

SIMMONDS'S COLONIAL MAGAZINE.

ENGLAND'S POLICY, CONNECTED WITH HER AUSTRALIAN
COLONIES, REVIEWED.

PORT ESSINGTON.

IN the *Colonial Magazine* for May last (ante page 11), in an article on the Progress of Australian Discovery, we have the following notice:—
“ Dr. Leichardt and his exploring party started on Saturday last from Sydney, on their expedition overland to Swan River, the greatest interior adventure of the kind yet undertaken in the Colony.” This announcement is fraught with importance in the annals of discovery. The very undertaking of this exploring trip opens a new epoch to us. The public may now fairly calculate upon knowing more of this antipodean quarter of the world than it has ever yet done. The known ability of Dr. Leichardt, his perseverance and endurance, and his fitness for the important and arduous expedition in which he has embarked, as exemplified by past experience, gives singular promise of a successful termination.

England has it abundantly in her power to investigate this remote portion of the globe; to explore the territorial capacity and character—the climate, soil, and mineral wealth of this fifth continent of the terrestrial world. She has the power—now that all the civilised world is in alliance with her—and it may be esteemed a source of congratulation to the sons of enterprise that she lacks not the disposition to do so.

Loud are the assertions which continually emanate from the public press of the unparalleled wealth and prosperity of England. In many respects this is true, although Englishmen are seldom defective in vaunting their superiority in all points over their neighbours. There is, doubtless, great riches amongst us; but there are, also, pecuniary liabilities and burdens attached to Great Britain which have scarcely devolved on any other nation of ancient or modern times. An enormous debt continually hanging over her—the interest of which annually absorbed eats into the vitals of her prosperity, and, to a certain extent, cramps the springs of her wealth. Saddled with such incumbrances, she needs all the aids which her extended Colonial Empire can, under any circum-

stances, impart to her. It is, therefore, deeply incumbent on those who sway her destinies, to see especially that her latent energies are called into action, and our distant Colonies sufficiently supplied to promote the grandeur and wealth of the nation that possesses them. We have, indeed, on various occasions, been earnest to show that such should be the paramount object of England, or of those who rule in her councils. If we have not always succeeded according to our wishes in showing this, the failure must be attributed to our want of skill in pleading the cause, not assuredly to a want of truth in the argument. For if England (thanks to her Dampier and her Cook, and her other great nautical discoverers, who succeeded in planting her flag in the distant and waste places of the globe—in countries before unimagined by the civilised world) may, with some truth, assert that the chart of her Colonies is a chart of the world in outline, we ought to turn them to the best account, since mankind, perhaps, has never before seen an example of so vast and extensive a power accumulated in the shape of Colonial dependencies. It has been said that when, through the headstrong policy of Great Britain, her fine American Colonies were irrecoverably lost, an opportunity of redeeming, in some measure, that loss was opened up to her by the discoveries of the illustrious Cook, who, about the period coeval with that event, planted the British flag on the shores of New Holland. Had, indeed, a genius of commanding and expansive views at that time presided over her Colonial department, this hiatus in the Colonial empire of Great Britain might have been much more speedily filled up than has been the case, or is likely now to be, under existing circumstances.

Our first expedition to this fifth continent was commenced in 1788, under very favourable auspices; and the able and judicious management of Governor Arthur Phillip. Had he been worthily succeeded, the still infant settlement would have thriven rapidly, and, it is probable, have attained to far higher eminence than has ever yet crowned them. Nursed up with attention, cherished with skill and judgment, made the chosen spot of capital and industry, to which free settlers of intelligence and active habits were invited from all parts—under these auspices Australia might, by this time, have proved a far more valuable adjunct of the Mother Country than it has yet done. But, until recently, made the reservoir of crime, swamped with annual importations of felons, whose demoralising influences the existing laws were utterly powerless to resist, the miracle is, not that it has not done more for England, but that society there has attained to its present prosperous state. Let us hope better things concerning our first settlement in this noble territory, from the energy and enlightened views of subsequent legislators.

Mr. Malthus, in his well-known treatise "on Population," delivers himself to the following effect on the subject of emigration to the Colonies:—

"It is clear," says he (b. iii., c. 4) "that with any view of making room for an unrestricted increase of population, emigration is perfectly inadequate; but as a partial and temporary expedient, and with a view to the more general cultivation of

the earth, and the wider extension of civilisation, it seems to be both useful and proper; and if it cannot be proved that governments are bound actively to encourage it, it is not only strikingly unjust, but in the highest degree impolitic in them to prevent it. There are no fears so totally ill-grounded as the fears of depopulation from emigration. The *vis inertiae* of the great body of the people, and their attachment to their homes, are qualities so strong in general that we may rest assured they will not emigrate unless from political discontents, or extreme poverty; that they are in such a state as will make it as much for the advantage of their country as to themselves that they should go out of it. The complaints of high wages in consequence of emigration are, of all others, the most unreasonable, and ought the least to be attended to. If the wages of labour in any country be such as to enable the lower classes of people to live with tolerable comfort, we may be quite certain that they will not emigrate, and if they be not such, it is cruelty and injustice to detain them."

We take up the question, then—as Malthus has it—as one of temporary expediency, and with a view to the "more general cultivation of the earth, and the extension of civilisation;" and we say that with the very extensive and almost boundless territorial possessions pertaining to Great Britain, which are neither cultivated nor civilised, it should be esteemed a high privilege that such emigrating facilities are open to her.

Great Britain contains, in many of her districts, an inconveniently crowded population—a population whose exigencies oftentimes press heavily on their means of subsistence, and that not only in extremely isolated cases, but on repeated and multiplied occasions since the general peace of Europe. Why, as has been frequently asked, not spare great numbers of this surplus population to cultivate and civilise the uncultivated and uncivilised countries over which we exercise jurisdiction?

When the Creator of mankind pronounced his benediction, after the Deluge in the days of Noah, and before the re-peopling of the world, the mandate went forth—"Be fruitful and multiply, and replenish the earth." The injunction is still in force—it may be esteemed as binding, now, as it was upwards of 4,000 years ago, when the opportunity and the power is presented to us.

England may be said to possess both at this crisis. She has jurisdiction over many of the most fruitful countries of the world. Her settlements are already planted on some of the rich islands of the vast Indian Archipelago and the Pacific, whose soils, first made known to the civilised world by that illustrious but ill-requited discoverer, Captain Cook, are capable, under due culture, of yielding prodigious returns to Great Britain.

But England might plant other settlements on other soils not appropriated or cultivated—or at best only inhabited by tribes of barbarians; or she might greatly extend those she has already formed. She, assuredly, has not done enough in the way of colonising the earth, and the eastern part of it especially, when her facilities for doing so are taken into consideration. In Keppel's "Expedition to Borneo," we meet with the following spirited passage, extracted from the journal of James Brooke, Esq., Agent for the British Government in that important island:—"The voyage I made to China," says this enterprising man, "opened an entirely new scene, and showed what I had never seen before—savage life and savage nature. I inquired and I read, and I became more and more assured that there was a large field of discovery

and adventure open to any man daring enough to enter upon it. Just take a map and trace your eye over the Indian Archipelago, with its thousand unknown islands and tribes. Cast your eye over the vast island of New Guinea, where the foot of European has scarcely, if ever, trod. Look at the northern coast of Australia, with its mysterious Gulf of Carpentaria—a survey of which, it is supposed, would solve the great geographical question respecting the rivers of this mimic continent. Stretch your pencil over the Pacific Ocean, which Cook himself declares a field of discovery for ages to come. Proceed to the coast of South America, from the region of gold-dust to the region of furs—the land ravaged by the cruel Spaniard, and no less cruel buccaneer—the scene of the adventures of Drake and the descriptions of Dampier. The places I have enumerated are mere names, with no specific idea attached to them—lands and seas where the boldest navigators gained the best reputation, and where hundreds more may yet do so, if they have the same courage and the same perseverance. Imagination whispers to ambition that there are yet lands unknown which might be discovered. Tell me," he asks, "would not a man's life be well spent—tell me, would it not be well sacrificed, in an endeavour to explore these regions? When I think on dangers and death, I think of them only because they would remove me from such a field for ambition, for energy, and for knowledge."

Mr. Brooke here betrays a spirit of enterprise which is not very much known in these times. Men of his temperament and genius are much required, in the present day, for turning the discoveries of Cook and Dampier to the best account for the Mother Country; for pushing our knowledge and influence in still unexplored climes. With the energy and courage of a second Clive, Mr. Brooke commenced his public life as a cadet in the East India Company's Service. After carrying arms with reputation in the Burmese war, he, at length, in a casual voyage made to China, conceived the project of further discoveries and settlements in the Eastern Archipelago. With the enthusiasm natural to chivalrous and generous minds, he fitted out and manned a ship for the purposes of discovery and adventure, of which he assumed the command, in the independence of an ancient buccaneer, but with far different intentions. Instead of sweeping the seas as a pirate, he sought to bring new people and new countries to notice, for the high purposes of civilisation, and forming Colonies; and had his power and sphere of influence been equal to his enterprising spirit, much might, hence, be expected.

Those at the head of maritime nations, were they imbued with a portion of this spirit, might surely second such views, and by prosecuting what the soaring genius of an individual has struck out, carry forward the work of colonising the uncultivated parts of the globe.

England, the land of Cook, an untutored individual, whose restless genius has done so much for his country's Colonial grandeur, should be foremost in these schemes of Colonisation. She might—for she has the power—put forward her fleets and squadrons, not for conquest, but for colonising. She might emulate Tyre of old, and among the many millions annually absorbed for national exigencies, abstract a few for the transportation of a much larger outfit to the southern regions, in

the shape of emigrants, than has ever yet left her shores. The population of these realms could spare them with advantage. In view of the extreme difficulty, sometimes almost the impracticability, of all who seek to obtain a livelihood in their own native country by their honest labour and talents, being able to accomplish it, can it be detrimental to that country for them to seek another in alliance with it, where they might build up communities which would materially assist those who remain at home. When, in our densely-peopled isle, crowds of aspirants are continually seeking employment, a great part of whom, through an overstocked labour-market, are disappointed in their views of realising a maintenance; while men in many of the ranks of society are treading close on the heels of others in their struggles to obtain a competency—in which struggle not a few sink in the attempt to realise it—can there exist a doubt that the fertile soils and serene climates of many of the latitudes of New Holland or New Zealand, duly selected, and the scheme for colonising them properly appointed, would not convey relief and high benefit to the aggregate population of the Mother Country?

Did they not extensively colonise in the early periods of the world? We are told by the ancient historians Strabo, Dionysius and Halicarisensis, that in the earliest ages of Greece, about sixty years before the Trojan war, the Egyptians and Phœnicians made excursions to the neighbouring maritime countries; and that the isles of Elisha (Greece), before inhabited by Pelasgians, then became a mixed people, made up of three races. This was about the period, also, of the celebrated Argonautic expedition, of which we read such marvellous exploits in Apollonius Rhodius. Supposing some of these exploits to be the fictions of the poet who records them, yet that Jason sailed west of the Pillars of Hercules on that occasion there seems to be no reasonable doubt, for, judging from a very remarkable passage in the second book of Diodorus Siculus, the Palasgii were acquainted with either Great Britain or Ireland, which acquaintance (as no other opportunity of discovering them had previously occurred) must have been then made.

If, three thousand years back, in the early ages of the world, these islands were discovered by the enterprise and the rude and infant efforts of our maritime ancestors, shall not Britain, with the command of the ocean, and enriched through the genius and intrepid courage of her nautical adventurers, with a boundless extent of rich territories—shall not Britain turn her prodigious advantages to the highest account?—shall she not colonise and carry civilisation into barbarous lands which are subject to her power, thereby fulfilling the high behest of Heaven and enriching herself with the accumulated wealth and stores of other climes?

“The natural diversity of men’s talents,” says an ingenious historian of the last century, when speaking of commerce and its origin, and the accidental variety of their situations, “will naturally direct them to different kinds of industry, and furnish them with various sorts of provisions. One is more inclined and qualified for the active pursuits and occasionally the severe exertions of hunting; another for the watchful and patient exercise of fishing; one feels a kind of society and enjoyment in a flock of sheep or herd of cattle; and the mechanical genius of another fits him for constructing the various instruments of art. Their respective situations, too, will influence individuals. The adjacent hills or forests present temptations to the

hunter; rivers and shores solicit the genius of the fishers; some fields are more fit for pasture than for tillage; some are more fit for sheep than for larger cattle; and some soils and situations more fit for vines than for corn. Necessity and accident thus often concur with natural genius, with conveniency, and with the love of variety, to produce and promote barter, the first and most natural species of commerce."

Thus again it may be said, in like manner, that a nation such as Great Britain, possessing lands in almost every latitude of climate, should study to derive all the advantages which their geographical position is calculated to bestow. Our undefined and unexplored territorial possessions, lying in the vast Indian Archipelago, have been culpably and unaccountably neglected. They have not, we contend, by any means been made to yield us all the advantages within their gift. We have, on former occasions, strenuously recommended some of the districts of New Guinea, or the tropical soils of New Holland, as fit arenas for the cultivation of raw cotton. England has heretofore obtained free native-grown cotton wool from the East Indies, Jamaica, or some other of our West Indian jurisdictions; but why could we not raise it also in our tropical possessions of the eastern hemisphere, or at the Cape, or in Australia? The consumption of raw cotton in the mills of Great Britain is immense, and forms a very considerable part of our entire manufacturing expenditure. Why should not Great Britain grow the whole of this consumption, without being beholden to the French or the Dutch for our finest grained cottons? If the Dutch settlements of Berbice, Demerara, Surinam, and Cayenne, formerly, and even now, had the reputation of raising the finest grained cotton—if the soils of our own islands in the west are not so eligible as those of some of our neighbours—why should we not carry the culture of this staple article of manufacturing consumption to the eastern tropics? If our commercial greatness has been thought to receive mainly its important feature from the prosperity of this branch of its revenue it indubitably much imports us to furnish it from the cheapest market. Of all the productions on which labour is bestowed for its growth and culture, the cotton plant is, perhaps, the most precarious. In its first stage it is attacked by the grub; it is devoured by caterpillars in the second; is sometimes withered by the blast; and rains frequently destroy both, in the blossom and in the pod. The Bahama islands afforded a melancholy instance of this destruction in 1788; no less than 280 tons, on the most moderate estimate, having been devoured by the worm between September and March in that year. If such casualties attend its growth, should not England, the country, of all others, which is most interested, cultivate its production in both hemispheres? But apart from growing cottons for the manufacturing consumption of Great Britain, we contend that our vast possessions of territory in New Holland have been much and culpably neglected.

Ministers, it is true, have began of late to atone for this neglect, and to discover that the regions of the Indian Archipelago may serve England in higher uses than as offering receptacles for gaol deliveries to the Mother Country. A settlement, for example, has now for several years been formed at Port Essington; but, as it frequently happens in these cases, the site chosen for this settlement has given rise

to much animadversion. It has been strongly inveighed against by those who have practically investigated its comparative physical advantages; and, surely, the testimony of those who have resided there, and marked its physical allotments, should not be disregarded. We will examine its title to superiority a little more in detail.

Not only, we contend, in the first place, should the immediate spot upon which a new settlement is founded, but the neighbouring localities, be salubrious, so far as circumstances will admit of their being so, or the duties of the founder are but half achieved. We will view its eligibilities as stated by a resident, though certainly not an economist. An intelligent correspondent of the *Sydney Morning Herald*, of October, 1845 (a competent judge and eye-witness, as it would seem, of the subject), whilst dilating on the physical capabilities of Port Essington, and its local allotment of nature's gifts, so far as they combine in rendering it eligible for British settlers, has the following remarks:—

“The country throughout such parts of the Coburgh Peninsula as I have visited is generally composed of low undulating hills, alternating with plains of small extent intersected by creeks and lagoons of salt water, and extensive mangrove swamps about the heads of the various bays. Although there are various streams and a few lagoons, the country may be said to be badly, because unequally, supplied with fresh water. These lagoons are invariably dried up towards the end of the dry season. The forest land, which constitutes three-fourths of the district, shows a surface strewed with iron stone, indicative of the sterility that reigns; but there are a few scattered localities flooded in winter where its soil is rich, of which the new garden is one. This is probably about two acres in extent, and in it may be seen specimens of many valuable tropical plants; arrow-root, sugar-canes, turmeric, indigo, bread-fruit, Jack-fruit, cotton of two kinds, &c., yams, sweet potatoes, bananas, pine-apples, melons, pumpkins, and cucumbers, thrive there remarkably well. In the thick jungles, also, the soil is very rich, being composed chiefly of decomposed vegetable matter. The indigenous plants of importance, otherwise than as producing timber of various kinds, are true nutmeg, a large tree which produces excellent cotton, and a cabbage palm, the young shoots of which is truly a delicious vegetable.”

