

capital. The lands would be properly surveyed and divided, the timber cleared, commodious dwellings erected, plans of towns marked out, corn and saw mills erected, roads and bridges constructed. The early and adventurous emigrants who had aided in this work of national pioneering would be entitled, as they would be enabled, to draw their subsistence from their own lands; and substantial English and Scottish yeomen would be attracted to follow up the heroic work. Ordinary roads would connect the frontage lands with the more distant rural districts, and land now selling for three shillings an acre would, even at some distance from the trunk line of communication, realise as many pounds; while suburban and town territory would become valuable to an extent which it might be deemed exaggeration to estimate. While the yeoman and the small agricultural capitalist were attracted to the new field of investment, and the first emigrants were established on their free allotments, successive arrivals of emigrants would find occupation in the other departments of physical preparation, in clearing the more distant lands, at wages, and in opening up new territories by branches and extensions of the main trunk line of railway.

IV.

The moral, educational, and sanitary point of the question simply involves the reserve in the outset of blocks of land as an endowment for schools and churches: towards a revenue for State and local purposes of Government; for parks, public walks, and cemeteries, and for other sanitary objects. Upon the importance, the absolute necessity, of such provision, we might dilate *in infinitum*; but our desire is more to present an outline of a comprehensive plan, with such practical details as are requisite to show its efficacy, than to argue elaborately in favour of institutions, as to which no civilized man in this nineteenth century will pretend to doubt that in a new country we have the opportunity to make a permanent and enduring provision, which in the crowded cities of Europe is necessarily left to irregular, unequal, and, frequently, oppressive, systems of taxation.

V.

The way being thus prepared for colonization, the real business of independent voluntary plantation will begin, and emigration may then be safely left to itself. Capital will have rendered society possible, and offered a scope and opportunity for independent energy. The traffic of the lines will have secured a revenue on the one hand; the disposal of the lands, on the other, at an enormous enhancement of value, will not only have secured a rental, but begun to replace the capital. The inducement then—the source of profit on the investment—is twofold. First, from the traffic of the railways; second, from the enhanced value of the lands. Confining ourselves, for the present, to the nearest field of colonial enterprise, that of British North America; to the proposed railway connexions of the Atlantic and the St. Lawrence, the interjunction of Halifax, the Bay of Fundy, and Quebec; of St. John, St. Andrews, and Fredericton, and the other centres and nuclei of civilization in Nova Scotia, New Brunswick, and Canada; a congeries of railways destined, we trust, within a generation, to extend itself through the fer-

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