

# The Standard.

OR RAILWAY AND COMMERCIAL RECORD.

No 47] SAINT ANDREWS, N. B., SATURDAY, SEPTEMBER 9, 1848.

[Vol. 15]

## From the London Railway Record. THE RAILWAY COLONIZATION OF BRITISH AMERICA.

VI.  
But, for all this, one thing is essentially requisite—the ways and means—the sinews of this war with old Nature. Three years ago, three months ago, this was an infinitely difficult question; but every day the inducement to men of capital to regard colonization and colonization railways as the most practical and profitable, as well as the most useful and national, of all investments, is becoming apparent; and the reaction of enterprise, which followed the railway mania, is only thoroughly to be contracted by an expansion of the railway field—not, we trust (though we see symptoms of it), to be succeeded by a colonization mania as reckless and perilous as the past apathy was unworthy.

Provided, as is now probable enough, that the first successful efforts of the St. Andrews and Quebec Railway Company, and the rapid completion of their first section to Woodstock, shall secure the necessary extension of their works to all parts of the province, the question will gradually be solved; and the development of the colonies and the relief and permanent happiness of the mother country will proceed *pari passu*. And we have some hope, we say, that private enterprise will now be speedily secured for the complete establishment of the great chain of railways of which the proposed short section is the first and, perhaps, most important, link, and which only our political difference with the United States, adjusted by Lord Ashburton, prevented from being carried into execution twelve years ago.

The following plan was suggested as an alternative, or rather conjunctive, proposition some time ago, when universal distrusts seemed to render the greater undertaking unlikely to be carried out by private capital. It is not the less interesting and valuable now; for *mutatis mutandis*, the principle is equally applicable to all new countries, while the specific indication of towns and termini gives it a practical application and significance which any abstract proposition would not present. The proposal we refer to is set forth in a letter lately addressed to an eminent and philanthropic nobleman, by one of the most practical leaders of the railway world; to which we cursorily referred on a former occasion, and which we are now permitted, in conclusion, to present *in extenso*; which requires no commentary or commendation from us and which we safely leave to tell its story to all interested in this most "momentous question":—

"To the Right Hon. the Earl Fitzwilliam,  
Milton, Peterborough.  
20 Sussex-square, Hyde-park,  
June 3, 1848.

"My Lord—The absolute necessity imposed upon England by the conditions of the present crisis, of making some more benevolent, more effectual, and, at the same time, less expensive, provision for the increasing surplus population of the United Kingdom; than that of the workhouse, induces me to trouble you with a plan that has suggested itself to me, calculated, I humbly submit, to meet this, the most important end of legislation.

"In viewing the almost boundless field which the Almighty has spread for the use of man in our three North American Provinces, now brought within a ten days' steam voyage of this country, and surrounded by the most ample and independent means of supply, it must strike one with wonder that no Government since 1845 should have done more than collect and print information in Blue-books upon the subject, at an expense exceeding the entire funds with which William Penn and his enlightened followers, amid dangers and privations endured for half a century laid the foundation of their now flourishing settlements. Removed as we now are, from the risk of such privations and hardships, the British Government, by the judicious application of means at their disposal, without a

tax of one farthing, except on those who would cheerfully bear it, so long as was necessary to provide reproductive employment, might in ten years effect tenfold that result, and place two millions of British subjects in a position of self-reliance and independence in those colonies, thereby ensuring employment at home to a half a million more, in supplying them with clothing and implements in exchange for corn, meat and timber, the produce of colonial industry; for every British subject is a customer to England to the extent of 100 times as much as the continental consumer, and to the very amount which it costs us to maintain per head our redundant millions, in a state of demoralizing unproductiveness, in the workhouse. With such elements of commercial greatness as are apparent in the comparatively enormous consumption of British produce by British colonists; observing that, with a vastly disproportioned population our colonial markets, and markets founded by British colonists, absorb an amount of produce equal to three-fourths of that exported to the densely peopled countries of Europe and the Mediterranean, and more than double that consumed by all the rest of the world; it is evident that by due concentration of wealth and labour in the colonies, through the obvious agency of the railway and contingent works of public utility; by substituting for the present desultory and pernicious system of emigration, an Imperial system of colonization worthy of Great Britain, involving the application of all moral and institutional means of social elevation, we shall speedily render ourselves independent of the fluctuating markets of foreign countries, and create a market of our own, transcending in value and amount our present commercial intercourse with the rest of the world.

