

quired is, to carry further than has yet been done, the principle of making all who obtain land, pay for it such a price as at once to afford the means of effecting those improvements, by the construction of roads and bridges, and by erecting schools and other public buildings, which are necessary for its regular and systematic occupation. If no public lands were alienated, but at a price sufficient to pay for such improvements, and if the money obtained from their sale were so expended, land would only be purchased where the improvements were already in progress, while the settler, receiving in return for the enhanced price he paid for land, not only the land, but the advantage of those works by which its profitable occupation is facilitated, would not in reality pay more, perhaps not so much, for the mere land, as when it is disposed at a very low and almost nominal price. Where the previous improvident alienation of large quantities of land presents an obstacle to the adoption of the system of selling land in this manner, precisely the same results are attainable by the imposition of a moderate tax upon all land, whether wild or reclaimed, and applying the proceeds to the same sort of improvements. Such a tax is not felt as any practical burthen upon settled land, but presents a powerful bar to the acquisition or retention of land which cannot be turned to some account."

85. Acting upon these principles, he concludes:—"I am of opinion that the mode in which Colonisation may, with most prospect of success be promoted, is by the application of any money which may be hereafter granted or advanced by Parliament for this purpose, in opening land for settlement, by making such improvements as I have described, or by constructing public works of a more important character, such as railways and canals."

86. We shall, in conclusion, present our own views with respect to a system of railway Colonisation, embracing also the extension of Mr. Wakefield's principle of charging a "sufficient price" for land to cover its adaptation to the purposes of society. Meanwhile, let us invite Earl Grey's attention to the fact, that, on the 1st of April last, he desired Lord Elgin to reserve the £50,000, formerly authorised to be invested in villages, in lieu of which a sum of £10,000 was to be voted for the relief of sick and destitute emigrants (who, by-the-by, have flocked into New Brunswick in such numbers as to swallow up half the whole provincial revenue for their care and maintenance), and if any portion of the balance is still in hand, or if the Crown, in these bad times, has yet credit enough to raise an equal sum for so noble and *creative* a purpose, to omit the bestowal and application of it, if required, to carry into immediate effect one of these Colonisation railways, would, on the part of Earl Grey, be indeed to "keep the word of promise to the ear, and break it to the hope."

PROPOSALS FOR A PRACTICAL EXPERIMENT IN RAILWAY COLONISATION.

By a rapid glance over the Parliamentary evidence we have now analysed, we find that New Brunswick, in itself, possesses an available field for Colonisation of twelve millions of acres of unlocated territory; that it is not only eminently productive as respects agriculture—abounding too with timber of large growth, the sale of which, transported by