

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."

9. 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, perhaps in 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 civilized society."

10. A railway, then, in the opinion of the present Minister for the Colonies, is the first requisite for successful and *civilised* colonization. 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.

11. 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 required is, to carry further than has yet been done, the principle of making all who obtain land pay for it at 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 of 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."

12. Acting upon these principles, he concludes:—"I am of opinion that the mode in which colonization 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."