Much has been said on the subject of the importance of this port for the trepang fishery. Mr. G. W. Earl has given us many details concerning the procuring and preparing it for the Chinese market, where it meets, as is well known, with a very extensive sale. Indeed, many parts of the northern coasts of Australia may be said to stand in regard to China, pretty much in the same relation as the grand fishing bank of Newfoundland does to many of the nations of Europe—the one supplying to the epicurism of the Chinaman, in the shape of the sea-slug, the same, or a similar, article of luxury as the other provides in the form of green or dried cod. But many other shallows along the same latitudes of North Australia present the same facilities for gathering this fish as Port Essington. Some of the proahs—the peculiar sort of vessels employed in this fishery—are known to descend half way down the Gulf of Carpentaria in search after this article of Chinese delicacy, especially on the eastern side of it, where it is generally found most to prevail. So that the settlement of Victoria, built upon the promontory of Minto Head, cannot, or is not entitled to, lay claim to a monopoly in this article of commerce. The port of which we here speak has now been established upwards of eight years. But, notwithstanding the flattering

reports of its healthiness and general eligibility, which formed at, and after, its first establishment such a mass of evidence in its favour—notwithstanding the laudatory testimonials of Sir J. Gordon Bremer, who from the first strenuously supported it—in the face of this it has since been found to be by no means equal in salubrity to what was first anticipated. It, on the contrary, rather promises to entail expense on the Mother Country without realising any important advantages to its interest. Although, therefore, a large amount of correspondence has been adduced from official and Parliamentary documents to justify its retention, subsequent experience has not furnished sufficient reasons for giving any stimulus to its advancement, and it seems doomed to remain a mere military post, or coasting station for steamers.

It has been alleged, by what would seem to be competent authority, to be a spot unfavourable to the health of Europeans—a sickly climate, whose swampy and unwholesome atmosphere, generating malaria, is, at certain periods, fearfully destructive of life.

Port Essington was founded for a military settlement; but the supineness and indifference with which it has been nursed up must be allowed to show, on the part of the proper authorities at home, great neglect, for, if worth preserving at all, it surely should have been supported with some vigour. The present establishment at Port Essington, it appears, arrived at that place in November, 1844, and relieved the original party, then reduced to about 30 men. It consisted on its arrival of two subalterns, one surgeon, and 52 rank and file, of the Royal Marines, which were placed under the command of Captain MacArthur, with the local rank of commandant, whose previous enthusiastic description of the settlement made to Sir George Gipps, the Governor of New South Wales, at Sydney, and by him transmitted to the Colonial-office, were chiefly, perhaps, instrumental in its retention.

Are parsimonious establishments like this, however, indicative of a just sense of the importance of a settlement which was intended to be a trading emporium with China and the Indian Ocean for British goods? Either let the settlement at Port Essington be kept up with an expenditure of care and pecuniary means in some degree at least commensurate with its alleged advantages, or let it be finally abandoned.

In some respects its situation, no doubt, is highly eligible. Placed on the northernmost verge of Australia, near the entrance of Van Diemen's Gulf, and not far from Melville Island, which has been spoken of as a perfect garden—its contiguity to the various rich and noble islands of the great Eastern Archipelago, which stretches on either side of it, points it out as peculiarly eligible for the China and Indian trade. But, on the other hand, the existence of unhealthy morasses in the immediate neighbourhood, especially during the wet seasons that periodically deluge the soils, may be thought to render the situation inexpedient for a rising Colony. If, then, a due regard to the sanatory condition of a new Colony should form matter of primary consideration previous to its permanent establishment, it must be granted that Port Essington has drawbacks to contend with of a very serious nature.

Mr. George Windsor Earl, amongst its first sanguine projectors, and

Captain Stokes, who surveyed the ample estuary on which it is founded, have each pleaded its merits in terms of high eulogy. Planned and chiefly executed by Sir J. Gordon Bremer, who, holding as he did a high official situation in India, would naturally deem its geographical position advantageous to the Indian trade, this gentleman was not then, it must be presumed, aware of the deteriorating effects which its climate superinduces. The circumstance, therefore, of its being almost at the apex of our Australian continent, even if there were no other ports in the same parallel of latitude, should not blind our eyes to its other neutralising defects. Its propinquity to the thickly-scattered group which cover the vast basin of the Indian Ocean, ready at bidding to enrich the commercial nations of Europe, is, doubtless, commendatory of its site; but the continued fever which is at certain seasons prevalent militates as strongly against it.

When we cast our eyes over the mighty congregated waters which cover the surface of our globe from the Cape of Good Hope to the confines of the eastern hemisphere, we are struck with the almost innumerable islands with which they are diversified. Nature seems, in the islands of these remote seas, to have dispensed her choicest gifts of soil and of luxuriant production. Birds of surpassing and exquisite plumage, odoriferous spices in rich abundance, precious metallic ores in costly profusion, lie underneath the soil or enrich its surface. Ocean-girt lands, fructified by balmy breezes, chequer the vast seas which stretch from New Zealand to the great empires of Asia. The northern coasts of New Guinea abound in fine estuaries, where settlements might be established. New Britain, New Ireland, New Hanover, New Scotland, the New Hebrides—tropical climates of the same natural capacity of production as the islands of Celebes or New Guinea—might, likewise, have their settlements. The vast chain called the Ladrões, forming as they do an easy line of communication for our steamers (supposing them established) to the seas of China and Japan, and opening a door for prodigious and lucrative commercial intercourse between our Australian ports and the latter great empires, might be surveyed, and rendered instrumental to this purpose, thus contributing to the power and grandeur of Great Britain, in swelling the amount of its Colonial jurisdictions.

Let, then, other settlements be formed not very remote from Port Essington, combining its advantages; but, in climate more salubrious: let the great Gulf of Carpentaria be surveyed with an activity and perseverance worthy of a successor of Cook—let this be done, and it is more than probable that the latter port will not much longer sustain its claims to a preference.

We finally say, then, admitting the allegations so loudly set forward by those who were instrumental in its formation, that its central position in the north of Australia forms very strong and substantial reasons for founding a trading establishment in that neighbourhood—yet these advantages, great as they may be, in point of geographical position, can hardly be thought to counterbalance decided insalubrity of local situation. A large mass of evidence was, at the first founding of this settlement in 1838, or rather, perhaps, in 1837, thrown out as auspicious of its future

prosperity; this was brought under the notice of Parliament when the subject of the eligibility of Port Essington for a new Colony was discussed.

If, however, as just now noticed, subsequent trial shall have demonstrated that first appearances were fallacious, and that further experience had by no means confirmed the flattering anticipations which were generated at its formation; if its climate has been pronounced by a resident to be "decidedly unhealthy;" if intermittent fever is endemic, and breaks down the strongest constitution, these advantages are somewhat neutralized. If, again, the immense extent of mud and mangrove swamps which are left dry at low water and then acted upon by the fierce rays of a tropical sun; if with these considerable drawbacks, the eligibility of Port Essington, either as a military station or as a commercial port, hangs upon so equivocal a basis, why retain it?

"No one," writes an intelligent eye-witness, "who has resided in Port Essington, in the seventh year of its formation can help being struck with the ruinous appearance of the place, and the small progress which has been made in bettering the condition of its unfortunate inhabitants, whom a mistaken policy has doomed to a residence there of an uncertain period of years, until hope itself has almost deserted them."

A most discouraging picture of a new settlement! A reinforcement (miserably scant it is true) was, as we have seen, received in October, 1844, which served to keep it alive, although not sufficient, assuredly, to subserve the high ends of protection and commerce, in those remote seas, for which it was avowedly established.*

Under these disadvantages, and upon fairly balancing the preponderance of claims which Port Essington has to the support of the British Government, it may be finally said, with regard to this settlement, that the general unhealthiness of its situation must prove an effectual obstacle to its becoming great and flourishing, either as a commercial emporium, or in any other way. Instead, therefore, of doling out parsimonious supplies for its temporary necessities, does not policy and regard to self-interest plead for its abandonment.

* The uncertainty which at that period prevailed, in the Councils of the Cabinet, upon the subject of the retention of Port Essington as a military station, may be gathered from the following copy of a Dispatch from Lord John Russell to Governor Sir George Gipps:—

"Downing-street, June 27, 1841.

"SIR—I transmit you herewith a copy of a letter from the Secretary to the Board of Admiralty relative to the settlement of Port Essington; I also enclose a copy of the reply which has been returned by my direction to that communication. You will perceive it to be the wish of Her Majesty's Government that you should continue to make any advances which may be necessary for the preservation of the settlers at Port Essington, and for preventing the entire abandonment of the place until some account can be received from which Her Majesty's Government may be guided as to the ultimate retention or abandonment of it. The time has now arrived when it may be fairly judged how far it may be advantageous to retain that settlement; and I have to request that you will obtain a report with as little delay as possible, from the officer in command as to its real state and prospects.

(Signed)

"I have, &c.,
"RUSSELL."

But leaving Port Essington—can we not colonise other spots about equal degrees of latitude, which would at once equally serve the purposes of emigration, so far as it is conducive to the general purposes of England? Exploring trips and visits have already been made by Colonel Barney to Port Curtis and other spots suited for the proposed new convict settlement in North Australia.

In the great gulf or estuary of Carpentaria, there are ports which offer themselves. Settlements might be formed suited to England's purposes in certain of these latitudes, equally eligible for commercial objects and yet combining advantages which Port Essington does not possess. It is, for example, of almost indispensable advantage to a coast settlement that it has a navigable river in its vicinity. If a more extensive and accurate survey of the countries which border this gulf were made, probabilities are greatly in favour of finding rivers from the interior which point either south, east, or west, as the nature of the soils may determine, offering spots as advantageous for the trading emporium with China, and the rich Archipelago which lies between that country and New Holland, as the one formed upon the representations of Sir J. Gordon Bremer.

Captain Stokes's surveys have thrown new light on the boundaries and coasts of North Australia. The interior discoveries now in progress of being made by Sir Thomas Mitchell are also very important, as regards our knowledge of the eastern soils of Australia. This journey of exploration, conducted by a man of his experience and abilities, cannot fail to throw much light over the eastern part of the interior of this continent. We may, therefore, soon calculate on a much more intimate acquaintance with the territorial country lying between Sydney and Port Essington, on which so much light has already been thrown by Dr. Leichardt.

Those parts that have actually been surveyed have been found propitious. It has been said that a singular dearth of rivers has formed a grand barrier to the Colonisation of Australia; but in those parts of New South Wales surveyed by Sir Thomas Mitchell, and ranging from latitude 30° to 25° , and longitude 147° to 149° , we are told of no less than six or seven rivers of very considerable magnitude, beside others of less extent, which stemmed the progress of the travellers.

When we read of the Bogan, the Macquarie, the Darling, the Narran, the Ballone, the Bokhara, the Ballandoola, the Biree, the Cagoon, the Maranoa, and others, some of them rivers of great magnitude, it is impossible to give credit to an opinion that the region of New South Wales is not well watered. When, likewise, we are told of the Narran being a "wonderful provision of nature" for the supply and retention of water in a dry and parched country, irrigating thus, from one principal channel, extensive regions of rich earth beyond the Darling, and forming extensive reservoirs, and furnishing an inexhaustible supply for the support of animal life. When we hear, in lat. $26^{\circ} 39' 30''$ S., of a "fine open country, extending as far as the eye or telescope could reach, watered by a river from the northward—a splendid region." When, again, we read of lakes and springs of the purest water, in a country

adorned by hills of the most romantic form, presenting outlines which surpass in picturesque beauty the fairest creations of the painter, "isolated rocks appearing over the woods, resembling ruined castles, temples, and gothic cathedrals, the trees being also so varied, graceful in form, and rich in colour, and contributing so much to the general beauty of the scenery, that I have (says the narrator) been induced to distinguish the river and the lake by the name of a painter." When, lastly, we read of the travellers "journeying, for ten days together, through open downs and plains, with a river in the midst, the verdure and luxuriant pasturage surpassing in quality, as it did in extent, anything they had ever before seen." When such descriptions as these, made by accredited eye-witnesses, meet the public eye, what must be the inference? Indubitably, either that they who speak in such terms are guilty of gross exaggerations, and, therefore, unfit for office, or that these noble districts have been much maligned. We believe, indeed, the latter to be the case. We think that splendid territories of large extent in Australia await the settlers from Great Britain, who, under due appointment, may be induced to emigrate thither, combining the advantages of position, or very nearly so, which Port Essington is alleged to hold in regard to the fertile islands of the Indian Ocean and China. We contend also for the probability of there being ports within the great basin of Carpentaria which might stand superior to it in other respects. Again, it cannot be imagined but that many of the fine rivers enumerated by Sir Thomas Mitchell, as seen by him in his overland journey from Sydney, between latitude 30° , or thereabouts, and lat. $24^{\circ} 30' S.$, must have a confluence with the ocean, and be more or less navigable for merchant vessels. Is not the whole extent of waste, from the boundary limit of New South Wales to the northernmost point of this southern continent, open to English Colonisation? Why should we, with a pertinacity not very comprehensible, retain a languishing Colony amidst, or in the neighbourhood of, unhealthy swamps—not even possessing that almost indispensable requisite of a flourishing settlement, a navigable river, while such a sweep of coast is left us? While we have a choice of ports, from the Bay of Inlets, under the tropic of Capricorn, to Endeavour river, of noble width, and thence to Cape York, forming the apex of the Gulf of Carpentaria—including a line of coast trending from New South Wales to the latter point, in $12^{\circ} 30' S.$, which, either through the enterprise of Sir Thomas Mitchell, or some other active explorer, will soon, it is hoped, be more accurately known—the extensive work of Colonisation is open to the British Empire.

We have often endeavoured to recommend this extensive emigration upon argument, showing that civilised and densely peopled countries lose nothing, in the issue, by parting with some of their numerical strength; but that their grandeur and power, on the other hand, are promoted by the extension of the newly created communities. Cannot—for the subject will afford to be frequently urged—cannot the superfluous hands which now often crowd our asylums throughout the land, engendering heavy imposts—cannot the unemployed in the dense masses of portions of our population, consuming the produce of our

native land, aid in establishing these new communities? Cannot they, in this way, instead of lying as a dead-weight upon the industrial energies of the empire, assist in leading forward the interests of their country, as well as in bettering their own condition? No person of competent judgment, who has given his attention to the statistics of our commercial and social laws and their reciprocal influences, will assert otherwise.

The Emigration question, or England's policy in colonising her distant territorial lands, has, of late, formed the subject of much parliamentary discussion. The present ministry appears very desirous to urge it forward, in a certain form, under modified circumstances, and their zeal in this matter is highly creditable. Lord John Russell has recently declared himself favourable to it, under due restrictions; but opposes a scheme for sending an unlimited number of emigrants to the American shores, who, when they got there might find themselves as destitute, and as much in want of employment as they were at home. He alleged that already had defensive measures been taken by some of the United States to check the current of emigration thither, and that a feeling was getting abroad in Canada in favour of similar measures being adopted for that Province. He therefore deprecated the plan of an influential gentleman (Mr. Godley) for sending two millions of our population to Canada with very vaguely-defined prospects of their good reception in the transatlantic climates, or what afterwards was to be their efficient employment, as chimerical. Upon this last point—the want of efficient employment—we have, for a long time past, endeavoured to show that the Canadian fisheries possess such capabilities of enlargement as would suffice for the employment of multitudes of the superfluous hands of Great Britain. With regard, also, to the lower region of Canada, watered as it is by the noble St. Lawrence flowing through the heart of it, whose fertilising course, swelled with its numberless tributaries, at once enriches its lands, and offers exhaustless resources for fishing, it has been repeatedly shown that there exists within its limits an ample extent of soil which would abundantly remunerate a higher culture than it at present receives from its inhabitants. But why not let Australia benefit more by the stream of emigration which is going forward?

We have more than once endeavoured to show that districts of the most fruitful character lie open to our Colonisation in these antipodean regions. Why not let our over-crowded population at home thin some of their ranks to people and to civilise these splendid settlements? Why not let this emigration become a Government measure on a large scale? Rejecting the policy which has dictated its parsimonious allotments to the military Colony at Port Essington, let the appointments be liberally filled; let a requisite portion of skill and capital, with a due sprinkling of rank and influence, accompany the emigrants; and let such ardent and restless spirits, for example (if they are to be found), as Mr. Brooke (see *supra*), now an official resident at Borneo, be sought out and invited to join it.

There cannot be such danger of the Mother Country losing so many of her citizens as is sometimes alleged. An indigenous attachment to our native soil, which all more or less receive at their birth, is a

guarantee against this danger. Is the greatness of the field, also, which we have suggested in the present paper, beyond all practical expediency? In answer to this, there cannot be danger of extending our language, our laws, and our civilisation too widely in the earth, provided we at the same time take care that the benefits of all our institutions at home keep equal pace with it. In imitation, then, of some of the nations of old (Tyre, for instance, and Egypt) the more our Colonies multiply abroad, so much the more, we contend, are we strengthened in our native land.

