

3. To levy, in consideration of separate grants of land along the line of railway, assessments upon the chief towns in the United Kingdom, according to the precedent set by James I. in 1612, when he vested the plantation of the royal province of Ulster in the twelve principal Livery Companies of the City of London; whereby every municipality in the mother country would, instead of workhouses, night asylums, soup kitchens, and all the other debasing expedients for keeping alive and nourishing pauperism, have a vent and patrimony—generation after generation—for the rising youth of both sexes for whom no profitable employment is to be found at home.

4. To exercise all leasing, banking, mining, shipping, fishing, trading, and other powers necessary for settling the vacant lands acquired by the Company, and making their natural resources available.

The amazing progress of events in Great Britain and Ireland during the last ten years—within which limited space of time the following figures, viz. :—

Sessions.	Acts passed.	Capital authorized by Shares and Loans.
1844-5	48	£20,454,697
1845-6	122	59,499,452
1846-7	270	131,713,206
1847-8	193	44,213,139
1848-9	85	14,620,471
1849-0	34	3,155,032
1850-1	34	4,115,632
1851-2	61	9,553,275
1852-3	51	4,333,834
1853-4	106	15,517,602

illustrate the progress of the Railway System at home—render it unnecessary to enter into any lengthened argument in support of what is above thrown out as seeds for public thought on this enterprise, between this time and the next meeting of Parliament. It ought to suffice that Great Britain and her noble and still attached offspring the provinces of Nova Scotia, New Brunswick, and Canada—emphatically our home colonies, and shortly, let us trust, to be the transatlantic half of the British monarchy—have offered to them the alternative either of doing this great work now, or of allowing, by their joint supineness and common want of foresight, a jealous rival to carry out a counter-project which may supersede it altogether, or at least postpone it for an indefinite period.

For the prompt and successful accomplishment, however, of Sir Richard Broun's vast scheme—which combines the creation of a HUMAN POLITY as well as the making of a trunk railway—something in addition to the formation of a Joint Stock Company is required. Why is colonization in the nineteenth century not dignified as it was by the wisdom and patriotism of Kings and Cabinets in the early part of the seventeenth century, and raised to be a national institute? Her Majesty has the other day conferred baronetcies upon two Canadian gentlemen. Why does not the Queen confer baronetcies upon two hundred Canadian gentlemen, with grants of land and privileges, legislative and otherwise, similar to those bestowed by James I. and Charles I. on the Scottish baronets? Again, why is the hereditary Viceroyalty of NEW SCOTLAND not revived in the person of the senior co-heir of Sir William Alex-