

a railway, must more than pay the expense of clearing—but rich also in coal, iron, copper, and other minerals; with seas, bays, and lakes teeming with fish. Spite of all these natural advantages, we perceive that neither New Brunswick, nor any portion of the three hundred millions of acres, the neglected imperial patrimony of British North America, has added greatly to the aggrandisement either of Colonists or the Mother-country; that Great Britain is actually poor amid all this abundant riches; while the United States, without, on the whole, greater natural advantages, are covered with railways, and with all the signs and tokens, means, elements, and appliances of wealth and civilisation. We find that a few thousands of poor Irish arrive annually in New Brunswick, of whom half, after being cured of fever, pass on to the United States; that only occasionally is any large portion of them profitably absorbed. And we note in every paragraph of the evidence that all this disparity of progress is traceable to the want of system and preparation on the part of the British or Colonial Legislatures, who yet are desirous to adopt and carry out measures of improvement, if the practical means of doing so can be satisfactorily demonstrated. We find that, not only as the first step to civilisation and commercial and agricultural improvement, but as the only means to economise and give effect to our military strength, and, in the event of war, to preserve America to England, a cheap railway is above all things an absolute requirement. That, in connection with the opening up of the country by railways, it is the opinion of the Colonial Minister of the Crown that we must restrict the sale of lands by an enhancement of price to cover the expense of improvements, as well as to attract and retain the better class of emigrants; and that the local Legislature of New Brunswick has so far practically coincided with this view, as to pass an order in Council that no land meanwhile shall be disposed of within two miles of the projected railways through that Province.

We learn, also, that an earnest desire for independence is conspicuous among the mass of intelligent emigrants, and that hitherto the high price of labour and low price of land have in many instances enabled the hard-working man to pass rapidly from a position of daily labour for wages to that of a freeman earning an uncivilised and precarious independence from his own land; and that this has been encouraged by the establishment of a sort of savings'-bank principle, on the part of many wealthy employers, for the emigrants' benefit—a good somewhat counterbalancing the multitudinous evils of a state of society where none but labourers of the poorest class flock in thousands, carrying often in their train disease and death, passing in too rapid transition into the rude and barbarous comfort of the log-hut and the scattered freehold.

We have arrived, then, at the knowledge of three principles of action, of which, without any more Blue-books, it is time that there should forthwith be a practical exemplification on the part of the British Government.

1. The land must be adapted and prepared for Colonisation, by the establishment of railways, roads, bridges, mills, schools, churches, and other requisites of social life, so as to make emigration, not a last resort of poverty and dependence—a cruel imposition and a task of sorrows,