The gross numbers of Great Britain have of late been rapidly on the increase. How, except by colonising the waste places of the earth over which we have jurisdiction, are we to employ or to feed the increasing masses of our labouring population? This is no fancied chimera, it is a question of sober calculation and grave import.

It may be said that the gigantic schemes of railway operations still afloat throughout our land will furnish, for some years to come, employment for the otherwise idle part of our population. But supposing this to be true in a greater degree than it really is, what is to be done when all these works cease (as cease they will), supposing our numbers are still progressive, and our commerce—furnishing means for their support—only stationary?

It was computed by a writer at the close of 1846, and one apparently well versed in railway statistics, that there were at that time in progress and sanctioned by the British Parliament, 5,800 miles of railway lines, to complete which, and bring them into operation, will absorb at least two hundred millions sterling. Five years is the limit which, under ordinary circumstances, is assigned for the completion of these very extensive undertakings, thus abstracting every year, for this period, from the profits of British capital or the sinews of British industry forty millions sterling! Whether this enormous outlay of capital in order to promote expeditious travelling and the transit of goods, will tend in an adequate degree to enhance the aggregate wealth of Great Britain, is a financial question perhaps not much connected with the statistics of its Colonisation. If, however, the capitalists of England shall at length find that they have committed a flagrant error in locking up so much of their wealth in these investments, that will only render it the more imperative that fresh sources of wealth should be created.

Our position, then, is, that the noble territory of Australia, if properly nursed and appropriated, would furnish these sources. But in order to do so, our Colonies, there, must be made the arenas for free men, not the receptacles of convicts. It has frequently been said that convicts are necessary to clear the ground and perform all the drudgery of a new settlement. But if it be so, (which, however, is not proved,) there can be no hesitation on the subject of the wretched policy of this country which dictated our conduct towards Sydney and Van Diemen's Land. Swamped by annual importations of criminals from the Mother Country, could it be expected that her Colonies should thrive and become prosperous whilst peopled with such materials? The very means by which she sought to relieve her dungeons and gaols retarded, in a corresponding degree, the

flourishing of her settlements in foreign lands—in lands likewise which promised to repay abundantly a more careful culture.

But it is hoped that the penal settlement now being formed in North Australia will prove an exception to those at Sydney and Van Diemen's Land. A long experience of the evils of the system adopted in these Colonies may suggest a variety of improvements in that recently established about the 26th degree of south latitude, of which New South Wales forms the northern boundary. It has, however, been complained by some of the authorities of New South Wales that the formation of a penal settlement in that spot is fraught with unmixed evil. Why it should be so does not so distinctly appear, except upon the general principle that the creation of another convict community at no great distance, although it be done to relieve other evils of long standing in their own immediate Colony will only, under any circumstances, perpetuate old and heavily-complained-of grievances; but if an aggregate advantage be gained in the new system, it is worth the trial. It is, indeed, worthy of deep consideration whether our criminals could not be reformed at home. It is for the wisdom of our legislators to deliberate whether a higher expiatory end would not be accomplished by hard, humiliating servitude in our dockyards and prisons at home, under the severe surveillance of proper authorities, than in roaming at large in the infant Colonies of Australia, where they cannot be so closely the objects of penal discipline. The subject has, often, exercised the thoughts and the pens of philanthropists who think, and with no inconsiderable reason, that Colonies of thieves and cut-throats in foreign lands, and fruitful soils, which might otherwise prove flourishing adjuncts to the parent state, is merely shifting the onus to a different quarter, and only relieving the pressure of present evil here, by perpetuating greater, in perspective, elsewhere.

But whether criminals continue to be introduced into our Australian Colonies or not, we incline to think with those native authorities who contend for the expediency of greater legislative care being bestowed upon Colonial government. If our Colonies in Australia are worth the cost of establishing or being nursed up, they are also worth being treated with the same equitable and admirably-poised constitution under which our own island has risen to her present eminence. That the same mild laws, tempered with vigour and firmness, should rule her progeny abroad which is enjoyed at home. That if under their operation the parent has grown great, and free, and happy, her offspring should have the same opportunity afforded them of becoming so. But we imagine our settlements never can become valuable adjuncts of the parent country, while they are being made the common sewer for draining it of the most profligate of its society. They cannot—and it is more than wilful folly to expect it—become great and flourishing, while they are continually subjected to the contamination of the sweepings of all the common prisons of Great Britain, without some more powerful antidote against its effect than has ever yet been adopted. We here quite concur in the sensible and judicious remarks of the author of a pamphlet to Sir Robert Peel, on "Colonial Reform," and which is to the following effect. (It may

be premised, by the way, that the author in question appears practically well informed concerning the matters of which he writes) :—

“ I am now prepared to show that the present system of Colonial government cannot long continue, and that one of two things must occur ; the Colonies must be placed on the same footing as the United Kingdom, and represented in the Imperial Parliament, or Great Britain must be prepared to lose them one after another (which will ruin her trade), and see them start into existences as independent States. Through restrictive measures she lost America, and through the same system Spain lost the finest Colonial empire the world ever saw ; and her sudden downfall in consequence ought to be a warning to Britain, now at the height of her glory and prosperity ; nay, I even go the length of asserting that it is possible for a nation to be seriously injured by an extension of its Colonial empire, unless the whole be conducted on some settled plan. The only system pursued by Spain and Portugal was that of oppression and violence, and the consequence is, that of all their vast dominions hardly a spec remains ; and once the mistress of the world, Spain has now fallen into a petty tenth-rate power, and regarded with the utmost contempt by the other nations of Europe.

“ It has been the common practice with great writers on Colonisation, to argue that the ultimate independence of our Colonies is an event that must take place, and which Britain should be glad to see occur ; and that when the event does take place it is desirable it should be with the free-will and consent of both parties. I hold the opposite opinion, that it is not desirable that such an event should take place ; that the Colonies present an instrument of relief from the threatened evil of over population. That they open new sources of production, new markets for British manufactures, new outlets for investment of British capital ; the Colonies are the best customers to Britain, for be it remembered that nearly one half of her export trade is to them, and it is to the interest of Britain rather to maintain this second empire than to throw it away by a mistaken policy. Let the Colonies continue parts of the British empire, and they will be granite pillars on which she may lean in security ; but let them through mismanagement become independent, and, instead of retaining any love for Britain which is inherent to those bred up under the imperial authority, each of them will be found more disposed for hostilities than foreign powers ; witness the ravings of the United States for war with Britain, and the hostile feelings displayed by many of the Colonists of Canada towards the British Government.”*

In closing these general and discursive remarks upon our Colonial empire in the East—and which might be made much more splendid than it is at present—it may be finally said that England now possesses the materials for extensive emigration in a degree beyond what she did at any former period. While the land swarms with unemployed individuals who might be efficiently disposed of in realms surpassing our own in production, can it be said that she does not possess the opportunities of Colonisation to a much greater extent than she avails herself of. The capacities for locating her idle hands on productive soils, may be said to be almost unbounded. Will she not embrace them, and, by cultivating the waste places of the earth over which she is the mistress, at once fulfil the high ends of Colonisation, and enrich herself ? Let, then, in furtherance of these views, an enlarged spirit of active and far-reaching policy animate the Colonial department of our Cabinet. Let it stimulate those who preside at the head of its councils to view these matters as connected with the Colonial grandeur of Great Britain, with an eye to its aggregate prosperity, and with a prospective reference to the future glory of

* Thomas McCombie, Esq., whose eloquent pleadings in favour of Colonial reform will, it is hoped, not be disregarded.

the Mother Country. Undue parsimony should not be dealt out, when a more liberal expenditure would lead to important ends. Of the enormous sums which are annually absorbed by our great national establishments, ample and sufficient funds should be appropriated to the work of Colonisation, seeing that almost boundless territories in the Indian Ocean and elsewhere lie open to us, and the general peace of Europe gives us leisure to expend our energies in their cultivation. Partiality and party interest should, here, be allowed to form no title or recommendation to Colonial appointments. Jobbing and speculation in the subordinate agents should be vigilantly sought for, and carefully punished when detected. Governors of an unexceptionable character for patriotism, activity, and probity, should be appointed to rule in each Colony, whose promise is a sufficient guarantee for its future importance to Great Britain, in its trade and reciprocal intercourse.

Thus might England, to a greater extent than at present, colonise the uncivilised and savage tracts of our world, and introduce humanity and order where lawless disorganisation and moral chaos now reign triumphant.

E. P.

Avon-hou'e, Wilts, July 1st, 1847.

LIFE IN THE JUNGLE;

OR, LETTERS FROM A COFFEE-PLANTER IN CEYLON TO HIS
COUSIN IN LONDON.

(Concluded.)

LETTER XIII.

Epping Bungalow, March 20th, 184—.

MY DEAR COUSIN SMITH—Important events have come to pass since I last had the pleasure of scribbling to you. After what I had previously said, you will, no doubt, be somewhat surprised to hear that the Browns has actually been up to the chilly regions and breathed the icy atmosphere of Nuwera Ellia. Well! it's a fact. Don't fancy, however, that anything like sickness drove us up, if you do you'll be dreadfully mistaken. It was a fancy of my wife's, and I must confess that I had a little curiosity to see how the place felt, for every one has been talking about it, and one appears so heathenish not to be able to have one's own say about the matter. The affair, however, did not come off without a deal of planning, contriving, and arranging, and afterwards lots of packing, stowing away, and all sorts of botheration. Oh! the delight of having to move a whole family in this blessed place! No one can have any sort of idea of the thing until he has fairly tried his hand at it as I have. My elephant excursion with Glibb was bad enough, but

Lor! that was a mere stroll down the Minories compared to our journey to the hills.

It took us a good month to collect necessaries for the journey, and the stay there, and nearly another month to start them off and get them there, so that it was well into January before we could think of making a start. During the preparations I rode several times over to Glibb, and one or two other friends further off, who had been up to Nuwera Ellia, in order to glean from them some information about the road, the rest-houses, and the place itself. But somehow or other they did not at all agree in their account, and I frequently came back with other less distinct notions of how we were ever to get there than when I went. In fact, I couldn't sometimes tell when they were joking and when serious, though I flatter myself I am tolerably well up to a move or two. Glibb, in describing the exhilarating effects of the rarified atmosphere of the hilly regions, declared positively that he had known horses, ay, and even ponies of about the size of "Pigtail," so excited and intoxicated by the change as to have fairly leapt over the precipices, along the brinks of which the road lies! Dreadful fate for the rider! And what was the effect of all this on the human frame? Glibb declared it was the same, but that, of course, men had too much reason left to make such hasses of themselves as the horses did. Well! thinks I, if this doesn't whallop the laughing gas all to smoke I don't know what's what. The only alternative appeared to be to have a couple of coolies at the head of every animal. One planter vowed that land slips were quite common along that line of country, and whole families were now and then buried alive! Another friend said the road was only just wide enough for one bandy, and when two met, which sometimes happened, that one of them had to be lifted over the other. This, however, might be prevented, I found, and made a note of it in my pocket-book, by learning the day on which it was customary for travellers to go upwards and *vice versa*, these rules being absolutely necessary, and very good proper rules they are, too. I was cautioned about taking up plenty of food for the horses, for that nothing could be got there, and animals sometimes became so ravenously hungry that they have been known to break loose in the night-time and devour all their horsekeepers! There was even a case on record where a gentleman was fairly eaten up in his bed by two small Pegu ponies, and nothing but his flannel waistcoat left to tell the tale! I immediately determined to send off an extra bandy-load of gram and paddy to avert such a fearful fate. I made my wife acquainted with a part only of all this information, giving a milder colouring to the narrative, but even that was quite enough to put her into a stew, and I believe that if all the grub and the clothes hadn't gone off, our excursion would not have gone on, and I shouldn't have had to write this letter.

You'd have laughed, cousin, I'm sure, to have seen all the extra precautions we took to insure our getting to Nuwera Ellia with whole skins, but there was actually no help for it. Who the plague was a going to be destroyed alive if he could prevent it.

There was bullocks to be got that wouldn't back or turn round

even if you wanted them. Ponies that wouldn't shy on any account whatever, and good strong coolies to lay a tight hold of their heads like a blacksmith's vice: when these were all procured there came the final putting together of blankets, hats, cold hams, whips, wine, biscuits, beer, flannel things for the children, Mrs. B's canvass boots, and lots of syrup of squills and hippeque-hanna for coughs.

The day for our departure came at last as all days do come. Every thing was left pretty snug at Epping. The coolies were to have a day's holiday to see us off and another holiday when we came back. I mounted Pigtail as valiantly as a captain of Life Guards, Mrs. B. and the boys got into a poney cart, and the Ayah and the blankets and the boots and the syrup of squills was all bundled into a bullock hackery. Off we went at a good rattling pace, for my road has been wonderfully improved of late and you might play at bowls a'most on it; and except a little bother with the hackery bullocks, which would run up all the banks, and the poney in the cart pricking up his ears in rather a suspicious sort of a way, and Pigtail shying at a butterfly (drat him) all went on well enough and we found ourselves by the evening at the first rest-house on the much dreaded road to Nuwera Ellia, and a nice, snug, clean, English roadside-inn sort of place it was too. No oriental stuff and nonsense about it, but so tidy and clean in every part from the tea-trays on the sideboards to the boards of the floor, that one was bothered to know where to spit. The landlord too, Mr. Older, was just like his furniture, strong built and well cleaned: you could almost have sworn that his face had been polished with the very same piece of bees'-wax as the dining-table. You could see he knew what a glass of good beer was: he was in fact a walking epitome of *Brown stout*. The first thing we did was to order dinner, and while Mrs. B. stowed away the children for the night, I went and looked after the ponies. Dinner time came and there was the big table a groaning away with the weight of boiled beef, roast ducks, devil'd chickens, and a dozen of other luxuries, with good old-fashioned decanters at the corners, and a little regiment of ale and porter under the sideboard and enough glass and chiney on it to have set up a small shop. Mine host was in regular trim, with a clean white napkin under his arm, reminding you for all the world of Bucklersbury or of Edwards's boiled beef shop, and as he rubbed his hands and smiled, he seemed to say "There's your dinner, Sir, and here am I."

There was a whole heap of young chaps outside in the verandah, some of them taking a peep in now and then to get just a sniff of the hot joints, while some of them looked the other way in sheer desperation.

There was only us two to partake of the good things dished up, which really seemed out of all reason, and when Mr. Older said, "I hopes you likes your dinner, Sir!" in a tone that evidently meant you don't know what's what if you don't, I couldn't help expressing my regret that he had served up such a heap of stuff for us.

"Lor blesh yer, Sir," was the reply, "why them there joints will be dished, every man jack of 'em, by to-morrow, Sir, and the bones polished off as clean and as white as knife-handles! There's lots of

young fellers a coming this way to walk off with the grub. There aint never no waste here, Sir, I can tell you. Look at all them outside, Sir, why they're only waiting for the word of command to set-to on the whittles."

"Well, but," says I, "why not let them come in at once and join our party? It will save time."

"P'r'aps it might, Sir," replied the host, "but it wouldn't save my meat. Blesh yer, Sir, you should just see some of them planters eat after a ride! It would astonish you a bit. Why if I was to let them loose just now on these here hot joints, they'd finish 'em all off slap. Hot meat, Sir, goes down like new bread and butter, and I am always obliged to let in the young chaps when the meat gets chilled a bit, and the fat's greasy and thick, and hangs about the teeth. Meat quite cold I find's about as bad as hot meat, but if you take it just at the right nick of time, Sir, it's astonishing how soon you may skewer up half a score of planters."

There was no doubt some moral philosophy in all this, so assenting to what had been said, I took a glass of beer with mine host, and we soon after made room for the consumers of chilled joints, and retired to our beds.

In the morning there was just the same packing and saddling and blowing up as there had been the day before at Epping, with the additional nuisance of being in a strange place and not knowing where to find all your people. At last, however, we made a fair start, got the animals and the carriages across the river in good style, and away we went. Coming visibly to some rather queerish bits of narrow, steep roads, my wife insisted on my having the two coolies to hold Pig-tail's head, and two more to their cart, and in this plight we passed over some of the most terrific ground known since Napoleon passed the Alps. We halted in the middle of the day, and at 2 p.m. pushed on again quietly, and quietly was a very necessary part of the arrangement, I assure you, for anything like nonsense or gammon on the part of our cattle would have been the death-warrant of the whole of the Brown dye-nasty, and a very nasty die we should have made of it! There was lots of bridges without sides to 'em, and plenty of sharp turns in the narrow roads, with edges that crumbled away like rotten-stone when you went too near, and deuce a stump or a stone was there to keep you from rolling down into some coffee estate if you made a false step. Thanks to our good fortune, nothing occurred worthy of notice, and we got safe and sound to the last rest-house at the foot of the great pass. There lay the pass right before us, with the road up it for all the world like a gigantic corkscrew, and behind us was the road we had come stretching for many a weary mile, twisting and turning round the hills like a monstrous snake glistening in the setting sun. It was a lovely sight, to be sure, at the door of that lonely rest-house, with the big dark mountains frowning over you, and the roar of the many waterfalls around dashing away into the distance, fainter and softer, till they all met merrily together in the green valley below, through which they ran smoothly and softly over pebbles and over grass.

