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THE SIX POINTS OF RAILWAY COLONIZATION

(From the London Railway-Record.)

A MEETING of the Society for the Promotion of Colonization was held at the Hanover-square Rooms, on Tuesday; the Earl of Harroway in the Chair, supported by Lord Ashley, Lord Montagu, Lord Farnham, Mr. Hodges, M.P.; Mr. F. Scott, M.P.; Sir Thomas Dyke Acland, M.P.; Mr. V. Smith, M.P.; Mr. Stanley, M.P.; Mr. Montagu Gore, Mr. Arthur Mills, Dr. Lang, Cap. Air. Maconochie, and many other gentlemen interested in the subjects of colonization and emigration. The objects of the Society were stated to be to collect information; to communicate with parties interested, both at home and in the Colonies; to establish agencies; to make up the balance of funds supplied by parishes for the emigration of deserving individuals; and to assist landlords in the recovery of advances made for similar purposes.

While we hail with pleasure the appearance of zealous and vigorous efforts on the part of influential public men to systematise and give a practical direction to the all-important duty of Imperial Colonization, we cannot too often repeat our conviction that colonization, to be effective, must be national in its scope, national in its extent, and national in its organization. Systematic national colonization involves six material points and absolute requirements—

1st. A Social Emigration must be organized as the grand preliminary; as a means to the great end of Colonization; and as part of its machinery.

2nd. Existing markets must be connected and improved, and means of immediate employment thereby afforded to emigrants on their first arrival, by the construction of Colonial, or rather Colonization, Railways.

3d. Some assistance towards Physical Preparation, as in the clearing of timber land, the erection of cottages, the survey of sites for towns, the erection of bridges, and the like, must also be afforded by capital and practical philanthropy, in the outset, leaving room and verge enough for private enterprise.

4th. Moral and Sanitary Preparation, also, must be encouraged, by the foundation, or partial endowment, of schools, churches, and public institutions; the formation of parks and cemeteries; and provision for all the means and accessories of physical and moral health.

5th. These outlays must be recovered by the traffic of the lines and the enhanced value of the lands, the price of such lands to be paid in such convenient instalments, over a period of years, as shall not press too heavily on the energies or capital of the yeoman or other colonist; and

6th. The Imperial Government, upon the obvious and unexceptionable security of the Colonial revenues, and the mortgage of the railways and of the lands thus enhanced in value, for payment of interest and replacement of capital, must create the necessary funds by an issue of Exchequer bills, or Government money, to be advanced to the colonies as required, on condition of employing so many able-bodied men and their families per mile of railway.

The last of these propositions forms the basis of a comprehensive scheme of railways and colonization, developed and elaborated by one of the most practical and experienced gentlemen in the railway world; and of which we shall have more to say anon.

An important practical suggestion was made by Mr. Sydney, whose name is so well known in connection with railway literature, for obtaining the funds necessary for carrying out emigration to Australia, by reducing the price of land to such an amount as would enable men with capital under £100 to become possessors and cultivators of farms of fifty or eighty acres. Under the existing system, the price of land in Australia is maintained so high, and the lots so large, that in 1846 the land fund scarcely produced an amount suffi-

cient to defray the expenses of management. At 5s an acre, in lots of eighty acres, half a million a year might easily be obtained and devoted to purposes of emigration.

From an announcement made at the meeting above referred to, reported in the *Morning Chronicle*, we learn that Lord Ashley is, on Monday night, to preside over a meeting upon this subject, of parties connected with the working classes, in the Hall near Fitzroy-square, lately signalled by the meetings of the Chartist Convention. It cannot but be matter for serious congratulation amongst all well-thinking persons, that the practical benefits of colonization are likely to be discussed in the very arena where hitherto the problematical advantage of political subversions has been the engrossing and distracting theme; and, from a document which has lately reached us, bearing the name of the artisan who made the announcement at the late meeting, and which quotes *in extenso*, as part of the plan of a society to carry out the objects of colonization, the principles set forth in this journal (but mixed up with much irrelevant theory), we have reason to believe that the subject of colonial railways is likely to form a conspicuous portion of the argument.

We certainly doubt the practicability of carrying out great objects, requiring nicety of organization and management, by the heterogeneous instrumentality of a multitude of working men; and we believe that the noblemen and gentlemen encouraging this movement would act more wisely by directing their attention to the opportunities for employment presented in the fields of railway colonization already opened in British North America, where a first detachment of able-bodied men and their families, generously sent out and provided for at the expense of Earl Fitzwilliam, have been comfortably located and housed, and are now proceeding with vigour and spirit in laying the foundation of an altogether new and unprecedented development of social colonization.

