

The Standard,

OR RAILWAY AND COMMERCIAL RECORD.

No 45] SAINT ANDREWS, N. B., SATURDAY, SEPTEMBER 2, 1848. [Vol. 15

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

We believe that Colonization, the only real practical remedy for the perils of the nation, is now about to assert its paramount claims to the consideration of statesmen. Manifold quackeries have had their day, and we are now about to return to that most ancient of all panaceas, to replenish the earth and subdue it. It is most important, then, that what is done be not only done quickly, but done well; and it is in the hope that our suggestions have not been altogether ineffectual in impressing the minds of really practical men, and that a digest of our views on the great subject may be useful at this crisis, that we propose here to present a careful and comprehensive estimate of the whole question.

We have already affirmed that this moral charter of Colonization has also its Six Points; and it is to such economical points as these that the public mind is now beginning to be diverted from the vain pursuit of mere political rights and privileges which all experience tends to demonstrate are insufficient greatly to promote or to consolidate the social well-being:—

First. A National System of Social Emigration.

Second. The opening up of Colonial fields, and the connexion of Colonial markets and centres of population, by that modern bond of society, the Railway.

Third. The physical preparation of the chosen sites of Settlements, by clearances, surveys, mills, roads and bridges.

Fourth. The moral, sanitary, and what we would call the institutional adaptation of these settlements to the purposes of civilized life, upon the basis of municipal government.

Fifth. The convenient recovery of the necessary outlays for such purposes, from the traffic of the railways, and from the enhanced value of the lands thus made attractive to capital and education as well as to labour; and

Sixth. The creation of the property to be thus constituted.

I.

It may appear to many persons that to talk of Emigration as being the first point of Colonization, is as if we should say that six was the first point of half a dozen; for it most unfortunately happens that emigration, instead of a part, is regarded as the whole; and as emigration has too often been nothing better than a national eviction, a shovelling out of redundant millions, or, on the other hand, a portion of the ill organized and selfish processes of land-jobbing Corporation, Colonization has thereby acquired a bad name, and has been often tabooed by a superficial philanthropy. The truth is, that the evil is altogether to be traced to the apathy which has hitherto prevailed on the part of the public as respects the question.

There has been heretofore no large colonial interest to press on the discussion of a practical scheme in the legislature; and Ministers, overwhelmed with a pressure of home topics and with the complicated details of the present most unsatisfactory colonial system have had no leisure to initiate any comprehensive measure. Hence emigration has been left to shipagents; and shiploads of miserable paupers, crammed together in unhealthy and crazy vessels, have been too often merely transferred from indigence at home, through the transition of a middle passage, to starvation and death in remote regions.—To remedy this is the first point of all; but it is not to be remedied *per se*. A successful emigration is so necessarily involved in an attractive colonization, that they must proceed together, and act and react upon another. Simultaneously with any large transmigration of families, there must be created the facilities for profitably accommodating and employing these families, and for profitably and advantageously employing the energies of men of all classes. This is the end and yet it is not less the means. Gradation of classes must be maintained in the outset—so that we take

not "degree" away, nor untune that string. Skilled labour, education, must accompany and control the issues of rude industry; and yet, to maintain and secure this combination and mixture of classes, the first flow of emigration must be directed and guided in its proper channel, so that this classified emigration may ever thenceforth be entirely voluntary. Let British America be made as attractive as the United States, by means of the combined labor of a carefully selected emigration in the outset, and thereafter emigration would of itself occupy and extend the field.

II.