The smoke of the scattered villages curled slowly upwards, and was the only sign of human life: not a voice was heard save of the solitary wood-bird, and at last that gave place to the lower hum of tiny insects. At a later hour, down in a deep dark valley, where not long since had stood a piece of forest, stout-limbed and many leaved, there were a thousand smouldering fires smoking and sparkling away as the midnight air fanned the red masses into fresh life, as though they were the ghosts of the forest kings vowing to have one more struggle ere they passed away. And then the cool breeze freshened, and the fires grew hotter and redder, looking like the two thousand glaring eyes of a thousand fierce old giants disturbed from their mountain haunts by the busy hand of restless, pigmy man. The deep hush is at last broken by a sound, a cry—'tis my wife! I rush into the rest-house and find that one of the children had fallen out of the bed between it and the wall. The syrup of squills was in instant demand, but not to be found amidst the heaps of things about us, so I had recourse to the old remedy of brandy and salt.

After dreaming all sorts of dreams about all sorts of dangerous passes I awoke in the morning, turned out all hands, bundled in the traps, swallowed a basin of hot blacking paid for under the name of coffee, and away we went again with many an anxious foreboding of our journey up "the pass." I was most agreeably surprised to find that Pigtail showed no signs of rushing in the excitement of the moment over the precipices, as Glibb had prophesied, but I supposed that we were not then at a sufficient height. Land-slips we had seen nothing of, and I fervently hoped we should not, as they would considerably spoil the pleasure of the day. When we had gone about half way up, as I fancied, I got off my poney and walked, determining no longer to risk a dash into futurity, particularly as I noticed Pigtail getting fidgetty. But we couldn't at that time have been more than a third of the way up; on and on we went, there seemed to be no end of the turnings, and so dull and dreary every thing began to grow, that I fancied we must have passed Nuwera Ellia, and got into undiscovered lands. Such melancholy-looking trees, and the rocks, too, as Mrs. Brown justly remarked, they all wanted a good scrubbing-brush about them; and so they did. It appeared to me that they had been a sending up all their old worn-out scraggy trees from the low country for the benefit of their constitutions. There they was, and there they stood, like an old lot of Greenwich pensioners cut at the elbows. Some of 'em had evidently had attacks of liver from the abscesses in their sides; others were troubled with spinal complaints, gone in the back, but most of 'em were consumptive, and had run up tall, thin, asthmatical old fellows; you could fancy as the wind whistled amongst 'em that you heard them cough and wheeze. Precious cold they looked; many of 'em to keep themselves warm a bit, had been a putting on aprons, not of leaves, for they hadn't any to spare, but of thin dirty moss, for all the world like horse-hair; every now and then a gleam of the sun would peep down upon some of them, forcing a way through the tops of the mountains over head, and then you could see their few brown-paper leaves

a dancing and shining, almost laughing, indeed, just as though they thought a bit of warm sunshine the most capital fun in the world. I've read in the story-books, of magicians turning leaves into money, and up here the leaves looked as though they had been hocus-pocussed into penny-pieces, so coppery and cankerous did they all appear.

We had passed a hut or two called a village, which I learnt was actually half way up the pass, and the day began to wane, and the scene began to change. Rocks and waterfalls gave way to stony hillocks and icy-cold rivulets, and the poor old broken-down trees began to pick up a bit, evidently all the better for the change of climate; they seemed to be getting straighter, and around their roots lots of little, tiny, old-looking trees were peeping up, small fellows that would no doubt have grown up like the rest if it hadn't been so cruel cold.

The turns and twists in the pass, however, continued as many as ever, and it was coming round one of these that my eye caught sight of a mysterious creature a long way a-head of us. I at once called a halt and pointed out the dreaded object to my wife. It was a black, shaggy animal like a bear, evidently on its hind legs and moving slowly towards us, rolling something before it. Mrs. B. wanted to turn back or else to tie the children on the tops of trees till the monster had passed by, but I seized my gun and sent some of the coolies on a-head, thinking that while the bear was devouring them I could the better destroy him. I suppose they didn't see the animal, for they went on quite unconcerned; while I cocked my gun Mrs. B. got behind the ponies and I advanced as bold as anything, determined to kill the monster or die in the attempt. It was now getting quite near: my coolies on before hid it from my sight, but I could plainly hear it grinding its teeth with rage. The coolies met it, I lifted my gun to my shoulder, and *almost* shut my eyes for I expected to see one of them at least torn limb from limb. They have passed it unhurt! Goodness gracious! Why Mrs. Brown, it's only a black man with a wheel-barrow! To our great relief it proved to be a Caffre negro employed in mending the road; he had on a huge shaggy great coat and a low greasy cap, and really on the whole didn't look unlike a bear. The sound I had taken for the grinding of his teeth was the creaking of the wheel-barrow which wanted greasing. To pretend to have been aiming at a bird, to call back the people, and to proceed on our way was the work of a few minutes, and once more we pushed merrily on.

We soon after came to more of these Caffres and then to their huts, wretched-looking hovels with a low broken fence round them, an old woman in the garden trying to find something growing in it, a dog that looked like a squirrel at the door, and a couple of half-starved fowls pecking at pebbles in the road. The whole scene reminded me of the exiles of Siberia.

These passed and we began to descend, which was a great relief to us all, and in a few more minutes we caught sight of the plains of Nuwera Ellia, which to me looked very like Blackheath in the month of March with a lot of old broomsticks about it wrong ends upwards. However, the white cottages and smoking chimbleys looked pleasant enough; but

the road we were going! Oh! what a jumble and jolting our carriages got. I really thought the children and the bandies would all have gone to pieces together. Huge lumps of rocks were sticking up in all directions right in the middle of our road, just for all the world like the ends of so many grave-stones. I began to fancy at last that we were going over the ruins of some old ancient city that had been swallowed up by an earthquake, all but the tops of the stone doorways and the marble stair-cases which had stuck by the way. I have often heard of the Tombs of all the Capulets and these surely must be the tombstones. By the time we reached our cottage every piece of iron work about our bandies was loosened with the jolting, as well as the ponies' shoes.

I hardly know how to describe our cottage to you. It had only two rooms, which seemed to have been built on the plan of the new cells at Newgate used for solitary confinement, where the prisoner can sit on his stone sofa, and, without moving, reach his pitcher of water from the farthest corner of the room. There was a tiny doll's window at one end of our sitting cell, and a nice little baby's fireplace at the other end, and you could open the window with one hand and poke the little fire with the other as easy as possible, which was all very convenient as far as it went, but mighty unpleasant when the children, and the Ayah, and ourselves, and the beer, and the hams, and the boots, and the syrup of squills, came to be stowed away in it. The sleeping cell was a trifle larger; but, as there was no store-room in the place, we had to fill it with all sorts of things, whilst the passage from the kitchen was choked up with harness, paddy, gram, kegs of oil, tin boxes, with sharp edges, &c., &c., so that on the whole our place was truly one of confinement, and many a broken shin did we get from the oil kegs and the tin boxes. Any one to have paid us a visit just then would have imagined that the greater part of our house had been burnt down, and that we had crammed all the furniture, &c., into the only two rooms left by the fire.

However, things settled down in time, and room was soon made by sticking up lids of boxes for shelves, and hanging some half a mile of coir line to threadle the boots and the hams, and the hats upon, and in a few days our room began to look like a small, very small, broker's shop doing a large stroke of business.

We soon got into a regular system of living, and began to know the days of the week by the meat; Sunday and Wednesday was typified by beef of all sorts of hardness; the other days pork ruled the roast, whilst at all times bread, harder than either the beef or the pork, was to be had by walking half a mile for it.

But a good journey on foot before meal-time set all these things to rights, and made the meat seem fresh from Leadenhall and the bread just out of Leman's oven. What's the use of going up to these places to sit moping over a fire, or to crawl out wrapped in furs and flannels, rubbing one's hands, and muttering, "How devillish cold it is!" You might just as well stay down below. Here are we as hearty and well as the day we left home, with a regular new lease that will last us till next time

It's little I have to tell you, cousin, of our life at Nuwera El'ia

was too monotonous to write about. Walking, eating, and sleeping were the principle employments, interspersed occasionally with a kick up with our servants, or a slight difference of opinion with the Dobey who persisted in believing that six weeks were not a bit too long to keep a week's clothes!

Our journey back again was unruffled by any accident; all went on as smoothly as patent mangles, and, within four days of leaving the cold plains of Nuwera Ellia, we were sitting enjoying the comforts of "Epping," which, after knocking about as we had done, seemed a more complete paradise than ever. Even the coolies' lines and the tool-house appeared to be a sort of fairyland, and the niggars a-washing themselves, down by the pulping-house, looked, in the dim twilight, as though they were ever-so-many ebony elves, or dirty-water sprites.

Before closing this, I'll just send you a copy of some verses that I picked up whilst at Nuwera Ellia. I believe them to be founded on fact, and their truthfulness will make up for the badness of the poetry, which I don't think first-rate by any means.

A dew! a dew! as the frog said to the wet grass.

Ever your sincere cousin,

SAMPSON BROWN.

THE LIFE OF A BRICK.

Hurrah! for the Jungle, hurrah!

Where we know neither sorrow nor strife;

Hurrah! for the boys who live on hills,

Away from the ills of this life.

Oh! who would not be

A brick like me,

Unfettered and free,

As the mountain streams around me;

I sit at my door

While the roll is call'd o'er,

And I need not do more,

For a couple of subs are found me.

Hurrah! hurrah! hurrah!

Hurrah! for the life of a brick!

The month rolls away, and once more,

In Kandy I make my salam;

Get cash, play at billiards, and have a long jaw

About Barbecue, Pulper, and Dam.

This done, the next day

I am blithe and gay,

With none to say nay,

And nothing to vex or to grieve me:

In far less than four year

I'm a reg'lar top sawyer,

An out-and-out coffee lawyer,

At least, so the green-horns believe me.

Hurrah! hurrah! hurrah!

Hurrah! for the life of a brick!

With rifle in hand I roam o'er

The rocks and the woods, popping slick

At elephants, elk, deer, or boar,
 It matters not what to a brick ;
 With my friends I sup,
 And all night keep it up,
 Firing shots now and then through the ceiling,
 'Till the cock's early crow,
 When homeward we go,
 Impressed with a deep brickish feeling.
 Hurrah ! hurrah ! hurrah !
 Hurrah ! for the life of a brick !

With frame all shattered and worn,
 With fever and thirst and pain !
 His once bright eye of it's brightness shorn,
 He hies to Newer Ellia's plain.
 The cool, fresh air,
 That is blowing there,
 Breathes health, but not for him ;
 In slow decay
 His strength gives way,
 And his sight grows faint and dim.
 Hurrah ! hurrah ! hurrah !
 He lives to the last like a brick !

" Don't forget to write to my mother,"
 To a friend he faintly sighed,
 " Tell her to kiss my little brother,
 " And where and how I died.
 " Now Jack, you know,
 " You must bury me precious low,
 " For it's jolly cold up here !
 " Here..... give me a drink ;
 " I say..... old chap..... d'ye think
 " There'll be..... a good crop..... this year ?"
 Hush ! hush ! hush !
 He has died the death of a brick !

A GLOSSARY FOR JUNGLE USE.

Bricks.—In the Minories and most other parts of civilised Europe, this is the name of square bits of burnt clay, used for building houses, &c., but out here the word has quite another meaning. It signifies *slap-up chaps, fast goers, trumps, rum spirits, crack hands, &c., &c.* To entitle you to the name you must stick at nothing and care for about as little. If you are returning from Kandy, instead of going by the vulgar, ordinary road you must dash into every stream or torrent you come near and get wet through even though you go out of your way in doing so. When you get home don't change your clothes, but lay down on a couple of chairs in the verandah, and smoke sheroots till you are as dry as—a brick. If a party of this class pay a neighbour a visit and don't find him at home, and therefore can't get at the brandy and cigars, they must break open his sideboard or store-room with a cattie, jollify for an hour or two, and finish off by flinging stones at the decanters until they break off their necks. Bricks are

sometimes known under the soo-brickey of "Ambagammoa Lads," and "Knuckle's Boys."

Planting—is supposed by many simple-minded folks to consist in making little holes in the ground and sticking coffee plants into them! Not a bit of it. Planting means humbugging, gammoning, chaffing, &c. A raw hand fresh from the low country is sure to get *planted* to his heart's content. Griffins are sometimes so completely bothered that they begin to fancy they have got into the Cannibal Islands, or the Arabian Nights.

Bed-time—signifies at Epping somewhere between 8 and 9 p. m. in the evening. "Bricks," will not allow themselves to be fettered by any such antiquated rules or hours. When they have no tendency to roam they keep it up with songs and sheroots till all hours of the morning. But generally speaking they make little friendly tours to neighbouring estates on moon-light nights, knock up the inmates, call for brandy-pawney and sheroots, and then pass on to the next estate, reaching home just in time to turn out the coolies. These little excursions have a most enlivening effect on the spirits, and wonderfully assist the morning's operations.

Jungle fare.—Hams, humps, rumps, tongues, flitches of bacon, salmon, grouse, soup and green peas in tins, captains'-biscuits, pine-cheeses, pale-ale, ditto brandy, and brown-stout. The above names are used only by low country and low bred people. "Bricks," classify them all under the more comprehensive and expressive term of "Curry and Rice."

Jungle fashions.—The most recent and taking novelty in the jungle world is a sort of light robe, something between a Spanish cloak and a Roman tunic. The construction of this is remarkably simple. It is made by taking a sharp cattie or a pruning-knife, and with it removing the sleeves of any ordinary jungle-coat. This process gives the garb a peculiar airy appearance. Waistcoats after being once washed are now generally worn quite open in front, it being found by most planters utterly impossible, and indeed useless, to have the buttons replaced. A new and rather ingenious kind of leech gaiter has lately attracted much notice. It consists of the lower half of the legs of an old worn-out pair of trousers, the upper part of which being tied firmly over the knee with coir yarn, the lower end is neatly tucked into the boots or shoes, as the case may be. It has all the outward appearance of a gaiter, and so completely are the oldest leeches deceived by it that they never dream of obtruding within the boot or shoe.

A Pulper—is thought to be an essential on all estates in bearing, and usually consists of a compound of the following articles:—a wooden coal-scuttle on the top, a large nutmeg-grater in the middle, and a cinder-sieve at the bottom, worked just like a mangle or a hurdy-gurdy. To enumerate all the varieties of this compound machine would be to give a list of every superintendent in the Island. Nobody was ever yet known to be satisfied with the working of his Pulper. If the coal-scuttle is all right the nutmeg-grater is sure to be all wrong,

and if it isn't then the cinder-sieve is out of order. I believe a Pulper to be the planter's evil genius.

A Crack Estate.—Any property on which at least £10,000 have been spent. It is not at all necessary that the proprietor should have any idea as to where the cash has gone to, or know how many acres are planted, but there *must* be five-barred gates and turnstiles at all the different entrances, gravel and turf walks, Chinese bridges and Egyptian fences, with a costly Bungalow in the Elizabethan or gothic style, and a store as big and as strong as a county gaol.

Superintendent.—In all other parts of the habitable world but Ceylon, a superintendent of a coffee estate would signify nothing more than an individual acquainted with the different processes of clearing, planting, cropping, &c. &c. Here, however, in this "rising and flourishing Colony,"—this "Eden of the eastern wave," the term is far more comprehensive, for it means sailors, soldiers, lawyers, professors, clerks, schoolmasters, runaway apprentices, mechanics, &c. &c., in fact anything you please. In most other callings an apprenticeship is considered necessary before taking charge of expensive operations, but by a beautiful ordination of kind, motherly nature expressly concocted for the immediate wants of this "rising Colony," planting in Ceylon requires no such servitude, no such foolish waste of time: members of any of the above callings no sooner set their feet on our sweet "Isle of the eastern wave" than they are qualified as superintendents, the only question asked being the amount of salary. This rapid transmutation can only be equalled by the philosopher's stone.

Title Deed.—A document of very simple construction in the eyes of the vulgar many. Planters at one time laboured under the silly delusion that they were to have possession of titles on payment of the price of the land bought. Government agents, however, and Colonial secretaries perceived in their superior and unfathomable wisdom that to allow such a system would tend to render these documents far too common and their own importance less appreciated; they, therefore, drew up the following scale which has been acted on in all government offices ever since.