ATLANTIC & PACIFIC RAILWAY.

We quote the following observations from the City Article of the Times of Thursday:—

"The project in the United States for a railway from the Atlantic to the Pacific seems likely, now that the war with Mexico is ended, to become a subject of practical consideration; and in a letter published by Lieutenant Maury, of the American navy, we have a clear view of the most prominent bearings of the undertaking. The route hitherto proposed has been a northern one from New York up to Chicago and thence to Oregon, and the Columbia river; but Lieut. Maury contends that the dangerous navigation at the mouth of the Columbia, and the fact of this outlet being effectually commanded by the British possession of Vancouver's Island, constitute insuperable objections to it. He, therefore, proposes that the line should commence from the port of Charleston, in South Carolina, to Memphis, in Tennessee, and thence to Monterey or San Francisco, in California. From Charleston to Tennessee a railway is already completed, and the distance from Memphis to Monterey is 1,500 miles. By this route, the distance from the English Channel to the Pacific would be 5,370 miles; by the Chicago route it would be 5,320.

"The general advantages of constructing a railway to connect the two oceans through the heart of the United States consist in the fact, never lost sight of in that country, that the increase in value of the land through which it would pass would far more than cover the outlay to be incurred, and also that such a line would confer exclusive advantages on the United States, which would be lost if the communication were effected by the old scheme of a canal across the isthmus of Panama. The particular recommendations of the California over the Oregon route are the secure nature of its harbours, their convenient position for the 300 American vessels annually employed in the whaling expeditions

in the Pacific, and the central point they would present for the establishment of a great naval station and dock-yard, San Francisco being midway between the southern and northern boundary of the American possessions on this coast, which now extend about 1,000 miles.

By the construction of the contemplated route, Lieut. Maury asserts that the United States would be placed in a position to command the trade of the entire East. 'Hitherto,' he says, 'in all parts of the world, except Europe and the West Indies, the ships of the two great competitors on the ocean have met on barely equal terms.' To reach home from India, China, New Holland, the Islands of the Pacific, or the ports of South America, an American and British ship had both to pursue the same route, although the course of one was terminated at Liverpool; while the other had to proceed to New York. But now that Oregon and California are Americanised, all of these ports are nearer; and the chief among them, as Bombay, Calcutta, Singapore, the ports of China, Japan, New Holland, Australia, Polynesia, and the islands of the East, many thousands of miles nearer to the United States than they are to England.

"The following is a table of comparative distances to England and California, from various places in the eastern and southern seas:—

	To England. Miles.	To ports of California. Miles.
From Persian Gulf	11,300	10,400
— Bombay	11,500	9,800
— Calcutta	12,200	9,200
— Singapore	12,300	7,400
— Canton	13,700	6,100
— Shanghai	14,400	5,400
— Jeddo (Japan)	15,200	4,500
— New Guinea	14,000	6,000
— North-West point of New Holland	11,800	7,800
— North-east do. do.	13,500	6,900
— New Zealand	13,500	5,600

It is indeed, as our contemporary observes, impossible to exaggerate the importance of such a vast project. It will enable the United States to command the trade of the entire East—the increase in the value of the land through which the line will pass will far more than cover the outlay to be incurred—and thus, without permanent cost, it will confer exclusive advantages on the Republic. We would only observe that, three years ago we pointed to such a connection through British North America as the ultimate result and extension of any railway to be established in those provinces; and, now that the Times gravely considers and calculates the benefits of such a scheme to the United States, we shall not be accused of exaggeration if we affirm that the railway now in course of active construction in New Brunswick is destined, within a generation, to extend itself through British territory to the Oregon.

COLONEL CALDER, R. E.—This gentleman, who has so long held the command of the Engineer Department in Nova Scotia, and who is so deservedly esteemed by the Citizens of Halifax, is now about to be relieved from his official duties by Lieut. Col. Savage, R. E., who has recently arrived here from England.—[Halifax Times.]

AN OLD ENEMY—Mr. Stephens, of the Colonial Office, has been appointed a member of the Privy Council, for the consideration of all matters relating to Trade and foreign plantations. The Colonies may expect more trouble.—[Halifax Sun.]

AN IRISH LEAGUE has been formed in this city, whose object is "to procure and disseminate a true knowledge of the state of Ireland, and to assist that country in obtaining an independent Parliament.—[New Brunswick.]

The Washington correspondent of the New York Express says that the Senate, after a long debate, has defeated the bill for incorporating the Texan into the American Navy.