

there are 10,000 or 100,000 that were long ago sold for an old song, and to the reclamation of which, unless some altogether new system of allocation be devised, the labour so paid for is as likely to proceed as to any of the glittering Utopias of the Eastern Archipelago.

Whatever we would, on the principles here set forth, charge for the land, would be for actual labour impressed upon the land, and *after* it shall have been so impressed; after railways and roads and markets shall have given it a real and sensible increase of value; and when land so improved and adapted for social purposes shall be cheaper at 5*l.* or 100*l.* an acre than an Eldorado in the wilderness shall be worth a penny, or a rural allotment at a minimum price, embracing the mere promise, but no possible assurance, of a supply of labour, shall be worth a pound. Not that we undervalue the general principle elaborated by Mr. Wakefield, that land is worthless without labour to improve it, but that we see no possibility, in theory or practice, of the purchaser on that system securing anything but a homœopathic proportion of the labour flowing in and dispersing itself over square miles of territory.

Let us only add, to meet the only possible objection that has been urged to these propositions, that this enhanced, but legitimately and not fictitiously enhanced price must be made convenient to the purchaser by being spread over a period of years, either on the principle adopted by the British American Land Company, or upon that of the Building Societies, or upon a principle of life calculation.

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 counteracted 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 distrust 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*