1 Purchase	equal to	1 Immediate Payment.
1 Immediate Payment	..	13 Applications.
39 Applications	1 Interview with Government Agent.
3 Interviews	1 Memorial to Governor.
2 Memorials or 4 years	..	1 Title Deed.

REPORT ON THE FOREST TREES OF NEW BRUNSWICK.

BY M. H. PERLEY, ESQ., GOVERNMENT EMIGRATION AGENT.

(Concluded from page 324.)

PINE—GENUS PINUS.

ALL the trees of the genus *Pinus* are evergreens, and are generally of elevated stature. They form a most interesting class, and are highly valuable for the excellent qualities of their wood, which is used for an endless variety of purposes.

The most striking difference between the pine and the spruce is in the arrangement of their foliage. The leaves of the pine, which resemble pieces of coarse thread, vary in length in different species, and are united to the number of two, three, or five on the same sheath; those of the spruces, on the contrary, are only a few lines long, and are attached singly round the circumference of the branch, or upon its opposite sides.

To facilitate the distinction of the several members of the pine family, the pines have been grouped according to the number of leaves united on the same sheath; and the spruces according to the disposition of their foliage. The larch, although belonging to the genus *Pinus*, is treated separately, its leaves being deciduous. It may be observed that the three-leaved pines (the pitch pine and other southern pines) are not found in New Brunswick.

METHODOICAL DISPOSITION OF THE PINES AND SPRUCES OF NEW BRUNSWICK.

Monœcia Monadelphia Linnæus.
Coniferae Jussieu.

Two-leaved Pines—Cones smooth.

1. Red (or Norway) Pine *Pinus Rubra.*
2. Gray Pine *Pinus Rupestris.*

Five-leaved Pine.

3. White Pine *Pinus Strobus.*

Spruces—Leaves short, and disposed singly around the branches.

1. Black (or Double) Spruce *Abies Nigra.*
2. White (or Single) Spruce *Abies Alba.*

Leaves lateral.

1. Hemlock Spruce *Abies Canadensis.*
2. American Silver Fir *Abies Balsamifera.*

1. *Red (or Norway) Pine—Pinus Rubra.*

"Leaves in pairs, elongated. Cones ovate conic, rounded at the base, about half as long as the leaves; scales dilated in the middle, unarmed."

Description.—The Canadian French call this tree *pin rouge*, red pine, and the name has been adopted by British Colonists. It is sometimes called Norway pine, though differing totally from that tree, which is a species of spruce.

In 1792, Michaux the elder made a journey to Hudson's Bay, for the purpose of remarking, as he returned, the points at which the vegetables of this northern region appear and disappear. He first observed the red pine near Lake St. John, in Canada, in the 48th degree of north latitude. Dalhousie, in this province, is a little north of the 48th degree. The red pine has not been seen further south than latitude 41° 30', and it is very rare south of the Hudson. Mackenzie, in the narrative of his journey to the Pacific Ocean, mentions it as existing beyond Lake Superior. But the red pine does not, like the black spruce, the hemlock spruce, and the white pine, constitute a large proportion of the extensive forests which cover these regions, but occupies tracts of a few hundred acres, alone, or mingled only with the white pine.

Like most species of this genus, it grows in dry and sandy soils, by which, however, the luxuriance of its vegetation is not checked, for it attains the height of seventy or eighty feet, with a diameter of two feet and upwards. It is chiefly remarkable for the uniform size of its trunk for two-thirds of its length.

The bark upon the body of this tree is of a clearer red than upon that of any other species of pine; hence is derived its popular name, and hence Michaux the younger substituted the specific name *rubra*, for that of *resinosa*, employed by Aiton, and adopted by Sir A. B. Lambert in his splendid work on the pines of America. Another reason for the change was to prevent the mistake of supposing that this species afforded the resinous matter so extensively used in ship-building.

The leaves are of a dark green, five or six inches long, united in pairs, and collected in bunches at the extremity of the branches. The female flowers are bluish during the first months after their appearance, and the cones, which are without thorns, shed their seeds the first year.

If not sufficiently matured, or if in a situation where it grows too rapidly, it has a great deal of sap-wood, and is called "sapling red pine." Extensive groves of this variety are found throughout New Brunswick, except on the River St. John, above the Grand Falls, which would appear to be too far north for its growth. The largest timber trees of this species were formerly found in abundance on the River Tobique, but they were felled and destroyed in the most reckless and wasteful manner, and but few are now to be met with there. The wanton and unprofitable waste and destruction of the large and valuable red pine timber of New Brunswick, which have left but a comparatively small quantity existing in the Province, should teach a useful lesson with regard to the other valuable timber trees of the country, some of which are threatened with extermination from the greediness and improvidence of the lumbermen.

Properties and Uses.—The concentric circles are crowded in the red pine, and the wood, when wrought, exhibits a fine, compact grain. It is rendered heavy by the resinous matter with which it is impregnated. The wood is highly esteemed both for strength and durability, and is much used in ship-building. Deck planks of red pine have been often procured forty feet long, without knots. The sap-wood of red pine should always be hewn away, as the heart-wood is then much more durable.

The mainmast of the "St. Lawrence," a ship of war of fifty guns, built by the French at Quebec, before the taking of that city by Wolfe, was of red pine, which is mentioned in proof of the large size of which this species of pine was formerly procured.

2. *Gray Pine*—*Pinus Rupestris*. (Michaux.)

Pinus Banksiana. (Sir A. B. Lambert.)

"Leaves in pairs, short, rigid, divaricate, oblique, recurved, twisted, scales without prickles."

Description.—This species is found further north than any other American pine. In Canada, the French call it "*chîpré*," the English, "gray pine;" in Nova Scotia and New Brunswick it is frequently called "scrub pine."

Michaux the elder, in his notes on Canada, says:—"In the environs of Hudson's Bay, and the great Mistassin lakes, the trees which compose the forests a few degrees further south, disappear almost entirely, in consequence of the severity of the winter, and the sterility of the soil. The face of the country is almost everywhere broken by innumerable lakes, and covered with large rocks, piled upon each other, and usually overgrown with large black lichens, which deepen the gloomy aspect of these desolate and almost uninhabited regions. Here and there, in the intervals of the rocks, are seen a few individuals of this species of pine, which fructify, and even exhibit the appearances of decrepitude, at the height of three feet. One hundred and fifty miles further south, its vegetation is more vigorous, but it is still not more than eight or ten feet high; and in Nova Scotia, where it is confined to the summit of the rocks, it does not exceed this stature."

The leaves of the gray pine are united in pairs in the same sheath, but they are disseminated over the branches, instead of being collected in bunches at the extremity; they are about an inch long, flat on the interior, and rounded on the exterior face. The cones are commonly in pairs, and are of a gray or ashy colour, which has probably given the name to the species; they are about two inches long, and have the peculiarity of always pointing in the same direction as the branches. They are, besides, remarkable for naturally assuming an arching shape, which gives them the appearance of small horns; they are extremely hard, and do not open to release the seeds until the second or third year. The Canadians find a speedy cure for obstinate colds, in a diet drink made by boiling these cones in water. This is the only useful property attached to the tree.

3. *White Pine*—*Pinus Strobus*.

Description.—This species, the most interesting and majestic of all the American pines, is known in the Colonies by the name of white pine, from the perfect whiteness of its wood when freshly exposed; the secondary denominations of *pumpkin pine* and *sapling pine*, are derived from certain accidental peculiarities. In England, this tree is called the *Weymouth pine*.

The leaves of the white pine are five-fold, four inches long, numerous, slender, and of a bluish-green; the elegant appearance of the young trees is owing to the lightness and delicacy of the foliage. The cones are four or five inches long, ten lines in diameter in the middle, pedunculated, pendulous, somewhat arched, and composed of thin, smooth scales, rounded at the base. They open about the first of October, to release the seeds, of which a part are left adhering to the turpentine that exudes from the scales.

This tree is diffused, though not uniformly, over a vast extent of country; it is incapable of supporting extreme cold, and still less, extreme heat. Michaux the elder, in returning from Hudson's Bay, after traversing three hundred miles without perceiving a vestige of it, first observed it about forty leagues from the mouth of the River Mistassin, which discharges itself into Lake Saint John, in Canada, in latitude $48^{\circ} 50'$ north. Two degrees further south he found it common, owing rather to a difference of soil than of climate.

The white pine is most abundant between the parallels of 43° and 48° north latitude, and nowhere is it found of larger size, or of better quality, than in New Brunswick. It is seen in very different situations, and seems to accommodate itself to all varieties of soil, except such as consist wholly of sand, or such as are constantly submerged. The largest stocks are found in the bottom of soft, friable and fertile valleys; on the banks of rivers composed of deep, cool, black sand, and in swamps filled with white cedar, and covered with a thick and constantly humid carpet of *sphagnum*. In such situations, it sometimes reaches the extraordinary height of one hundred and sixty feet, with a diameter of five feet, at three feet from the ground.

This ancient and majestic inhabitant of the North American forests, is still the loftiest and most valuable of their productions, and its summit is seen at an immense distance, aspiring towards Heaven, far above the heads of the surrounding trees. The trunk is simple for two-thirds or three-fourths of its height, and the limbs are short and verticillate, or disposed in stages one above another to the top of the tree, which is formed by three or four upright branches, seemingly detached and unsupported.

In forests composed of the sugar maple, the beeches and birches, where the soil is strong and proper for the culture of grain, this tree is arrested at a lower height, and diffused into a spacious summit, but it is still taller and more vigorous than the neighbouring trees.

In New Brunswick and Nova Scotia, it has been constantly remarked, the white pine is the foremost tree in taking possession of barren, deserted lands, and the most hardy in resisting the impetuous gales from the

ocean. On young stocks not exceeding forty feet in height, the bark of the trunk is smooth and even polished; as the tree advances in age, it splits and becomes rugged and gray, but does not fall off in scales like that of the other pines. The white pine is also distinguished by the sensible diminution of its trunk from the base to the summit, in consequence of which it is difficult to procure sticks of great length and uniform diameter. This disadvantage is, however, compensated by its bulk and by the small proportion of its sap-wood; a trunk of one foot in diameter, contains eleven inches of perfect wood.

Properties and Uses—The wood of the white pine is employed in greater quantities and far more diversified uses than that of any other American tree. Although it does not possess great strength, gives a feeble hold to nails, and sometimes swells by the humidity of the atmosphere, yet these defects are fully compensated by other properties which give it a decided superiority. It is soft, light, free from knots, and easily wrought; it is durable, and not liable to split when exposed to the sun; it furnishes boards of great width, and timber of large dimensions, and it is still abundant and cheap.

It has been observed, that the influence of soil is greater upon resinous than upon leafy trees. The qualities of white pine, in particular, are strikingly affected by it. In loose, deep, humid soils, it unites in the highest degree all the valuable properties by which it is characterised, especially lightness and fineness of texture, so that it may be smoothly cut in every direction; and hence, perhaps, it has derived the name of *pumpkin pine*. On dry, elevated lands, its wood is firmer and more resinous, with a coarse grain and more distinct concentric circles; it is then called *sapling pine*.

A cubic foot of white pine, when seasoned, weighs about twenty-eight pounds.

Representing the stiffness of oak by 100, that of white pine is	95
" strength of oak by 100, "	99
" toughness of oak by 100, "	92

The almost precious qualities of white pine ensure it an immense consumption for an infinite variety of purposes, it being equally in repute for the largest masts of ships of war, and the smallest article of carving, or the interior decoration of dwelling-houses. From its exclusive use for the ornamental work of such houses, and the extent to which it is used in the construction of buildings and erections of every kind, it may emphatically be styled the carpenter and joiner's wood.

Many complaints have been made of the tendency to dry-rot in white pine, and its want of durability; but if properly treated, it is as durable as any other of the pine family. At one of the public docks in England, a very extensive granary of four floors, of nine thousand two hundred square feet in area, and which contains about nine thousand quarters of grain, has been built entirely of Colonial white pine, with the exception of the uprights, which are of red pine. It has now stood twenty years, and is stated to be in every respect perfectly sound and unwarped. It was allowed to remain five years to dry before painting, and up to this time has been painted but thrice; the architect states, that he considers

it likely to stand ninety years. An extensive outside fence of white pine was put up in England twenty-three years since, and is still perfectly sound; it also was allowed to remain five years to dry before painting. All experience, both in England and America, has shown, that when used for outside purposes, it should be allowed to dry thoroughly before being painted; and that unless sufficient time be given for the vegetable juices to evaporate, white pine will suffer from the dry-rot in the same manner as other timber under like circumstances. An instance is mentioned of a church in Hertfordshire, being fitted up with the choicest oak, and instantly painted with several coats before the vegetable principle had exuded. In a very few years, the beautiful work in the chancel was obliged to be taken down, perfectly rotten; and, at this time, the greater part of the pews are in a similar state.

The wood of white pine is not resinous enough to furnish the turpentine of commerce, nor would the labour of extracting it be light, as white pine occupies, exclusively, only tracts of a few hundred acres, and is usually found mingled in different proportions with the leafy trees.

White pine logs which are not sawn the first year, are attacked by large worms, which form holes, about two lines in diameter, in every direction; but if stripped of the bark, it is said that they will remain uninjured for thirty years. The same remark is applicable to the stumps, which resist the influences of heat and moisture during a great length of time; and it has passed into a proverb, that the man who cuts down a pine tree never lives to see the stump decay.

The most usual forms in which white pine is extensively exported from New Brunswick, are—as squared timber, masts, spars, deals, plank, boards, scantling, clapboards, palings, shingles, laths; and also in boxes, barrels, and water-pails. It would be quite impossible to enumerate the variety of purposes to which it is applied, both in Europe and America.

1. *Black Spruce—Abies Nigra.*

“Leaves four-sided, scattered on all sides of the branches, erect, straight, cones ovate, scales oval, with undulated margins, close-toothed at the apex.”

Description.—This tree, which appertains to the colder regions of North America, is called *epinette noire* and *epinette à la bière*, in Canada, double spruce in the United States, and black spruce in New Brunswick and Nova Scotia. From the influence of soil upon the wood, this spruce is sometimes called red spruce, and this variety has been mistaken for a distinct species; it is found most frequently in Prince Edward Island, owing, no doubt, to the influence of the deep rich soil of that fertile island upon the quality of the wood.

The black spruce is stated to be most abundant in the countries lying between the 44th and 53rd degrees of north latitude, and between the 55th and 75th degrees of west longitude, comprising all the North American Colonies (except part of Canada West), Maine, Vermont, and the northern part of New Hampshire. Farther south it is rarely seen, except in cold and humid situations on the tops of the Alleghanies.

It is so multiplied in New Brunswick, as to constitute a third part of

the forests by which the Province is almost uninterruptedly covered, and nowhere is it found of larger size or finer quality. The localities in which it most abounds are often diversified with hills, and the finest forests are found in valleys where the soil is black, humid, deep, and covered with a thick bed of moss. Though crowded so as to leave intervals of only three, four, or five feet between the several trees, they there attain their fullest development, which is from seventy to eighty feet in height, and from eighteen to twenty-four inches in diameter. On the declivities of hills, where the soil is stony, dry, and covered only with a thin bed of moss, the growth of the black spruce is less luxuriant, and its stature less commanding. The wood of the trees grown near the sea-coast has been found the hardest and most durable.

The leaves are of a dark gloomy green, about four lines long, firm, numerous, and attached singly over the surface of the branches. The flowers appear at the extremity of the highest twigs, and are succeeded by small, reddish, oval cones, pointing towards the earth, and varying in length from eight lines to two inches. The cones are composed of thin scales, slightly notched at the base, and sometimes split for half their length on the most vigorous trees, on which, also, the cones are the largest. They are not ripe until the end of autumn, when they open for the escape of the seeds, which are small, light, and surmounted by a wing, by means of which they are wafted abroad by the wind. In the meagre spots known as "poor black lands," the black spruce has shorter, thicker leaves, of a still darker colour, with cones only half as large, but similar in form, and ripe at the same period with those upon trees growing in a better soil.

The trunk, unlike that of the pines, is smooth, and is remarkable for its perpendicular ascension, and for its regular diminution from the base to the summit, which is terminated by an annual shoot, twelve or fifteen inches long. The summit is a regular pyramid, and has a beautiful appearance on insulated trees, which are frequently observed in the distance like a black minaret, or spire, towering twenty or thirty feet above the other forest trees. This agreeable form is owing to the spreading of the branches in a horizontal, instead of a declining direction, like those of the true Norway spruce, which is a more gloomy tree.

