

Christian Visitor

A Family Newspaper—Devoted to

Religious and General Intelligence.

GEO. W. DAY, Proprietor.

"BY PURENESS, BY KNOWLEDGE—BY LOVE UNFEIGNED."—ST. PAUL.

{Rev. E. D. VERY, Editor.

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"AH! THAT'S THE NAME!"

BY REV. JOHN ELY.

[Certain Hindoos, having met with some religious tracts in their own language, travelled far to hear more of Jesus from the lips of the Christian Missionary; and as soon as they heard him pronounce the Name, they interrupted him, exclaiming in an ecstasy of delight, "Ah! that's the name!"

"Ah! that's the name," the admiring Hindoo cried; "Your Shasters taught us how he lived and died." As ancient sages, guided by his star, Lured by the wondrous tale, they came from far; Their caste, their cruel rights, their idol fans, Deserted for the Saviour's milder reign.

"Ah! that's the name," the Christian lip responds, "Whose charm dispell'd my fears, and loosed my bonds;

More precious than the finest gold, its worth, Sweeter than fragrant perfume poured forth; A balm to make the wounded spirit whole, A sound to wake the music of the soul.

"Ah! that's the name!" a world renew'd shall cry, "No name so glorious in the earth or sky." From shore to shore adoring nations bend; From world to world let loud'ning praise ascend; Great be that Name, confessed by every tongue, The burden of the universal song.

Whitney's Proposed Railroad to Oregon.

FREEMAN HUNT, Esq., Editor of the Merchants' Magazine, Etc.

DEAR SIR:—I believe that it is pretty generally known that I have devoted four years exclusively to the subject of a railroad from Lake Michigan to the Pacific Ocean, and that I devoted a part of two other years to the same subject in Asia. That I have explored and examined more than 800 miles of the route—explored 1,500 miles of the Missouri River, as also other streams, to ascertain where they could be bridged; and that a greater part of the country over which I passed had never before been traversed except by savages.

Many explorations extended as far as was my first intention, and as far as was necessary. It was for my own account, and at my own expense, and its results not fully published to the world. My object was, to ascertain the facilities which the country might afford for, and the value of the lands on which depended the entire work. The explorations of Col. Fremont, with accounts from many others, had satisfied me of the feasibility of the whole route. I have done all this at my own expense, and have never asked Congress to appropriate one dollar for me. My motive was, to benefit the country and the world. I was willing to give my life, my all, to the work which appeared to me so very important. If I have failed in my object, I am happy in knowing I have not drawn one dollar from the public treasury, but have heretofore paid large sums into it.

I am also happy in believing that the country at large understood and sustained me. Eighteen State legislatures (generally by unanimous votes of the two houses) passed resolutions approving and recommending the adoption of my plan, declaring it the only feasible one by which this great work could ever be accomplished, and instructing and requesting their delegates in Congress to vote for it.

A committee in the 28th Congress reported in its favor. The Senate's Committee on Public Lands of the 29th Congress, introduced a very full report unanimous in its favor, with a bill to carry it out. Said report contained a full though concise statement, geographical, commercial, and statistical, of all Asia, Japan, China, India, Polynesia, and all the islands, population, commerce, products, resources and all, which cost me much time and labor.

At the last session of Congress, the house

appointed a select committee of nine, to examine and report upon it; the report was unanimous in its favor, with a bill to carry it out.

The Senate also appointed a select committee of five for the same object—Mr. Niles, (chairman,) Mr. Dixon H. Lewis, Mr. Bell, Mr. Felch, and Mr. Corwin. A bill was prepared by the chairman, and after examinations and amendments at several meetings, the committee were unanimous, and reported the bill to the Senate. On Saturday, 29th July last, Mr. Niles moved to take it up for consideration, when it was attacked by Mr. Benton, who, it is presumed, had never read, or even known, the enactments and conditions of the bill. He closed with a motion to lay the motion on the table, which, not being debatable, prevailed, 27 to 21, with several Senators absent, who are friendly to, and would vote for the bill; and several voted to lay Mr. Niles' motion on the table, believing there would not be time to act upon it at the close of the session, while there was so great a press of other unfinished business, as also the exciting territorial bills, and who say they will vote for my bill at a more suitable time.

To the people at large, to the many public meetings, and to the eighteen State legislatures, who have encouraged and sustained me, is due this explanation. I have acted for them, and not for myself, to them and to my country I have done my full duty, without the expectation of other reward than that of being the instrument of benefit to mankind. If they are satisfied with *this end*, I surely shall not complain.

The work proposed is so large, and the results promised so immense, that it is not surprising those who would not take the trouble to investigate, have pronounced it impracticable and visionary. But in no instance have I found a man or a body of men, who would hear and examine, that were not convinced and satisfied of its perfect feasibility and vast importance. The farmers and mechanics from one extreme of the country to the other, understand, and are in favor of it. Therefore, my views, (however large they may appear to those who have never examined the subject) have been so fully and strongly sustained, that I feel they cannot be justly called "visionary, or a humbug."

I have shown to the people the plain and simple way by which this great work might be accomplished; have explained its great importance and vast results, giving us the entire control of the commerce of all the world; and it now appears that there are members of Congress who have not even read the bill. It is evident Mr. Benton has not; from his violent opposition to that which is not proposed in the bill. He objects to granting 100,000,000 acres of land to one individual. "Why, he says, it is monstrous."

Now the bill proposes to sell about 78,000,000 acres, good, bad and indifferent, under special terms and conditions, all so guarded that the government could not possibly lose one dollar.

