

2. One of the first practical improvements in the management of the emigration system was the appointment of emigration agents, who have been of much use in securing a superior class of vessels for the poor emigrants, and also in putting emigrants in the proper channel to obtain employment. By these and other similar agencies, little difficulty had been found, except in the cholera year of 1832, in providing employment for those who reach Canada. Many arrived in a state of destitution, but, by industry and economy, had become independent farmers.

3. The natives of Ireland are found to be the best adapted for works requiring great strength. All laborious undertakings in Canada and the United States are carried through by Irish labourers; and they are better adapted for settlers, when without means, than any other class.

4. Many emigrants pass on to the United States, where there are more extensive public works; and, therefore, Ohio and Michigan, and the new settlements of the Western States, have hitherto swallowed up much of the emigration, which, being once attracted thither, has there also generally found a home.

5. But the provinces of Canada have, in some respects, great advantages over the States; the climate is healthier, and the inhabitants suffer less from fever and ague, except in swampy districts.

6. There are vast tracts of land in the Ottawa favourable for settlement, and equally productive with the lands in the United States; and where the winter is of about the same duration as in Quebec, extending over five months in the year.

7. The statement set forth in Lord Durham's Report as to the great difference of energy and development manifested on the United States and British sides of the boundary line, are held to be greatly exaggerated and too highly coloured. The progress of Canada, since it was ceded to England, has been equal to that of the thirteen *old* States of the Union, but not to the rapidly-advancing new ones in the West, such as Ohio, Illinois, and Missouri. In 1759, the population of the two Canadas was 70,000; it is now 1,400,000—an increase of twenty-fold; and the town of Toronto will favourably compare with Buffalo—its population, which was but lately 1,000, having rapidly advanced to 20,000. If public works were duly encouraged, Mr. Pemberton asserts that its natural advantages will speedily put British North America on a level with the United States.

8. Railways have been the chief of the public works to which the States have owed their wonderful progress; and now, in order to open and maintain a constant communication with Upper Canada in the winter, the capitalists of the Union are uniting with the merchants of Montreal in the construction of a railway from Portland, a port of Maine, to Montreal. The Americans undertake the moiety to the boundary line, of 140 miles, the remaining 140 through British territory to be coterminous with one now in operation from Lake Champlain to Laprairie, opposite Montreal. Forty miles of this line are already under contract.

9. It is laid down that such an undertaking, if a line be not formed through New Brunswick, must prove most injurious to all commerce below Montreal, as the trade of Quebec, and the rest of Lower Canada, will proceed to Portland; and, at the same time, the proposed Anglo-American line would be preferred even to that between New York and Albany, seeing that, by means of canals (which have been fostered by a grant of a million and a half from Government), produce from Upper Canada must always find its way cheaper to Montreal than to the head of the Hudson. Part of Maine is very mountainous, but fair levels have been found.

10. But the average cost of single iron railways in Massachusetts has been 10,000*l.* a mile (the import duty on British iron, the American being inferior and brittle, has added to the comparative cost), and by the adoption of a more economical system there is a wide field of competition open; while, besides the