"The combination of principles by which these beneficial results might be most readily, securely, and economically attained, appears to be

"That, in order to give immediate and profitable employment to various classes of emigrants, and to promote the development of the physical and economical resources of those colonies, investments be made, in the manner I shall immediately indicate, in collecting the scattered nuclei of commerce and agriculture by substantial railways, combined with public works and institutions; and that, with a view to the recovery of such investments, and to maintain a uniformity of the system in the disposal of the national domains within a certain distance on either side of such railways, a cultivation tax be imposed upon all lands already granted to individuals.

"As respects the ways and means and *modus operandi*, I would suggest,

"1. That the revenues and property and the faith and credit of the three provinces be pledged to the State for the annual interest upon five millions of Exchequer-bills, to be issued by the British Government for the immediate railway connection of Halifax, Windsor, and Margareville; St. John, St. Andrews, Woodstock, Grand Falls, and Quebec; of 500 miles of Railway at £10,000 per mile, including three first-class steamers for crossing the Bay of Fundy.

"2. That such railways constructed under the superintendence of the Government, be rented and managed in sections by private enterprise, the provinces being pledged, as above, to make up the interest to 4 per cent, in proportion of

Canada, on	£3,000,000
New Brunswick	1,200,000
Nova Scotia	800,000
	£5,000,000

"3. The advances to be spread over a period of five years, or at the rate of one million per annum, and to be redeemed in fifteen years—the Imperial Government being the first mortgagees for the capital amount, and the provincial Governments the second mortgagees for the amount of interest they may have severally been called upon to contribute.

"4. That the colonies be bound to give immediate employment and shelter to thirty able-bodied men and their families per mile of railway, equal to 150 souls per mile, or to a population of 750,000 for the whole distance; this number to be made up to 2,000,000 within a limited period.

"By the above plan, thus indicated in outline, it will be obvious to your Lordship that the Government will not be called upon for a farthing of money; and, independently of the experience of the United States, I need not insist that the credit of the provinces of British North America, and the mortgage of the railway, and of the lands to be thus interested and indefinitely enhanced in value, must be an ample security for the annual payment of interest and replacement of capital. Nor will the local Government be ever called upon to pay anything like the interest of five millions of money. The first advance of one million, upon which the interest would be 40,000*l.*, divided amongst the provinces, will suffice to complete the construction of more than one remunerative link of the chain of railways, such as that from St. Andrews to Woodstock, or from Halifax to Windsor; the returns from which, set against the interest above-mentioned, will go far to balance the obligation of the provinces; and can be little doubt that by the time the amount has been expended, the interest payable by the provinces, if it ever extend beyond the first year, or two will be reduced to nil, and the returns afford a sufficient dividend to the lessees of the undertaking.

"The burthen, therefore, on the Imperial or the Colonial Governments, will be, in fact nothing more than that of their patronage and encouragement of a great national work, which cannot fail to tend, as much to the aggrandisement of the parent State as of the colonies; and the obvious benefit to the commercial interests of this country will be realised of tying together the three provinces of British North America, of opening up a daily communication between Halifax and Quebec, and, during the winter months, of making every part of Nova Scotia and of the Bay of Fundy equally available for the reception and subsequent transport of the mails. That the employment likely to be afforded is rather understated may appear from this, that the North-Western Railway Company actually expend at this moment upwards of a million a year in rates and wages; and that no less than 16,000 men are employed from day to day on the portion of the great Northern now in progress of construction. It is to be remembered also, that the national territory opened up for settlement by means of the proposed railway will ensure a permanency and expansion of reproductive employment, which is not necessarily involved in the formation of a railway at home. Let me also advert to the fact that least one-half of the sum proposed to be expended would be required for the iron to be used in the works—thus at once creating a market for two millions and a half of British manufacture.

"Permit me, in conclusion, to observe that my own experience teaches me what must be also well known to your Lordship, that the only possible remedy or preventive of social dissatisfaction is to afford profitable employment to the mass of the people; and it appears to me that the respect for law and order which has characterised the British population, at a time when all Europe has been in a state of ferment and convulsion, gives the people of these islands an additional claim for some immediate, practical, and comprehensive effort for their amelioration on the part of a paternal Government.

"With these sentiments, I have undertaken to submit to your Lordship the suggestions above set forth, to which I invite your early and earnest consideration.

"I have the honour to be, my Lord, your Lordship's very obedient servant,

(Signed), "Jno. M. Laws."  
The early and earnest consideration here brought, we have reason to believe has been,