

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 Corporations, 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 ship-agents; 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 one another. Simultaneously with any large transplantation 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 labour 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 able-bodied 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

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