

render to the Crown, from the various bands of Indians now possessing it. At present it is a wilderness, and although, to a great extent, it is capable of sustaining a large population, yet it must lie waste and unprofitable whilst thousands of our fellow countrymen are starving and destitute; and so it must remain without value and impossible of settlement, unless some move be made which shall create facilities which will afford the means of settling these lands and thus make them a source of wealth and power to the country. Immediately after such surrender to the Crown, of 100 or 200 miles or more, the route upon it would be surveyed and located, preparations made for grading, &c., and proceeding with the work, a large body of workmen or settlers at once placed upon it; when ten miles of the road shall have been completed, in the most substantial and approved manner, and to the satisfaction of a commissioner appointed by Government, a patent shall issue to the Company for the first half of the road or five miles, or patents to the settlers who may have purchased upon the line, as may be deemed most advisable; the Government thus holding still one-half and the road. Now, if the sale of land could not be made to produce a sufficient amount to return the money expended on the ten miles of road, then the experiment is the loss of the Company, and the Government would not have lost one shilling, but on the contrary, the five miles of road held by it, must be enhanced in value; if upon the contrary, the land is raised from beyond its present value to an amount exceeding the outlay, then the half held by Government would have imparted to it an equal increase in value from the same causes, and this ought to be a sufficient security for the due performance of the work. Such should be the proceeding throughout the good or available lands upon the route; but as the road for an immense distance may pass through poor and barren lands—in such case, as much of the nearest good lands beyond the line finished as may cover the outlay upon such line or section, may be sold by the Company, and patents issued; and when all shall have been completed, the title of the road should vest in the Company, subject to the control of Government, in regulating and fixing tolls, &c. Should the plan fail, Government can lose nothing, because the lands still remain, and their value will have been added to, even by the failure. Thus it is proposed to establish an entirely new system of settlement, on which the hopes for success are based and on which all depend. The settler on the line of road would, so soon as his house or cabin was up and a crop in, find employment upon the road; when his crop would have ripened, there would be a market at his door, created by those in the same situation as his was the season before, and if he had in the first instance paid for his land, the money would go back to him either directly or indirectly for labour and materials furnished for the work, so in one year the settler would have his home, with settlement and civilization surrounding him, a demand for his labour, a market at his door, and, for any surplus of his produce, a Railroad to communicate with other markets. The settler who might not have the means to purchase land even at the lowest price, say 3s. 9d. per acre, would obtain those means by his labour on the road and a first crop—he too in one year would have his home, with the same advantages and be as equally independent.

Settlers under any other circumstances, placed in a wilderness remote from civilization, would have no benefit from the sum paid, beyond his title to the land,—his house built and crop in, he finds no demand for his labour, because all around him are in the same condition as himself; when his crop is grown he has no market; his labour, it is true, produces food from the earth, but he cannot exchange it for other different products of industry. A proper and systematic course adopted for inducing immigration from the mother country, would relieve her of a surplus