In New Brunswick, as in the north of Europe, great ravages are committed among trees of the fir tribe by several insects, of which the most destructive is the *bostrichus piniperda*. This little animal introduces itself into the cellular integument of the bark, and succeeds in dividing it from the trunk. The separation of the bark prevents the circulation of the sap, and hence results the inevitable death of the tree. These insects have of late years been very injurious to the black spruce in several districts in New Brunswick where that tree abounds, and their ravages have also extended to the cedar, the larch, and the hemlock spruce. In dense groves of trees of the fir tribe, where only a few are felled, these insects multiply rapidly on the tops and branches which are left after the removal of the trunk, and they thence extend to the standing timber, attacking generally the oldest trees, and those which have any defective part. Young and thrifty trees resist their attacks; and the best mode of

preventing or avoiding the ravages of these destructive little insects is worthy of inquiry.

Properties and Uses.—The inhabitants of these Colonies, and the mechanics who work in wood, notice only the striking appearances in forest trees, such as the quality of the wood, its colour, and that of the bark; and from ignorance of the botanical character, they give different names to the same tree, according to certain variations arising from local circumstances. To this cause must be attributed the popular distinction of *black* and *red* spruce.

The wood of the black spruce is white, and that of the other variety reddish, produced only by the influence of soil; it is said, however, that the red variety unites, in the highest degree, all the good qualities which characterise the species; is superior in size, and less liable to be crooked.

The distinguishing properties of the black spruce are strength, lightness, and elasticity. It furnishes as fine yards and topmasts as any in the world, for which it has been long and extensively used.* It is much used for the knees of vessels, which are formed of the base of the trunk and one of the principal roots, and these knees possess great strength and much durability. By many, the wood of the black spruce is preferred to that of the white pine, for flooring, for which it is much used; but its great value arises from its furnishing the spruce deals of commerce, which now constitute one of the largest and most valuable exports of New Brunswick. These deals are of the uniform thickness of three inches, not less than twelve feet in length, and nine inches in breadth. The most usual dimensions are nine and eleven inches in width, and lengths of twelve, fourteen, sixteen, eighteen, and twenty-one feet. Spruce battens are twelve feet long, seven inches in width, and two-and-a-half inches in thickness. The manufacture of spruce deals commenced in New Brunswick about the year 1819, and has since been increasing. The erection of steam saw-mills within a few years, has greatly increased this branch of business, and enhanced the value of spruce logs.

The weight of a cubic foot of the wood of the black spruce when dry, is about twenty-nine pounds.

Representing the strength of oak by 100, that of spruce will be 86.

„ stiffness of oak by 100, „ 72.

„ toughness of oak by 100, „ 102.

The shrinkage is about one seventieth part in becoming perfectly dry. The wood stands extremely well when properly seasoned. It is not resinous enough to afford turpentine as an article of commerce. The wood is filled with air, and snaps very much in burning.

From the young branches of the black spruce is made the salutary drink known by the name of spruce beer, which in long voyages is found an efficacious preventative of scurvy. The twigs are boiled in water, a certain quantity of molasses or maple sugar is added, with a little yeast, and the mixture is left to ferment. The essence of spruce is

* Josselyn, in his "History of New England," published in London in 1672, speaks of the black spruce of America as furnishing the best yards and spars for shipping ever known.

obtained by evaporating to the consistence of an extract, the water in which the summits of the young branches have been boiled. A very small quantity of the essence, say two ounces, is sufficient for a barrel of beer; and the labour of making this pleasant drink is thereby very much abridged. The fishermen of Newfoundland and the Gulf of St. Lawrence, drink large quantities of spruce beer; it is considered an admirable corrective of their diet, which consists principally of very fat pork, called by them "clear sheer."

The leaves and buds of the black spruce are not known to be eaten by any living thing except the "spruce partridge," which picks the buds in the spring of the year, whence it derives its name, and its bitter flavour.

2. White Spruce—*Abies Alba*.

Description.—This species flourishes in the same countries as the preceding, but is not found quite so far north. In returning from Hudson's Bay, Michaux the elder first saw it near Lake St. John, between the 48th and 49th parallels. In Canada it is called *epinette blanche*; in New Brunswick, Nova Scotia, and Prince Edward Island, "white" spruce, and "single" spruce. From the unpleasant smell of the foliage, it is sometimes called "cat" spruce.

It is much less common in New Brunswick than the black spruce; the comparison is easily made, as they are readily distinguished, especially the young and isolated stocks. Though the leaves of both encompass the branches, they are marked by several characteristic differences. Those of the white spruce are less numerous, longer, more pointed, at a more open angle with the branches, and of a pale, bluish-green; the cones are also peculiar, being of a lengthened oval form, about two inches in one direction, and six or eight lines in the other; the dimensions vary according to the vigour of the tree, but the form is unchangeable. The scales are loose and thin, with entire edges unlike those of the black spruce; the seeds also are rather smaller, and are ripe a month earlier.

The white spruce has a more tapering trunk than the black spruce, and is inferior in stature, rarely exceeding fifty feet in height, and sixteen inches in diameter at three feet from the ground. Its summit, like that of the black spruce, is a regular pyramid, but less branching and tufted. The bark is lighter coloured, and this difference is most striking upon the young shoots.

Both the black and the white spruce are easily propagated by their seeds, or by transplanting into proper soils; they afford one of the most dense and compact screens, or shelters from the wind, that can be made by trees. They are cleanly, and although of slow growth, durable, living to a great age. They abound in thick masses, of stunted growth, on the rocky shores and inlets of the Bay of Fundy. Their dark green, but conical tops, contrast strongly with the snow during the cold season, and they form one of the most striking characteristics of a winter scene on the sea-board, living and thriving as they do, where other trees could scarcely obtain foothold, and seeming to bid defiance both to the ocean and the storm, even during a combination of their utmost strength.

Properties and Uses.—The wood of the white spruce is employed in nearly the same uses as the black, but it is somewhat inferior in quality; although the deals made from this species are mixed with those of the other species, without distinction.

The fibres of the roots macerated in water, are very flexible and tough; being deprived in the operation of their pellicle, or their covering, they are used by the Indians to stitch together their canoes of birch bark, their dishes, and water-pails, of the same material. The seams of the canoes, and of the water-pails, are rendered water-tight by a resin, improperly called *gum*, which exudes from knots and wounds on the trunk of this tree, whence it is gathered, melted, and boiled, to free it from impurities. The branches are not used for beer, because the leaves, when bruised, diffuse the unpleasant odour already mentioned, which is communicated to the liquid.

3. Hemlock Spruce—*Abies Canadensis*.

Description.—The hemlock spruce is generally known by that name throughout North America; in Canada, the French call it *pruche*. It is natural to the coldest regions of America, and begins to appear about Hudson's Bay, in latitude 51° north. In New Brunswick, it forms a large proportion of the evergreen forests, and is found abundantly multiplied in every favourable situation. Moist grounds appear not to be in general the most favourable to its growth. When mingled with black spruce, it predominates less, as the soil is more humid, and large stocks are often seen among the beeches and sugar maples, or soils proper for the culture of grain. The writer observed a very considerable tract of level land, rather dry and sandy, almost exclusively covered with large trees of the hemlock spruce, and the red and white beech, on the banks of the River Tabusintac, in Northumberland.

The hemlock spruce is always larger and taller than the black spruce. It frequently attains the height of seventy or eighty feet, with a diameter from two to three feet, and uniform for two-thirds of its length. If the number and distance of the concentric circles afford a certain criterion of the longevity of trees and the rapidity of their vegetation, it must be nearly two centuries in attaining these dimensions.

The leaves are six or eight lines long, flat, numerous, irregularly disposed in two ranks, and downy at their unfolding. The cones are a little longer than the leaves, oval, pendulous, and situated at the extremity of the branches.

In a favourable soil this tree has an elegant appearance, while less than thirty feet high, owing to the symmetrical arrangement of its branches, and to its tufted foliage. When arrived at its full growth, the large limbs are usually broken off, four or five feet from the trunk, and the dried extremities are seen staring out through the little twigs that spring round them. In this mutilated state, by which the tree is easily recognised, it has a disagreeable aspect, and presents, while in full vigour, an image of decrepitude. This accident, which is attributed to the snow lodging upon the close, horizontal, tufted branches, and breaking them off, never happens to the young trees whose fibres are

more flexible. The woods are also filled with dead stocks, but it is not known whether their destruction is occasioned by an insect which attaches itself to the hemlock spruce in preference to other trees of the fir tribe, or arises from some other cause. The dead, moss-grown trees, which stand mouldering for twenty or thirty years, frequently deform the forests of New Brunswick, and give them a gloomy and desolate appearance.

The hemlock spruce is distinguished by the peculiarity of sometimes ceasing to grow at the height of twenty-four or thirty inches. In this state it has a pyramidal shape, and its compact, tufted branches, adhere to the ground.

Properties and Uses.—The properties of this species of spruce are such as to give it only a secondary importance, notwithstanding its abundant diffusion; and it has hitherto been considered among the least valuable of the large resinous trees of North America. Yet it is well adapted for mining, for wharf building, or for use in situations where it is constantly wet. It gives a tight hold to nails, and iron driven into it will not corrode, in or out of water. Within a very short period it has risen so much in public estimation, that very large quantities have been exported to England for railway sleepers, and contracts have been entered into for the supply of still larger quantities. Heretofore it has only been exported in the shape of lath-wood, of which large quantities have been shipped to Great Britain, where split laths have been made from it.

The old trees frequently have the concentric circles separated at intervals, or, in the language of the country, are *shaky*, which greatly impairs the strength of the wood. This effect is produced by the winds, which have a powerful hold upon a large compact summit, exposed above the heads of the surrounding trees. It has been recommended to cut off the lower part of the trunk of trees thus defective, and to use only the upper part, which is generally more perfect.

The wood of hemlock spruce is firmer than that of white pine, although coarser grained, gives a better hold to nails, and offers more resistance to the impression of other bodies. As two-inch plank, it is frequently employed for thrashing floors, and also for oat-bins, because, as is alleged, rats will not gnaw the wood. As inch-boards, its most common use is for the first covering of the frames of houses, called "rough boarding," which is afterwards covered either with clapboards, siding, or shingles of white pine. When guarded from humidity, the wood of the hemlock spruce is as durable as any other species of spruce, or even pine. In Maine, hemlock is usually taken for the posts of rural fences, which last about fifteen years.

This species contains but little resin; the trunk is but slightly coated with turpentine, where large pieces of bark have been removed a long time. The bark is extensively used in tanning; half the epidermis is shaved off before it is thrown into the mill for grinding. It is inferior to oak bark, but tanners in the United States say that both united are better than either. Small consignments have occasionally been made to London, but the tanners there could not be induced to adopt it.

The fibre of the wood of the hemlock spruce is sometimes so oblique

that it makes the circuit of stocks fifteen or twenty inches in diameter, in ascending five or six feet.

4. *American Silver Fir—Abies Balsamifera.*

Description.—This species of fir is sometimes called balsam fir, and sometimes silver fir. It is found in the coldest regions of North America; in New Brunswick it does not constitute masses of wood, but is disseminated, in greater or less abundance, among the hemlock and black spruces. Its height rarely exceeds forty feet, with a diameter of from twelve to sixteen inches. The body tapers from a foot in diameter at the surface of the ground, to seven or eight inches at the height of six feet. When standing alone, and developing itself naturally, its branches, which are numerous and thickly garnished with leaves, diminish in length in proportion to their height, and form a pyramid of perfect regularity. The leaves are six or eight lines long, and are inserted singly on the sides, and on the top of the branches; they are narrow, rigid, and flat, of a bright green above, and a silvery white beneath, whence the name of the tree is probably derived. The cones are nearly cylindrical, four or five inches long, an inch in diameter, and always directed upwards; this characteristic belongs also to the silver fir of Europe, and distinguishes these species from others of the fir tribe, whose cones are turned towards the earth.

Properties and Uses.—The wood of the silver fir is light and slightly resinous; it is very white, except the heart, which is sometimes yellowish. A cubic foot, when seasoned, weighs only twenty-five pounds; yet, like other kinds of fir, it is stiff, and does not bend much under a considerable weight. It lasts longer in the air, than in water, and its principal use, hitherto, has been in the form of inch boards, for the outside covering of farm-buildings. The great abundance and cheapness of white pine and spruce, have caused the wood of the silver fir to be much undervalued.

The well-known fir balsam is procured from this tree. It is naturally deposited in vesicles on the trunk and limbs, and is collected by bursting these tumours and receiving their contents in a shell or cup. The fresh turpentine thus obtained, is a greenish transparent fluid, of an acrid, penetrating taste; it has been highly celebrated in England for medicinal and other purposes, and is there generally designated Canada balsam. It makes a very fine transparent varnish for water-colour paintings, which does not become darker with time.

The Indians use the fir balsam as a remedy for several internal complaints, and they also apply it externally in cases of fresh wounds. Their practice in this respect has been adopted by the settlers in remote districts, but it is really very improper and dangerous in many cases. When given inconsiderately, it produces heat in the bladder, and when applied to wounds, it causes inflammation and acute pains.

When camping in the forest, hunters, surveyors, and lumbermen adopt the invariable practice of the Indians, in selecting the branches of the silver fir for their bed. They are fragrant and cleanly, and when the young branches are broken off short, and properly laid down, the points all in one direction, lapping over each other and thus covering the butts,

they form no mean bed. Many a refreshing night's rest has the writer enjoyed upon them, after a long and fatiguing day in the forest, with feet stretched to the camp fire, no covering but a blanket and the canopy of heaven above.

LARCH—LARIX.

The trees of the larch tribe are now most frequently classed under the genus *Pinus*, 'as members of the pine family, to which they properly belong; but as this classification is not yet understood in New Brunswick, the only species which is found in its forests is ranked under the separate head of *Larix* (larch), as usual with the older botanists.

American Larch—Larix Americana.

"Leaves deciduous, cones oblong, margin of the scales bent in, bracts fiddle-shaped."

Description.—The French Canadians call this tree *epinette rouge*, and the descendants of the Dutch in America have called it *tamarack*. It is most generally designated in New Brunswick by the Indian name of *hackmatack*; but on the northern or gulf shore of the Province, it is sometimes styled *cypress*, yet much more frequently *juniper*, to neither of which designations has it the slightest claim.

The European and American larches are more strictly confined than any other resinous trees to the northern zone of the two continents, and they are the first to disappear in approaching a milder sky. The American species is most abundant, and of the largest size between the parallels of 43° and 48° north latitude, which includes the whole of New Brunswick, Nova Scotia, and Prince Edward Island. In these Colonies it most frequently grows in low and moist places, often forming dense masses of wood, of very considerable extent. From its great hardihood and capacity of vegetating with a very small degree of heat, it is enabled to brave the greatest intensity of cold, and is found growing in the vicinity of Hudson's Bay, and in Newfoundland to its northernmost extremity.

The American larch, like that of Europe, is a magnificent vegetable, with a straight, slender trunk, eighty feet or more in height, and upwards of two feet in diameter. Trees of this size and even larger, are most abundant in the counties of Kent, Northumberland, and Gloucester, but of greater or less size they abound throughout New Brunswick. The numerous branches of this tree, except near the summit, are horizontal or declining. The bark is smooth and polished on the trunk and larger limbs, and rugged on the smaller branches. The leaves are flexible, shorter than those of the European species, and collected in small bunches; they are shed in the autumn, and renewed in the spring. The flowers, like those of the pines, are separate upon the same tree; the male aments, which appear before the leaves, are small, oblong, and scaly, with two yellow anthers under each scale. The female flowers are also disposed in aments, and are composed of floral leaves covering two ovaries, which in process of time become small, erect, scaly cones, three or four lines long. At the base of each scale lie two minute winged seeds. On some stocks the cones are violet-coloured in the spring

instead of green, but this is an accidental variation, as the trees are in no other respects peculiar.

The larch tree does not bear the least clipping, as the terminating buds send forth the branches. The roots spread near the surface of the earth, except the central root, which pushes perpendicularly downwards. If this "tap-root" is broken off, or interrupted in its descent, the stem ceases to shoot upwards, and the tree remains a dwarf.

Sir A. B. Lambert, in his splendid work on the pines, describes two species of American larch—*Larix Americana* and *Larix microcarpa*—the latter characterised by smaller cones and more drooping branches. But there would seem no real foundation for the distinction, and *Larix microcarpa* is not now considered a distinct species, but merely a variety of the *Larix Americana*, the difference being occasioned by the influences of soil and situation, which so much affect all the resinous trees. Linnaeus states that larch trees live to the age of four hundred years; but, judging from the number of concentric circles in large trees, they would seem to attain even a greater age in New Brunswick.

