

inappreciable, their carriage does not, like goods, necessarily preclude the use of fast steamers for their conveyance; and although the absolute cost of a large steamer, going at a high speed, must unavoidably be great, if measured annually, such steamer can perform so many voyages in a year, and can carry so many people each time, that the cost per passenger need not be by any means so heavy as might be anticipated.

A large scale being essential in a steam-vessel towards obtaining high speed, the arrangements necessary for celerity in the transmission of intelligence, and the arrangements for accomplishing the grand national anti-Malthusian desideratum of making British America and British Europe practically one country, become thus identical. Not merely the conveyance of emigrants, but unlimited personal intercourse to and fro, of all classes, will thus exist;—there would be no gulf between those who go and those who stay behind, with its depressing notions; and emigration, such as has been longed for, but feared to be unattainable, could then go on.

It remains to submit a scheme and estimate for such a line of Colonization Packets as ought to be established between the West of Ireland and Halifax. So great are the advantages possessed by steamers on a large scale over smaller vessels, *cæteris paribus*, that concentration at one *trunk*-ferry is dictated. The expense and probable employment of the available accommodation of the ships, is the only limitation to their size. Upon the whole, it would probably be found that vessels of 2,000 to 2,500 tons, and 800 to 1,000 horse power, would for some time to come be found the most suitable size. Vessels of this