

puted that the poor quarters in our cities and towns would supply large contingents of men, born and reared in the country, accustomed to farm work. Only men of good character, not convicted of crime, nor more than twice of drunkenness, under 46 years old, and with not exceeding five accompanying members of family, to be eligible; single women to be ineligible; the taking single men to be discountenanced; and young people to be encouraged to marry, in order to become eligible.

5. A State inspection to be organised in order to "pass" applicants. There could be an authorised official in every town; the superior superintendence of this department to be confided to selected persons among the trade union leaders, appointed for the purpose by Government as permanent officers. Their special knowledge of the labour market would be useful in order that surplusage only might be drawn away.

6. For transport, many of the Government steam transports would no doubt be available; other large steamships to be purchased, so as to supply a fleet capable of providing a departure of a steamer carrying, say, 1,000 emigrants daily during the seven suitable months, the departures to be from Glasgow (once), Liverpool (twice), Milford (once), and Southampton (thrice) weekly.

7. The first step of arranging with the Canadian Government being taken, the second, after Parliamentary sanction, would be to send out an adequate staff of artisans and labourers, with their families, under agreements for five years at present trades' rate of wage, in order to erect huts or cottages, houses, stores, &c., before the first batch of emigrants arrive, from two to three months later. These mechanics would be under Government supervision, and must move from place to place as required.

8. The control of the whole organisation and the funds, to be vested in a board, or Imperial Emigration and Colonisation Commission, consisting of five capable and adequately paid gentlemen prepared to make this the business of their lives—two to be Canadians; headquarters, of course, in London; a head Canadian office at Ottawa, with one Canadian and one English Commissioner; local commissioners with sufficient subordinates to be quartered at the various settlements.

9. The average cost of transport, upon the scale and, as indicated, from railway station here to destination in Canada, need not much, if at all, exceed 5*l.* per head of all ages; because special emigration rates would be obtainable from the railways on both sides of the Atlantic, the steamers, specially fitted and carrying no cargo, being worked at prime cost.

10. A due number of "centres" being selected in the Dominion, each to have a nucleus settlement of 4,000 souls, the emigrants on reaching Quebec or Halifax would be there furnished with a destination, and at once sent on by the daily through trains. There would be also appointed through emigrant trains on this side to the various ports of embarkation.

11. Prior to embarking, each head of a family to sign articles of indenture binding himself to repay to the Emigration Commission all moneys advanced to him or his family. Should passage be repaid? I think not, but am open to correction on this difficult point.

12. The lands to be brought under cultivation will not maintain a family for several months, or even for a year after cultivation begins. How then are the people to live? Thus: The Canadian Government must co-operate in this work by agreeing to convey to the Emigration Commission the 160 acres they at present offer free for every separate family to be settled. Eighty acres to be absolutely reserved by the Commission as "B. Government lands;" and upon the remaining 80 (or 50 wherever only 100 acres are obtained) the head of the family to be set to work under official superintendence to clear, sow, make roads, &c., all for a fixed weekly wage, being the amount upon which he could live with reasonable carefulness. I estimate this wage at 12*s.* for a single man, 16*s.* for a married couple, 20*s.* for the same with two children, and so on. All such payments as wages to be carried to the debit of the person receiving them, in books kept like the millions of separate post-office savings bank accounts for far smaller