This project has been so often explained to the public that it ought to be understood. So different is it from a grant to me of 100,000,000 acres, that I have not even asked for, nor does the bill provide that I can take one acre of land until I shall have completed ten miles of road in advance, which every one of experience must know will cost, for such a road as the bill provides, \$200,000. Then if the commissioner, the government, the people and all, are fully satisfied, I am allowed to sell 5 miles by 60 of land on the line of the road, and an equivalent somewhere else for any that may have been sold

out of this five miles by sixty, in all 192,000 acres; which, at the present value (72 cents) for soldiers' bounties, (and which must be the price of the best lands until some 16,000,000 acres are disposed of,) would amount to \$138,240 and the government holding the road as security for my continuance and faithful performance of contract, and the government also holding the other five miles by sixty, or 192,000 acres, through which the road is completed.— Now if I could not make this 192,000 produce enough to return the \$200,000 expended on the ten miles of road, then the work could not be continued; the government would not allow me to take one acre of land, and I should have sunk on the \$200,000. But if, from the results of my energies, efforts, and labor, I raise from its present value of \$138,240 the 192,000 acres to or beyond the \$200,000 expended, then the 192,000 acres (the other half) held by the government would have imparted to it an equal increase in value from the same causes. Such would be the case for 800 miles through the good or available lands, or so far as the 5 miles by 60, or 192,000 acres, would furnish means to construct the ten miles of road, the government holding the road as security for all, and also holding one-half (alternate 5 miles by 60) of all the lands—each and every ten miles of road being completed in advance of my being allowed to take any land—the road, with the alternate settlements, imparting benefits to and enhancing the half held by the government far exceeding that taken by myself. The reserve lands would be held to furnish means for the construction of the road through the immense distance of poor land; where I should proceed as before, first build the ten miles of road, and when the 10 miles by 60, or 384,000 acres, could not be sold for enough for the outlay for the ten miles of road, then the reserve lands would be sold sufficient for, and applied to that purpose; and so on to the ocean, each and every ten miles of road would be finished in advance of receiving any lands or money. And until all shall have been completed and in successful operation, the government would hold the road, the surplus lands, if any, and all as security for the payment of ten cents per acre for all the lands; and also as security that the government should in no way be made responsible or chargeable for keeping up and in operation the said road, until its earnings could provide for that purpose—then the title to the road would vest to me, always, however, subject to the action and control of Congress in regulating and fixing to the tolls, &c., and the United States mails to be transported free of charge.

The reserved and all the surplus lands to be sold at auction in lots of from 40 to 190 acres.

And should all the lands fully reimburse for the outlay for constructing the road, its machinery, &c., with the sum paid to the government for the entire lands, then Congress would have power to regulate the tolls, so as not to produce any income beyond sufficient to keep said road in repairs and operation, and for the necessary superintendence; making it a national, and as nearly a free road as possible, with tolls less than half what would be charged on the great and principal dividend paying roads within the States. And how Mr. Benton's objections can apply to the bill to carry out this great project, I think would be difficult for those who read it to point out.

With the failure of this bill, I consider the hope for a communication across our continent which would be the route for the commerce and intercourse between Europe and Asia, as forever at end. The seal would then have been

fixed. We have looked upon the promised land, but could never possess it.

The people of Oregon and California, having the same products as our own, and seeking the same markets, we could not buy from them, or they purchase from us. They could not receive no benefit from a connection with us, or we from them.

We might as soon attempt to connect a part of Asia to us. I presume no man will think of an overland communication with teams through a wilderness and desert of more than two thousand miles in extent! And, on examination, it will be found that any communication across Panama, could never amount to any commercial or national benefit—on the contrary, such a communication, as it could never be the means of facilitating exchanges of products, would but facilitate what must be the inevitable result, the building up of a separate and independent nation.

With the failure of this bill, the only commercial benefit we could receive from them, would be in the use of their ports to repair and replenish our whale and other fishing vessels; and how long would it be before that very important branch of our commerce would be transferred to, and monopolized by the people of that coast, with whom we could not compete, when their oil and fish would be sent from Vancouver's Island directly to Europe and Asia, and there exchanged for manufactures and commodities suited to their wants? and how long would it be before sufficient capital, with enterprise for all this and more, would be furnished from Europe, with laws enacted to encourage it. The answer is, in the defeat of this bill; and the sounds of preparation and outfit will soon give us the answer from Europe.

The present condition of all Europe demands some great change, which neither the statesmen or philanthropists are prepared to point out. The population being so immense, with high prices for land, and heavy taxation upon labor, and the soil not producing enough to sustain its population, that it appears almost certain no reform within their means to accomplish can reach the evil. And the only possible remedy would seem to be in the removal of the surplus population to some country where land is very low, or without price—where there would be no tax upon labor, and where the products of the new country might be exchanged for those of Europe. Oregon and California now open a field for such an experiment. Many of their products might be exchanged with Europe, which could not take place with us.

Oregon and California will command and monopolize fisheries more extensive and more valuable than all the world beside—a cod fishery extending to the entire coast of Japan and China, with the markets of all Asia open to all the varieties they can produce, and all Europe open to them also. With such advantages, and many more, could they (when their position begins to develop itself) desire a connection with us, from which it is clear they could derive no benefit? Certainly not. And would not the people of these United States soon tire with the expense of sustaining far distant territorial governments, when the products of the territories could not be drawn to us for markets, and could not be exchanged with us? And what benefit can the people residing in any of these United States, with force of arms, at an immense cost, attempt to compel a country to submit, and be subject to us, from which we could receive no benefit? Therefore with the failure of this bill, Oregon, California, and all the north Pacific