Properties and Uses.—Michaux the younger says, "The wood of the American larch is superior to any species of pine or spruce, and unites all the properties which distinguish the European species, *being exceedingly strong and singularly durable.*" Tredgold says it is extremely durable in all situations, failing only where any other wood would fail; and for this property of durability it has been celebrated from the time of Vitruvius, who regrets that it could not be easily transported to Rome, where such a wood would have been so valuable. It appears, however, that this was sometimes done, for we are told that Tiberius caused the Naumachiarian Bridge, constructed by Augustus, and afterwards burnt, to be rebuilt of larch planks brought from Rhætia. Among these was a trunk 120 feet in length, which excited the admiration of all Rome. Wribecking, in his celebrated work on bridges, says that larch is preferable to the pine, the pineaster, or the fir, for constructing the arches of wooden bridges.

"Many encomiums (says Hanbury in speaking of this tree) have been bestowed on the timber of the larch; and we find such a favourable account of it in ancient authors as should induce us to think it would be proper for almost any use. Evelyn writes a story of Witsen, a Dutch writer, that a ship built of this timber and cypress had been found in the Numidian sea, twelve fathoms under water, sound and entire, and reduced to such a hardness as to resist the sharpest tool, after it had lain submerged above 1,400 years. Certain it is, this is an excellent wood for ship and house building."

The borderers on the Lake of Geneva prefer it for building their vessels. In some parts of Kamschatka it arrives at a considerable size, and is there used for ships, which last extremely well.

Painters, from the time of Pliny to that of Raphael, trusted their works to this wood, which the Roman naturalist styles *immortale lignum*.

The wood of the American larch is highly esteemed in New Brunswick and the other North American Colonies for ship building, especially for knees, the butt of the stem and one of the principal roots forming toge-

penetrate their foliage. It seldom exceeds forty or fifty feet in height, and rarely more than two feet in diameter. When the white cedars are close and compressed, the trunk is straight, perpendicular, and destitute of branches to the height of fifteen or twenty feet.

The epidermis is very thin on the young stocks; but, as they grow older, it becomes thick, of a soft filaceous texture, and of a reddish colour. When cut, a yellow transparent resin of an agreeable odour exudes in very small quantity. The foliage is evergreen; each leaf is a little branch numerous subdivided, and composed of small, acute, imbricated scales, on the back of which a minute gland is discerned with the lens. In the angle of these ramifications grow the flowers, which are scarcely visible, and which produce very small rugged cones of a greenish tint, which changes to bluish in the autumn, when they open to release the fine seeds.

The concentric circles are always perfectly distinct, even in stocks of considerable size; but their number and compactness prove that the tree arrives at its full growth only after a long lapse of years. Michaux states that he counted 277 annual layers in a trunk twenty-one inches in diameter, at five feet from the ground; and 47 in a plant only eight inches thick at the surface, which proved it to be then fifty years old.

Properties and Uses.—The wood of the white cedar is light, soft, fine-grained, and easily wrought. When perfectly seasoned, and exposed some time to the light, it is of a rosy hue; it has a strong aromatic odour, which it preserves as long as it is guarded from humidity. The perfect wood resists the succession of dryness and moisture for a great length of time, and this constitutes its great value for fencing. Rails of split cedar have been known to last from fifty to sixty years *when deprived of the bark*. Shingles of white cedar have been known to last upwards of thirty years.

The largest stocks of the white cedar are now much sought after in New Brunswick by boat-builders, who use it, when sawed into very thin boards, for the construction of light boats, especially for those used in the whale fishery.

The superior fitness of this wood for various household utensils has given rise in the United States to a distinct class of mechanics, called "cedar coopers," who principally fabricate large and small tubs, pails, churns, and other household utensils, as well for export as for home consumption. This ware, instead of becoming dull, like that of other wood, becomes whiter and smoother by use. It is esteemed the best wood in which to preserve oils. Charcoal, highly esteemed in the manufacture of gunpowder, is made of young stocks about an inch and a half in diameter, *deprived of their bark*. The seasoned wood affords a beautiful lamp-black, lighter and more intensely coloured, though less abundant than that obtained from the pine.

ARBOR VITÆ—GENUS THUYA.

There is but one species of the trees of the genus *Thuya*, in New Brunswick, which have ever been confounded with the white cedar, owing to their both being found in swamps, the similarity of their

foliage, their general resemblance when growing, and the equal durability of their wood.

American Arbor Vitæ—Thuya Occidentalis.

Description.—This species of *Thuya*, the only one that has been found in America, is considered the most interesting of the genus, for the valuable properties of its wood. It abounds in favourable situations in New Brunswick, and is found as far north as latitude $48^{\circ} 50'$. South of latitude 45° it becomes rare, and solitary stocks only are seen on the sides of torrents, and the banks of a few rivers in the northern states of the Union.

Two varieties have been noticed in New Brunswick, which have been designated "striped-leaved," and "sweet-scented."

The arbor vitæ is sometimes upwards of forty feet in height, with a diameter of two feet and more at the base. Usually, however, it is not more than ten or fifteen inches in diameter at five feet from the ground. From the number of concentric circles in stocks of this size, its growth must be extremely slow. They are more compressed near the centre, as in the cypress and white cedar, which is contrary to the arrangement observed in the oaks, the beeches, and the maples.

The foliage is evergreen, numerously ramified, and flattened or spread. The leaves are small, opposite, imbricated scales; when bruised they diffuse a strong aromatic odour. The sexes are separate upon the same tree. The male flowers are in the form of small cones; to the female blossom succeeds a yellowish fruit about four lines in length, composed of oblong scales, which open through their whole length for the escape of several minute seeds, surmounted by a short wing.

A cool soil seems to be indispensable to its growth. It is never seen on the uplands among the beeches, birches, and maples, but is found on the rocky edges of the innumerable streams and small lakes scattered over New Brunswick. It frequently occupies exclusively, or in great part, swamps from fifty to one hundred acres in extent, some of which are accessible only in the winter, when they are frozen and covered with deep snow. It abounds exactly in proportion to the degree of humidity, and in the driest marshes it is mingled with the black spruce, hemlock spruce, the yellow birch, the black ash, and a few stocks of the white pine. In all these marshes the surface is covered with a bed of *sphagnum*, so thick and surcharged with moisture that the foot sinks half-leg deep, while the water rises under its pressure.

The full-grown arbor vitæ is easily distinguished by its shape and foliage. The trunk tapers rapidly from a very large base to a very slender summit, and is laden with branches for four-fifths of its length. The principal limbs, widely distant, and placed at right angles with the body, give birth to a great number of drooping secondary branches, whose foliage resembles that of the white cedar.

On the borders of the lakes, where it has room, and enjoys the benefit both of light and air, it rises perpendicularly, grows more rapidly, and attains a greater size than when crowded in the swamps, where its thick foliage intercepts the light, and impedes the circulation of air. It has been remarked, that in swamps its trunk is rarely straight, but is more or

less curved. Its sides swell into two or three large ridges, which are a continuation of the principal roots. The bark upon the body is slightly furrowed, smooth to the touch, and very white when the tree stands exposed.

Properties and Uses.—The wood of the arbor vitæ is reddish, somewhat odorous, very light, soft and fine-grained, and takes high rank for durability. The wood so closely resembles that of the white cedar, that no distinction is made between them, and they are applied indifferently to the same uses. The white cedar is a taller tree, of a more uniform diameter, more rapid in its growth, and the wood is a little inferior in durability. From the shape of the trunk of the arbor vitæ, it is difficult to procure sticks of considerable length, and an uniform diameter.

The posts of rural fences, whether of white cedar or arbor vitæ, are said to last twice as long in argillaceous as in sandy lands. Care should be taken in all cases to strip them entirely of the bark. While the use of such fences continue the utmost economy should be exercised in cutting the arbor vitæ, which has hitherto been used in the most extravagant manner, as if it were an object to get rid of it as much as possible. As an article of export to England, it is beginning to be in demand; and so soon as its many useful qualities and great durability are fully understood there, it will undoubtedly become an article of commerce.

THE EDINBURGH REVIEW ON SECONDARY PUNISHMENT AND CONVICT DISCIPLINE.

TO THE EDITOR OF THE COLONIAL MAGAZINE.

SIR—I was gratified to observe an article in the recently issued number of the "Edinburgh Review," devoted to the important subject of secondary punishment, and, incidentally, to the condition of the Colony of Van Diemen's Land. The article itself is written with the ability and liberality which have ever distinguished the pages of this celebrated periodical; and its general scope and tendency are what I venture humbly to acquiesce in. Nevertheless, there are some of its statements which, I must think, are too broadly and unqualifiedly put forth, and some of its conclusions which strike me as being arrived at only upon a partial and limited view of facts.

The reviewer gives the Government and the Legislature great credit for the attention which they have both bestowed on the subject of secondary punishment during the last ten years. No doubt the correspondence laid before Parliament, during the present and last session, develops a considerable degree of interest taken by the Government in the question, for at least the latter half of that time—an interest which kept on increasing in proportion as the faults of their new projects kept developing themselves. Still this interest rather displayed itself in occasional dissertations on crimes and punishments, proceeding from

the Secretaries of State's offices, than in the necessary attention to executive regulation and detail. The subject had been practically neglected until Lord John Russell's accession to power: at that time it had forced itself into such an appalling notoriety, that the new Premier conceived it of importance sufficient to form one of the leading points in the promised policy of his administration, as set forth in his address to the electors of London when his call to power had vacated his seat as their representative. Until then, no more attention had been given to it than was necessary to save appearances, or meet a temporary impotunity; and, accordingly, that close investigation of facts, and careful application of principles which such a subject requires, were never bestowed upon it in any but irresponsible quarters. The new Government at length devoted themselves heartily to the subject. They gave themselves, in reality, much additional work, and have now on their hands the task of bestowing upon the British nation a new system of secondary punishment.

As to the interest taken by the Legislature on the subject, surely that has been of a very sparing character, so far as the general body has been concerned. We have had Parliamentary Committees and Parliamentary Reports enough on the subject; but these are sometimes the very means by which Parliament escapes entertaining a question of public importance, especially if it be one not very inviting with respect to topics of party interest. A few individual names stand out honourably from the general body, as having devoted their thoughts to "penal science"—we may mention those of Sir William Molesworth and Mr. Ewart in particular; but, until the present session, the Parliament at large have regarded the subject, at best, with indifference. It was not until "the groans of the plantations" had, by their reiteration, drawn general attention to the characteristics of the transportation system, *as amended by the Government*,—scarcely until the *Times* and other leading journals had duly petrified the entire public with horror and astonishment,—that Government and Parliament at length devoted that earnest attention to the subject which its general importance required, and which the vices and corruptions of the particular example rendered it indeed unsafe longer to withhold.

Talking of the changes in the transportation system which have during the last few years been effected, professedly as reformatory, the reviewer remarks that these various "experiments" have not been without their positive value. He observes that to know the wrong road is often a most important step towards finding the right; and that, perhaps, nothing but the actual trial of various tracks would have reconciled the community to an entire change of system, or convinced it that the solution of the problem after all did not lie in one or other of those directions. All this is very well; but the question will remain whether there was not in the particular instance a very unnecessary and gratuitous trial of wrong courses; whether previous experience had not already sufficiently demonstrated certain evils without, as it were, re-creating them to serve as future beacons. Certainly the wrong may be a good beacon for pointing out the right; but as certainly there never was so much of

wrong accumulated to act in this beneficial direction, as in the present instance.

The defects popularly attributed to the old system of transportation may be briefly summed up. First, the *repute*, whether justly or unjustly founded, was that under it the convict was subjected to little or no punishment: secondly, convicts being assigned to the service of private individuals, the punishment, such as it was, was very unequally imposed—mere chance was introduced into the awards of justice, where all should be nicely balanced distribution: thirdly, the relation of the employer and the assigned servant was allied to that of *master and slave*, a relation injurious to the moral welfare of both parties. Upon these three points I would offer a few words. Whether the dread of transportation as formerly conducted operated extensively or not in the *prevention of crime*, is a matter which can only be determined upon evidence; and, if I remember right, there was, in the evidence before the Transportation Committee of 1838, sufficient grounds to believe that it was in this respect a very inadequate punishment—that it, indeed, operated not infrequently as *the incentive to crime*. Here, of course, were reasons for either a change in the method of transportation, or the substitution of some other class of punishment. The reviewer is forcible in denouncing the assignment slavery, and is happy that, though all the recommendations of the report of 1838 were not acted upon, this “monstrous system” ceased almost from that period, “and the stream of convicts was diverted from New South Wales.” Now, I believe that the inequality of punishment under the assignment system was very far less than has been represented. The convicts met good, and sometimes, no doubt, bad masters; but in a young country, where *labour* constitutes a valuable commodity, and where food is cheap, self-interest, where no better principle would operate, would generally lead the Colonists to be indulgent as masters rather than otherwise. Some clever mechanics might have been better treated than their relative merits as mere men might have warranted; but this would not render it necessary that the more morally deserving should be badly treated. The general rule, I know from some experience, would be good treatment: the inequality would, for the most part, operate in a *scale of good treatment*; not, as seems to have been supposed, in a scale ranging from the extreme of hard-hearted tyranny to pampered indulgence. And even this inequality is only objectionable against the assignment system, regarding that system as professedly one of *punishment*. Had assignment been made less the punitive part of the culprit’s career, had it been one of the steps in his gradual resumption of freedom, there would have appeared little in an inequality between desert and reward, which pervades all the relations of society. Then as to the *slave* part of the question; it has always been forgotten that under the assignment system there was wanting the chief characteristic of slavery—the convict was not the *property* of his master; neither was he an innocent man reduced to bondage. He was a condemned culprit, assigned by the state for a limited period to the service of individual citizens. In this service he had a legal title to a liberal allowance of food and raiment; and in cases of misconduct he could only be punished

by a legal process before a magistrate. Do I contend therefore for the re-establishment of assignment? I do not. I doubt, in fact, if it ever could be re-established, so weakened have the bonds of penal discipline become in the penal Colonies. But I do not want to see English settlers, surrounded with their families, again converted into superintendents of convicts.

But while there has been so keen an eye to detect all the surface evils in the plan of assignment, its great merit has been always lost sight of. It was the redeeming feature of the old system. It caused the convicts *to be dispersed*. And when we look at the amended system of transportation, without assignment, and contrast it with the old system, with that accompaniment, well may we admire that process of reform which goes from bad to worse, as the select method of arriving at the best!

Looking at the old system entire, I should say its chief faults were the absence of some penal and probationary discipline previous to assignment, and the utterly inadequate arrangements for the reformation of those ill-conducted or re-convicted prisoners who were congregated in gangs throughout the Colonies, or at the penal settlements of Port Arthur and Norfolk Island. These were faults of immense magnitude, and coupled with the idea, alleged to have been so prevalent, of the lightness of transportation as a punishment, there can be no doubt that the necessity was great and urgent for reform in the penal system of the country.

At length came the new system of transportation, one of the features of which was to send all the convicts, formerly divided between the great Colony of New South Wales and Van Diemen's Land, into the latter Colony alone. But, coupled with this, two "main principles" of action were established, of which Lord Stanley thus spoke in a despatch addressed by his lordship in July, 1844, to the late Sir Eardley Wilmot—"First, each convict should undergo a severe preliminary punishment, consisting in great part of a life of seclusion from society at large; and, secondly, this punishment should be progressively mitigated in such a manner as to afford an invigorating hope of further relief, and an animating motive to good conduct, until the convict should at length be restored to all the privileges of his fellow subjects." All this is reasonable enough; but *in the practical measures which followed* we see the worst features of the old system only revived with endless aggravation. The evil of mutual contamination was great indeed under the old system, but it extended chiefly to the convicts condemned to the service of the Government. An assigned man, of good disposition, had some prospect of coming through this stage of punishment an improved character, with settled habits of useful industry. Even the bad were not without a *chance* of amendment. The assigned servant might, from the time of his landing, never once be subjected to the contamination of a gang. But the way in which, under the new system, "the severe preliminary punishment, consisting in great part of a life of *seclusion from society at large*," has been conducted, has been to throw large bodies of criminals, numbering amongst them the most depraved and hardened, *into the exclusive society of each other*. The preliminary punishment at Norfolk

Island, and the probationary process in Van Diemen's Land, have constituted a collegiate course of vice, which all were constrained to go through as, so to speak, the preparation for graduating in virtue. The result has been that a far greater degree of *unjust inequality*, as regards severity of punishment, has existed, than at any former time; while, instead of a system conducive to reform, we have had one which affords only a solution of the diabolical problem, how criminals can be made most completely and irrecoverably criminal.

It seems impossible that if the Government had ever given their minds seriously to the subject—if they had not been merely content to dictate penal essays to clerks and under-secretaries—they could have run into the fearful errors which have characterised their penal administration.

