Lawrence, at a place where that river attains a breadth of two miles and dashes wildly on, forming a rapid of considerable magnitude—where immense quantities of ice every year are dashed up with tremendous fury. It is required, consequently, that every exertion of engineering and mechanical skill be brought to bear, in order to the permanent erection and maintenance of this great work. But the abilities of Mr. Robert Stevenson, of Britain, the first engineer of his time, are fully adequate to the task, while his superintendence is equally a guarantee that it shall be done.

The Great Western Railway demands our notice next in order. It extends from Windsor, C. W., opposite the City of Detroit on the Detroit River, the western boundary of Canada to Hamilton, 187 miles, thence along the shore of the head of Lake Ontario, 43 miles, to the Falls of Niagara, passing entirely through the Canadian territory, and connects by a gigantic suspension bridge across the River Niagara, about two miles below the falls, with the New York State Railroad to the seaboard. It has enjoyed a success beyond the expectation of its most sanguine friends, and is said to be one of the best railway investments in America. Its length is 230 miles. Its western feeders are the Michigan Central and Michigan Southern Railroads, bringing to it the immense and increasing traffic of the West. Passing, as the Great Western Railway does, through a rich and fertile peninsula, the very garden of Canada, and forming the connecting link between the seaboard and the great west, by the extensive system of New York Railroads on the one hand, east, and on the other, west, that of those great American arteries issuing from the City of Detroit, the Michigan Central and Michigan Southern Railroads; its ultimate success as an investment was always beyond the shadow of a doubt—its much shorter route also commends it to our favorable consideration.

I shall refer next to the Buffalo, Brantford and Goderich Railway. It runs from Buffalo along the foot of Lake Erie to Brantford, parallel to the Great Western, along the head of Lake Ontario to Hamilton. From Brantford it stretches away north-westwardly to Goderich on Lake Huron, intersecting the Great Western at Paris, C. W., 30 miles west of Hamilton, and the Grand Trunk at Stratford, C. W., 90 miles west of Toronto. Its length when completed will be 160 miles. This road shortens the distance from Buffalo to Lake Huron, (as compared with the circuitous lake route, via Detroit), a distance of 400 miles, and must command a great portion of the western traffic on its completion, which is expected to take place the ensuing summer.

The Ontario, Simcoe and Huron Railway, extends from Toronto away north to Collingwood, with a branch to Penetanguishene, both on bays of Lake Huron. The distance from Toronto to Collingwood is 95 miles. From Collingwood it is intended to continue this railway to Owen Sound, thence to Saugeen on Lake Huron, proper. Time only can show the vast importance of this extensive line.

The Cobourg and Peterborough Railway, half way down on Lake Ontario, extends from Cobourg on the lake, back into the country to Peterborough, about 36 miles.

Seven miles further up the lake the Port Hope and Lindsey Railway reaches from Port Hope on the lake to Lindsey, 36 miles back in the country, running parallel with the Cobourg and Peterborough Railway. These are destined to develop one of the finest portions of Canada.

One hundred and twenty-five miles west of Montreal the Ottawa and Brockville Railway connects with the Grand Trunk. This is 130 miles in length.

One hundred and twelve miles west of Montreal, a railway from the City of Ottawa to Prescott, on the St. Lawrence, opposite Ogdensburgh, U. S., is being pushed on towards completion with vigour.

The Montreal and Bytown (City of Ottawa) Railway reaches from Montreal to the City of Ottawa. This line is 130 miles in length, and has a considerable portion of it open for traffic.

The Erie and Ontario Railway, about eighteen miles long, runs down to the town of Niagara from Chippewa, and in its course descends as much as 250 feet in about 4 miles. It runs parallel with the Niagara River, and is of singular construction.

