

Canada, New Brunswick, and Nova Scotia; of which the execution may be now said to have commenced in the line from St. Andrew's to Woodstock and Quebec, the first instalment of the proposed system; and, in the Report of Lord Monteagle's Select Committee on Colonisation, just published, the British Legislature is specially called upon to consider "the effect that may be anticipated by the promotion or encouragement of works of undisputed usefulness, such as the railways projected in British North America, surveys of which are now in progress, or have already been completed under the auspices of Government.

The Report we advert to contains the evidence of sundry persons, more or less practically conversant with the subject of Colonisation, its active and reactive effects upon British commerce and industry. Amongst others, that of Mr. George Pemberton, for many years resident in Quebec, now of London, and who represents the Canadian interest at the London Board of the St. Andrew's and Quebec Railroad Company; and of Mr. Perley, Her Majesty's Emigration Agent in New Brunswick; Mr. Cunard, the proprietor of the American Mail packets, and others. The purport of Mr. Pemberton's evidence—the result of long experience and practical observation—is, that the prosecution of public works in British North America, would render its prosperity equally rapid with that of the United States; while Mr. Perley tells us that, by local road-making, ship-building, the erection of steam saw-mills, and the laying of gas and water-pipes, not only was a vast proportion of emigrant labour absorbed last year in New Brunswick, which would have passed on to the United States, but the opening of these roads had led to the formation of several new settlements, vastly enhanced the value of land, provided for the influx of labourers, and opened a field for the profitable employment of thousands more. An emigrant is employed one year on the road, he is then engaged by a farmer, learns the use of the axe; his wages are doubled, trebled, quadrupled; he earns, by-and-by, sufficient to purchase 100 acres of land, and to place money in a savings' bank; becomes, in time, a yeoman, and employs labour, and not only lives, but helps to live. What is here effected on a small scale, by the individual efforts and industry of the poor settler, and by the intermedium of ordinary Colonial roads, might, by the agency of an economical railway system, be carried out on a national scale, not only to the national benefit, but to the national salvation, with the certainty of immense profit to the Government, and to the railway or Colonising corporation.

The land contiguous to the first section of the proposed line of railway from St. Andrew's into the interior, of which 20,000 acres are granted free to the Company, is now not worth more than two shillings an acre. On the formation of the line (says Mr. Perley), it will reach at least one pound an acre; and Government will, by the enhanced value of the lands they retain, be infinitely more than repaid the value of their concession. Various feeders and extensions must follow, with the same results. The St. Andrew's and Quebec Railroad would extend its arms to all parts of New Brunswick, to connect with the Nova