

80. Earl Grey expresses great doubts as to the practicability of Mr. Godley's patriarchal scheme; that the district councils in whose support much reliance was placed, would be neither able nor willing to render aid and encouragement; and that no commensurate advantage would arise from giving a public company £6 for every emigrant carried out and settled on the land—a process which, on a reasonable estimate, might have settled the 1,337,000 emigrants who have gone out during the last twenty years, at a cost of £3,307,000.

81. Lord Grey strongly recommends that, if any assistance be afforded towards Colonisation, it may be in the shape of encouragement to railways and public works. "Assuming," says his Lordship, "that Parliament were prepared to grant such a very large sum of money for this purpose, I cannot but believe that more would really be accomplished towards encouraging emigration by applying it to the construction of great public works; such, for instance, as railways, by which employment would be provided for a large number of emigrants in the first instance, and a great extent of land would be rendered far more accessible, and therefore available for settlement, than it now is. The demand for labour thus created would, I am inclined to think, create a spontaneous emigration to a large extent, and of a more healthy character, than the adoption of such a scheme as has been suggested."

82. The want of the means of intercommunication Lord Grey wisely affirms to be the main cause of the hardships and privations attendant upon young settlements, and of their slow and unequal progress—hardships and difficulties and great waste of labour, "incurred entirely in consequence of the want of some means of giving increased efficiency to labour, by combination, and by the division of employments. We hear of days wasted, in perhaps the busiest part of the season, in carrying to a distant forge, to be repaired, some necessary implement of agriculture, which, in England, would be taken to the village shop, and be again ready for use in an hour; of bread being scarce, where corn is cheap and abundant, because, from the distance of mills, and the badness of the roads, it takes many days of toilsome labour for men and horses to carry a small quantity of corn to be ground, and to bring it back in the shape of flour." Hence, too, "the want of adequate means of religious instruction for scattered settlers, of education for their children, of medical assistance, and of all the main advantages of civilised society."

83. A railway, then, in the opinion of the present Minister for the Colonies, is the first requisite for successful and *civilised* Colonisation. A railway first; then such an enhancement of the price of land (and a railway at once enhances the *value* of such land) as shall supply a preparation fund—a fund which shall not only replace the outlay in the construction of the railway, but supply the attractions of civilised life to the settlement.

84. Thus Earl Grey observes:—"It is difficult to understand what natural obstacle prevents such a territory from being occupied, not by individuals, but by societies properly organised for mutual support and assistance, carrying with them, as they advance, all the means and appliances of civilisation. For this purpose, what seems to be most re-