From the city of London, C. W.—an interior town, by the way, to Port Stanley, on the shore of Lake Erie—a line of railway of over twenty-two miles has just been completed, and opened for business. The enterprising Londoners, with the example and successful trial trip of the Chicago vessel, the "Dean Richmond," before them, contemplates establishing a line of freight-vessels, of steam or of sailing craft, to Liverpool, from Port Stanley, so closely connected to them by railway, to convey our superabundant surplus produce via our Lakes and St. Lawrence route, without trans-shipment to Liverpool direct. What may not result from an enterprise of this description, vigorously carried into effect? The Chicago mercantile community speak already with confidence of the ultimate establishment and entire success of a line of steamers from Chicago to Liverpool, down the Lakes and via our Canadian route through the Welland and St. Lawrence canals and river to the ocean.

I have before referred to the Hamilton and Toronto railway, which connects the Grand Trunk and Great Western at Hamilton, thirty-eight miles in length. The Montreal and New York, and the St. Lawrence and Champlain railways, have been some time in operation, and are so well known that I forbear further than merely mentioning them. Besides these, there are many more contemplated railways already chartered and about to apply for charters. Among them the St. Lawrence North Shore railway, from Quebec, via the Ottawa river, to some point upon Lake Huron. Also, a line from Port Sarnia, or some other point on the river St. Clair, to Chatham; thence in a south-east course, twelve miles, to

the Ronde Eau, a harbour of great capacity on Lake Erie, that distance from this place. This line, when completed, will be to Chatham what the London and Port Stanley railway is to London, Chatham having the additional advantage of a river navigation connecting with the lakes. These two last have been already chartered.

A charter was, last session of Parliament, granted to the Great Southern railway, a rival of the Great Western. This line, as surveyed and now partly contracted for, and in course of construction, diverges from Hamilton, and approaching Lake Erie, passes along near the shores of that lake, through the southern border of our fertile and beautiful western peninsula, parallel to the Great Western, which passes through the centre. This line will either terminate at Amherst, being the extreme western point of Canada, or a little above it, at Windsor, opposite Detroit, in the west, with a branch reaching to some point on Niagara river, on the east.

Time would fail me to give full details of our railway enterprise. I call this but a synopsis.

When we calmly contemplate the growth and prosperity of Canada for the past fifteen or twenty years, as well as the material advancement of the Provinces generally, we cannot help observing a young empire of great dimensions rising and looming in the distant future. Canada East and West increased in population from 700,000 in 1830 to 1,843,000 in 1851, and its estimated population of 1856 is 2,500,000. Upper Canada increased from 77,000 in 1811 to 952,000 in 1851; eleven hundred per cent. in forty years! Britain has the last ten years increased in population 13½ per cent., and at the same time the United States 35½ per cent., while Upper Canada has increased 104 per cent. in the last ten years!! In 1838 Canada exported nearly 300,000 bushels wheat; and in 1852, about 5,500,000 bushels wheat!! The total value of the entire crop or vegetable production of Canada in 1851, was \$40,000,000; grain being \$24,000,000; other production \$16,000,000. The wheat produce in Upper Canada in 1851 was about 13,000,000 bushels—above 13½ bushels for each inhabitant, U. C.'s population being in that year 952,000, as before given. During that year the United States produced only 4½ bushels to each inhabitant. The increase in the growth of wheat in Canada for the last ten years has been 400 per cent.!! while the increase in that of the United States was but 48 per cent. For the last nine years the increase in the growth of oats in Lower Canada was 70 per cent.!! at the same time in Upper Canada 130 per cent.!! while in the United States, the same period, it was but 20 per cent.!! Canada's increase in Indian corn was 160 per cent.!! against 56 per cent. in the United States for the ten years preceding 1851. Canada possessed, in 1851, 600,000 milch cows; nearly 2 to every 6½ inhabitants; being 47,000 more than the State of Ohio, the population of which at that time was nearly equal to ours. Canada has nine sheep to every ten inhabitants; the States about the same proportion. Upper Canada has 10 sheep to every 100 acres of occupied land; Lower Canada, 8; United States, 7½; the increase in the market of sheep in ten years in Canada was 35 per cent.!! and in the weight of fleece 60 per cent.!! against that of the States for the same time, in sheep, 12 per cent.; and in fleece 30 per cent.; while our Canadian wool is nearly equal to any known, as we possess the finest breeds to be had in Britain and Europe. Canada has one horse to every five inhabitants; increase in ten years 50 per cent. According to the census of 1851, the total live stock of Canada was 4,250,000 head. In six years the increase in the best grades, 60 per cent.

