

Georgia; while, on the other hand, a line of 15 miles between the St. Lawrence and Lake Champlain makes up the whole of the Canadian railway system; so long will British enterprise look to the States for markets, and British industry for employment; although, according to Lord Brougham, speaking lately on the state of Ireland, Lord Dalhousie, in his able Report, has asserted that the land in Canada is much more fertile than that of the United States. The maintenance not only of our commercial interests, but of our political dominion in the Canadas, is contingent upon the railway. Not only so, but the affections and loyalty of the actual colonists of British North America will be estranged from us if this be not speedily attended to. Already vast numbers of Irish emigrants flock to New Brunswick, only to *settle* temporarily in the hospitals; and, when cured, finding a difficulty of employment in the province, transfer themselves to the United States; leaving the burthen of their cure and temporary maintenance on the local poor-rates. This, the colonists very properly insist, is "most tolerable, and not to be endured." It is true that the evil is now beginning to be redressed. The first experiment of a scheme of systematic immigration has been lately, by the generous aid of Earl Fitzwilliam, successfully established in the province; and this has been effected through the instrumentality here suggested—the railway. Upwards of 100 Irish families have been located upon the first link out of St. Andrews of the line to Quebec; have been comfortably housed and employed at good wages, and have, in addition, received small lots of land, free from rent and taxes. The poor labourer is thus protected, in the critical commencement of his career, from the otherwise inevitable anxieties and hardships of a settler's life. He at once finds a market for his labour, and at the same time helps to create and extend a market for the labour of his fellow-men: the rude industry of the able-bodied pauper provides, or rather creates, a field for the development of skilled labour, and the application of skill and science thereafter conduces to the establishment of organized, civilized, and educated communities. Thus, on the one hand, to use the words of Earl Grey, we shall no longer "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;" and, on the other hand, the different seats of population and centres of new communities being brought into constant and rapid communication with one another, an altogether new stimulus will be afforded to Anglo-Saxon energy to rival, in other respects, the condition and privileges of the mother country; and the formation of a railway will involve the growth of flourishing peopled towns in the wilderness, with all the means, appliances, and accommodations of social life.

### III.

The railway being established, or during the progress of its construction, the preparation of the lands would proceed, by the same agency of combined labour, employed under the direction and control of skill and