This brings us, therefore, at once to the second great point—the connexion of the existing markets, and the establishment of an immediate field of employment to the abledod and the willing, by the railway. As long as produce finds its way more readily from Canada to Europe and the West Indies, by the canals and railways of the United States, than over the rude highways of New Brunswick, or by the difficult and uncertain navigation of the St. Lawrence; as long as, from Boston, an unbroken line of railway stretches to the great northern Lakes, and New York is in direct communication in the same manner with the distant banks of the Alabama River, by railways traversing the States of New Jersey, Pennsylvania, Delaware, Maryland, Virginia, the Carolinas, and Georgia; while, on the other hand, a line of 15 miles between the St. Lawrence and Lake Champlain makes up the whole of the Canadian railway system; so long will British enterprise look to the States for employment, although, according to Lord DALHOUSIE, in his speech of Thursday night, Lord DALHOUSIE, in his able Report, has asserted that the land in Canada is much more fertile than that of the United States. The maintenance not only of our commercial interests, but of our political dominion in the Canadas, is contingent upon the railway. Not only so, but the affections and loyalty of the actual colonists of British North America will be estranged from us if this be not speedily attended to. Already vast numbers of Irish emigrants flock to New Brunswick, only to *seize* temporarily in the hospitals; and when cured, finding a difficulty of employment in the province, transfer themselves to the United States; leaving the burthen of their cure and temporary maintenance on the local poor-rates. This, the colonists very properly insist, is "most intolerable, and not to be endured." It is true that evil is now beginning to be redressed. The first experiment of a scheme of systematic immigration has been lately, by the generous aid of Earl FITZWILLIAM, successfully established in the province; and this has been effected through the instrumentality here suggested—the railway. Upwards of 100 families have been located upon the first link out of St. Andrews of the line to Quebec; have been comfortably housed and employed at good wages. The poor laborer is thus protected, in the critical commencement of his career, from the otherwise inevitable anxieties and hardships of a settlers life. He at once finds a market for his labour, and at the same time helps to create and extend a market for the labour of his fellow-men: the rude industry of the able-bodied pauper provides, or rather creates a field for the development of skilled labour, and the application of skill and science thereafter conduce to the establishment of organized, civilized, and educated communities. Thus, on the one hand, to use the words of Earl GREY, we shall no longer "hear of days wasted, in, perhaps, the busiest part of the season, in carrying to a distant forge, to be repaired, some necessary implement of agriculture, which, in England, would be taken to the village shop, and be again ready for use in an hour; of bread being scarce, where corn is abundant, because from the distance of mills, and the badness of the roads, it takes many days of toilsome labour for men and horses to carry a small quantity of corn to be ground, and to bring it back in the shape of flour;" and, on the other

hand, the different seats of population and centres of new communities being brought into constant and rapid communication with one another, an altogether new stimulus will be afforded to Anglo-Saxon energy to rival, in other respects, the condition and privileges of the mother-country; and the formation of a railway will involve the growth of flourishing peopled towns in the wilderness, with all the means, appliances, and accommodations of social life.

III.

The railway being established, or during the progress of its construction, the preparation of the lands would proceed, by the same agency of combined labour, employed under the direction and control of skill and capital. The lands would be properly surveyed and divided, the timber cleared, commodious dwellings erected, plans of towns marked out, corn and saw mills erected, roads and bridges constructed. The early & adventurous emigrants who had aided in this work of national pioneering would be entitled, as they would be enabled, to draw their subsistence from their own lands; and substantial English and Scottish yeomen would be attracted to follow up the heroic work. Ordinary roads would connect the frontage lands with more distant rural districts, and land now selling for three shillings an acre would, even at some distance from the trunk line of communication, realise as many pounds; while suburban and town territory would become valuable to an extent which it might be deemed exaggeration to estimate. While the yeoman and small agricultural capitalist, were attracted to the new field of investment, and the first emigrants were established on their free allotments, successive arrivals of emigrants would find occupation in the other departments of physical preparation, in clearing the more distant lands, at wages, and in opening up new territories by branches, and extensions of the main trunk line of railway.

[To be continued.]

The *Montreal Gazette* of Friday mentions the currency of rumours in that city to the effect that the Montreal Rifles or Light Infantry had volunteered, or would be called out for active service. It is likewise generally believed, that his Excellency has formally signified to the Executive Council his having demanded his recall, one principal cause of this event being the continued ill health of his amiable Countess.

The *Montreal Courier* states that the report of the death of Col. Prince, is totally without foundation.

The brig *Lady Cremorne*, from Gibraltar to Quebec, with the baggage of the 79th Regiment, was wrecked near Gaspe, early in the present month. A schooner arrived at Quebec on the 15th inst., with part of the luggage saved from the wreck.

MASONIC INTELLIGENCE.

In compliance with a request from several Royal Arch Masons, members of Albion and others Masters' Lodges in the City, a Warrant from the most Noble the Earl Zetland has been directed to the present W. Master of Albion Lodge, and other Companions therein named, empowering them to form a *Royal Arch Chapter*, "to be held with and attached to the Warrant of the Lodge No. 57, called the *Albion Lodge*, by the title of the *ALBION ROYAL ARCH CHAPTER*." The Warrant arrived most opportunely, during the visitation of the Right Worshipful the Provincial Grand Master (Hon. A. KEITH), to this part of his Masonic jurisdiction, who, in his capacity of Most Excellent Z., (assisted by Companions Lieut. Du Cane, Royal Engineers,) duly installed the Officers of this new Chapter, with the usual ceremonies, on Monday, the 31st ultimo. The Albion Royal Arch Chapter is, therefore, now in full operation.—*Courier*.

Twenty-eight schooners arrived at Boston Monday last from Nova Scotia.