As regards lumber, Canada exported of white wood (not unlike pine), walnut oak, red and white pine, &c., in 1853, to the value of \$9,424,000; and to this, for ships built principally at Quebec, \$2,481,000. Of furs, in 1853, Canada exported nearly \$150,000; and pot and pearl ashes to the value of \$640,000; 218,500,000 feet of sawed lumber in 1853, against 120,000,000 in 1851; 39,000,000 cubic feet of squared timber in 1853; and 8,000,000 planks and deals. In 1843 the revenue of Canada was \$1,782,300; expenditure, \$3,347,000. In 1853 the revenue amounted to \$6,857,400, having quadrupled in ten years; expenditure, \$3,339,000, about the same as that ten years previous. In 1834 Canada's imports were \$4,254,580; exports of 1834, \$4,075,700; total commerce of 1834, \$8,330,280; in 1852 the total value of both imports and exports had increased to \$35,594,096; in 1853 imports and exports, \$55,782,736, being an increase in one year of nearly 60 per cent., or \$20,188,636, in our commerce. The imports of 1853 into Canada were in proportion of about \$15 to each inhabitant, for the same period; the imports into the States were \$3½ to each person, nearly. The exports of 1853 from Canada were \$11 to each individual; same year, from the States about \$9½. The imports into Canada in 1853 were \$31,981,436; the exports for the same period, \$23,801,300. Of the imports there were of

Table listing import values for 1853: Cotton goods, 85,262,740; Woollen goods, 5,017,020; Silk, 1,441,320; Linen, 533,656; Iron, manufactured and unmanufactured, 5,542,504; Tea, 1,560,420; Sugar, 1,188,232; Earthenware, 146,316.

These form the largest items; the balance being 11,286,228 being variously distributed among other sorts of merchandize.

Table showing imports from various countries in 1853: Great Britain, \$18,489,120; B. N. A. Provinces, 636,140; United States of America, 11,782,148; Other Countries, foreign, 1,074,028; Total, \$31,981,435.

Table showing exports for 1853: Produce of mines, \$109,356; Produce of the waters, 340,003; Produce of the forest, 9,421,020; Animals and their produce, 1,370,528; Agricultural products, 8,086,855; Manufactures, 140,424; Ships built at Quebec, 2,480,752; Other exports variously distributed, including undervaluation of inland ports, 1,852,362; Total, \$23,801,300.

I might continue giving instances and comparisons of our prosperity, but forbear for the present.

In regard to our Upper House elections, nine out of the twelve have been triumphantly decided against the present ministry.

Yours very truly, MON PAYS.

P. S. In my communication of 1st September last, published in your issue of the 29th same month, there is an important omission. Read, in the first paragraph referring to the St. Lawrence, "discharging 4,300,000 millions tons fresh water annually into the sea"—not so small a quantity as 4,300,000 tons, as published; and by referring to your issue of 27th October, in the second paragraph of mine of 3d October, read "25,000,000 cubic feet of timber, 900,000 deals and planks, &c., are shipped hence (from the Ottawa river) to Europe annually. Yours, &c., M. P.

A Canada paper says the imperial government is proceeding with the defences of both Upper and Lower Canada. Quebec is now undergoing the necessary alteration for stronger fortification; two towers are to be built at St. Lambert, near Montreal; and it is understood that Lieutenant General Eyre's visit to Niagara was in connexion with certain plans of defence for that place.