The reviewer twits, though not ill-naturedly, the Colonists for having formerly petitioned against the abolition of transportation, and now in having remonstrated against the system. But there is not the slightest inconsistency in their conduct. What they formerly petitioned might *not* be abolished, and what they afterwards petitioned might be abolished with all convenient speed, were in reality *different systems of transportation*. The Colonists of Van Diemen's Land had about a third of the convicted criminals of the British empire transported to their shores. This formed a considerable portion of their fund of labour, which successive Governments had encouraged them to employ. Suddenly they heard of the total abolition of transportation as one of the doctrines of the day, and men who had laboured hard to convert a wilderness into a thriving Colony, were naturally alarmed at a project which was abruptly to interfere with one of the elements of their prosperity. But while they petitioned against the extreme measure with which they were threatened, they had every desire to promote beneficial reforms. When, however, instead of abolishing transportation, Van Diemen's Land was deluged with all the convicts of the empire, then indeed the outcry was, naturally, to be relieved from such a torrent of crime. The Colony was on all sides threatened with ruin. Life and property became insecure; free emigrants, introduced into the Colony by means of its Land Fund, were forced to leave by the competition of the numbers of pardoned criminals who could not leave; the public finances were overburdened with an enormous police and gaol expenditure; property became valueless; and every Colonist who could afford the means, hurried away with his family from a country blasted as with a moral pestilence. Never, in the annals of Colonisation, was such a fearful mass of injustice and maladministration. And all has been acknowledged by the Government. Lord Stanley's despatches of the year 1844 are wonderful, no less for their admissions than for the unexampled candour with which they were made. And if there is a page in Colonial history which, more than any other, reflects credit on the hardy adventurers who have extended the British name and race to the remotest parts of the globe, it is, I conscientiously believe, that which records the fervid remonstrances of the free Colonists of Van Diemen's Land against the social degradation of their adopted country.

It is, indeed, gratifying to find the present Government evincing such a disposition as it has done to render justice to this unfortunate Colony.

It has stopped the further transportation thither of male convicts. The *separate* system of probationary punishment is to be extensively introduced in the island, and free emigration is to be promoted, in order, to use Lord Grey's words, "by the infusion of wholesome blood, to remove as far as possible, the convict taint from the society." Let us hope that all that is promised will be to the full performed. It is impossible to indemnify wholly for the past; but at least let there be an ample measure of justice for the future. The reviewer takes up in the form of earnest recommendation what has already been determined on by the Government: we hope this, and other useful influences, will operate against any *retrograde movements*. "It should," says your contemporary, contemplating the evils engendered in the Colonies, "it should be the earnest effort of England to supply every corrective in its power; to encourage by every available means the emigration of healthy materials into these Colonies; to transfuse into them, as much as possible, of blood untainted by crime; and, above all, to abate that appalling inequality of the sexes, which, so long as it exists, must produce a prolongation of the worst evils which now oppress them."

The plan of secondary punishment at present contemplated by the ministry, as collected from Earl Grey and Sir George Grey's speeches in Parliament, are briefly the infliction of the more strictly penal part of the culprit's punishment in England, and the ultimate dispersion of the well-behaved convicts in the various Colonies of the empire, not as transported convicts, but as "exiles." I believe this is a good general plan; but the proposed method of conducting *the punishment* is open, I conceive, to great objection. The "separate system" is to be first resorted to, but after that, and previously to exile, the convict is to be employed *in gangs*, on public works. This is a fatal error. Once let the convict emerge from his solitude, and there is no hope for his permanent reformation but in studiously keeping him from the contaminating influence of criminal association. In a word, "*separation*, to be followed by *dispersion*," should be the leading principle of the new system. All experience points to that as the only means by which the convicted culprit can be reformed, and be preserved from relapsing into such a state of thorough guiltiness that his every instinct becomes criminal. Collected together, a wretched vanity leads condemned culprits to despise reformation, and, perverting every impulse of our nature, *they shame each other into guilt!*

I gather, that it is not intended to introduce the system of exiles into any of the Colonies, except with their several approval. This is only just. The criminals of England belong to England, and if need be, she must retain her guilty sons *at home*.

AN OLD AUSTRALIAN COLONIST.

London, July 19, 1847.

COLONISATION, A NATURAL, SAFE, AND EFFECTUAL
MODE OF RELIEF FOR NATIONAL DISTRESS.

NO. II.

TO THE EDITOR OF THE COLONIAL MAGAZINE.

SIR—In my former article on Colonisation, published in the last number of your valuable and interesting Journal, I proved—

1st. That the condition of the *Irish* people, in *their own country*, was awful and miserable to the very last degree.

2nd. That, as a necessary and inevitable result, they were discontented, turbulent, indifferent to life, and cherishing the most deadly hatred to *England* and *Englishmen*.

3rd. That the *Irish* settlers in *Canada* were prosperous, happy, and contented.

4th. That, as a necessary and inevitable result, they were loyal and devotedly attached to the British Government and supremacy.

5th. That lands, otherwise worthless and valueless, were raised to great value by Colonisation, and, therefore, became ample security for a loan to commence their settlement, such a loan to cover the entire expense of the conveyance of *whole* families of settlers to them.

6th. That the large landowners, and the entire population of *Canada*, were willing and anxious to assist in the furtherance of this great and good work.

7th. That the settlers who had prospered in their undertaking, and who had proved such an invaluable addition to the population of the country, had also manifested their desire to co-operate, by munificent remittances to their poor relatives at home, to enable them to join them in *Canada*.

When the returns, moved for by Mr. Poulett Scrope, are obtained, it will be seen that, whilst the most triumphant success has attended the settlement commenced by the wisdom and humanity of the late Sir Robert Wilmot Horton, a man whose loss is ever to be deplored, there still remains an IMMENSE TERRITORY to be brought into profitable cultivation, and similar value, by a like class of suffering and indigent people. That such an extent of fertile land existed, and was available for settlement, no one disputed but Mr. Buller, and this, for purposes of his own; or, what is about the same thing, for purposes of Mr. Edward Gibbon Wakefield. This audacious misstatement will no longer pass current after the convincing and satisfactory statement of the Hon. Mr. Sullivan, given in your last number. Then, as to the ease and safety with which advances might be made to accomplish this most useful settlement, those who have read all that I have urged on this branch of the subject, during the last ten years, would imagine that some concert or understanding had been arranged between Mr. Sullivan and myself. I have not

had the pleasure of seeing, or communicating with, that gentleman for many years past; and yet, how apparent that the same motives—which impelled me to urge Mr. Scrope to move for the returns of the assessed value of those townships, settled by the pauper emigrants from Ireland, in the Newcastle District, in Western Canada, during the efficient and Christian administration of Sir R. W. Horton, as contradistinguished from the canting and effete maladministration of Mr. James Stephen—also induced Mr. Sullivan to direct the attention of the public to that living, gratifying, triumphant, unanswerable proof of the wisdom, humanity, and efficiency of that public grant of money. In his notice of this subject, Mr. Sullivan remarks that “Mr. Smith O’Brien states that the settlers, under Mr. Peter Robinson, cost, for their establishment on land, £22 a head. I suppose men, women, and children, all round. Deducting the allowance for passage-money, £5 a head, *which is about double what it would be now*, at least there is £17 sterling left for each man, woman, and child. *I am not afraid to say that one-fourth of the sum would be sufficient.* In the time of Mr. Robinson’s settlement, we all know that provisions had to be imported from the United States, for the emigrants, *at a very high price*, and there were many other reasons why the settlement was expensive. MUCH AS IT COST, HOWEVER, I BELIEVE THE TOWN LOTS, IN THE VILLAGE OF PETERBOROUGH, WOULD SELL FOR MORE AT THIS DAY THAN THE WHOLE COST, WITHOUT TAKING INTO ACCOUNT THE IMMENSE VALUE OF THE PROPERTY, REAL AND PERSONAL, NOW OWNED BY THE PEOPLE WHOM THAT SETTLEMENT WAS THE MEANS OF INTRODUCING INTO THE REAR OF THE NEWCASTLE DISTRICT.”

I thank you—most heartily I thank you, Mr. Sullivan, for this faithful, this valuable, this invincible statement! Remember the audience before whom Mr. Sullivan made it; a Canadian audience in the city of Toronto; before many, and to many, who had often and often visited this interesting living record of Sir R. W. Horton’s philanthropy and goodness. Vast as the region of waters traversing this beautiful district, and immeasurable as would have been the advantages of connecting that chain of lakes and rivers together, so as to have formed a bond of union between Lakes Huron and Ontario by this route, and thus with the ocean; it was not by such a scheme, a Beauharnois-Canal-cutting, self-aggrandizing, unpatriotic project did the good Sir R. W. Horton propose to carry out his glorious task of benevolence. No, indeed, that was reserved for the mighty and monstrous mountebank, who, chewing the bitter cud of the disappointment of his abducting antics in Newgate, trusted to retrieve them by the propagation of theories of Colonisation, so tickling to the avarice and cupidity of others, and successful to his own, as to render the bait too tempting, and the consequent fame too secure to admit of failure. But again, Mr. Sullivan proceeds in his masterly reasonings and well selected facts. He says, “We all know what it will cost to feed a family of emigrants, on their own land, for a year. How many, I should like to know, of the settlers on the Canadian Company’s lands commenced their clearing with £17 sterling per head to bear their

expenses. I look over the returns, and I find THE MOST SUCCESSFUL AMONG THEM, WHO HAVE ACQUIRED THE MOST PROPERTY, AND PAID BEST FOR THEIR LAND, BEGAN WITH NO CAPITAL WHATEVER. Ask those who remain of the early settlers of Upper Canada, when the journey hither was almost as difficult as one to the Rocky Mountains would be in our day. You do not find they had houses built for them, or roads made for them; no, their great struggle was with the isolation in which they were individually placed; ten to one, but the first one you meet will tell you—"Sir, when my father settled in our township there was not a road, nor a mill, nor a neighbour within ten miles of us." Most of them went in debt for the little supplies of provisions they wanted, AND THOUGHT IT NO HARDSHIP TO PAY THE DEBT AFTERWARDS, FROM THE PRODUCE OF THEIR LANDS. Five dollars' worth of flour, and a like value of pork, or other food, would be abundance for each individual, taking men, women, and children, until crops would be gathered. Families of five, becoming settlers, ought to consider themselves rich with twenty pounds' worth of provisions, tools, and seed. I believe three-fourths of the settlers in the woods in this country possessed no such sum; and with assistance to that extent the new settlers OUGHT TO succeed, and WOULD succeed well."

The vast practical knowledge evinced by Mr. Sullivan in this truthful portraiture should be made available in the adoption and perfecting of a system of Colonisation based on such just, enlightened, and well ascertained facts. I can bear full testimony to their accuracy, and I am thoroughly cognizant of their value.

Another topic in my late communication to which I earnestly invited the public attention, was the deep sympathy felt by the Canadian population for the sufferings of their fellow-subjects in Great Britain and Ireland, and their great anxiety to remedy it, by joining in any well-directed practical measure of Colonisation. Should not this noble and generous feeling have protected them against the wholesale importation of pestilence and death that we have sent to their shores this season? Was it not sufficient that they should have evinced their readiness to receive destitute emigrants, furnish them with work, arrange their distribution, and effect their settlement, without carrying consternation, desolation, and death to their country? Before the commencement of this season's emigration, in my published correspondence with Mr. Crawford, I placed on public record my conviction that Government would take no precautionary measures to avert the frightful calamity of inundating Canada with half-dying and pestilence-stricken emigrants, but that, continuing in the same career of brutal insensibility to their helplessness and suffering, they would allow that scourge to be inflicted on Canada, to discourage emigration, and prevent its favourable reception with the public, as an effectual remedy for the social evils existing in the United Kingdom. The following extract from a letter received, by the "Cambria," from a distinguished Canadian, will fully bear out my remarks on this painful subject:—"The high prices of provisions at home are bringing large sums of money into North America, and Canada has its share. The quantities shipped hence for

exceed any former year; and even though late in the summer, there seems, as yet, no diminution of the endless passing of flour-barrels through our streets and stores. The influx of destitute, starving, and dying emigrants is a painful offset to our money-making commerce. At Gros Isle, at Quebec, and in the sheds here (Montreal) the deaths are numerous—how numerous I cannot state with anything like accuracy. *Those at Gros Isle, already considerably exceeding two thousand*, are published daily; but of those dying at Quebec, and here, I see no published accounts. Common report here speaks of 20 or 30, and even, some days, 40 deaths. Most praiseworthy efforts are continually making to relieve the sufferers, and to forward the healthy but destitute ones. The orphan children thrown upon the community are very numerous." What a harrowing, disgusting, dreadful detail. In 1842, an *anonymous* correspondent of the imperious Lord Stanley directed his Lordship's *attention* to a good, well-appointed, first-class ship *about* proceeding, in the month of October, with a few selected emigrants, having abundance of food, clothes, agricultural implements, seed, &c., &c., to a part of Prince Edward's Island, where a proper corresponding provision was made for their reception. Lord Stanley directed the *attention* of the Colonial triumvirate in Park-street to the ship; the Colonial triumvirate directed the *attention* of the Emigration Agent; and with this superabundance of *attention*, the ship's departure was delayed until November; did not reach her destination; returned to England; the emigrants were dispersed, and the execrable revilings of the most venal press that ever cursed a nation, destroyed an Association that *was* formed, *was* intended, *was* created to guide, control, direct, assist, and promote Colonisation in a humane, well-digested manner, and on a large, effective, comprehensive, and liberal scale.

The *Times*, the mighty "THUNDERER," fulminated vehement denunciations, day by day, against the unfortunate Association; it took under its distinguished wing, and special patronage, the well-fed and well-cared-for emigrants, who were prevented, by unfounded clamour and sham philanthropy, from reaching their happy destination. How portentously silent about the 2,000 deaths at Gros Isle, and in the Montreal sheds of from twenty to forty daily! Alas! this humanity, like the courage of Bob Acres, has all melted and oozed away, when it had to deal with *reality* instead of *fiction*. But whilst the press seems entirely indifferent to this truly deplorable calamity, its effects upon the Colonists are deeply to be regretted. The people of Canada, who were desirous and organised to assist in the settlement of the superfluous population of the British Isles, are loudly and indignantly remonstrating against this unjust, cruel, and grievous infliction. They say, we are willing to receive a fair proportion of your *destitute* population even without system, an indefinite proportion with, but we ask for your *destitute* people, not your withered, starving, dying, decaying population; we require labourers to level our forests, till our fields, dig our canals, construct our roads, railroads, harbours, docks and wharfs, build our towns, people our villages, and add to our population; not skeletons to die in our hospitals and fill our grave-yards. Can such a condition of things

be suffered to continue, a disgrace to the country, and a disaster to the Colonies? Surely not; but where is the remedy to be found? In the Colonial department? Alas! there is the cause, the origin, the focus of all the mischief. The late Mr. Patrick Maxwell Stewart, stated in the House of Commons on the 30th of April, 1841, his belief, in the following terms:—"There was, he regretted, at the Colonial office, a secret influence exercised upon every Secretary placed at the head of that department, which had a most injurious *Anti-Colonial* effect, which made itself manifest in the utter futility of any regulation which issued from that office. Every Colonial minister had allowed himself to be more or less the puppet of some secret influence, so as to become hostile to the interests of the Colonists." This was said when Lord Stanley was in office. That puppet played his part; and after his tortuous dealings in the New Zealand Company's affairs, and an extra-official interference with the British American Association, which throws far into the shade of ministerial obliquity the post-office espionage system of his colleague, Sir James Graham, he got himself transferred into the House of Lords just in time sufficient to prevent the public disgrace of the presentation of an address from the Canadian Legislature for his removal from office. That man was the first Colonial Minister of the Crown that ever had the moral turpitude to leave the House of Commons, with a petition not only lying on its table, but printed with its votes, requiring an investigation into his conduct. Further, no man in either House of Parliament ever occasioned such grievous wrongs, and yet had the effrontery to speak concerning them such extraordinary untruths, as did Lord Stanley in the case of the British American Association. Yet this man, instead of being denounced as a public delinquent, still finds countenance in the eyes of that addled protective clique in the House of Lords, to whose own self want of prescience and patriotism, is mainly to be ascribed Corn-law abrogation and Colonial misrule.

In the eventful years 1841, 1842, 1843, and 1844, Lord Stanley stood in the place of him, in the councils of the sovereign, and the administration of the realm, who pre-eminently had the power to remedy evils more crying and afflictive than those which two centuries back produced the civil wars. Never was there an age or country in which social problems of more signal difficulty, or more awful importance, rose to demand practical solution, than those which multiplied in Britain whilst he held the Colonial keys. In Ireland a government commission had reported, "That there then existed 2,385,000 of the people in a condition ALWAYS BORDERING ON STARVATION, and sometimes IN A STATE OF ACTUAL FAMINE." In Scotland, a Committee of the House of Commons had declared that there was an excess of population in the Western Highlands, variously calculated at from 45,000 to 80,000 souls, and that the concurrent testimony of all the witnesses examined went to show "that the country was not only liable to a return of such a famine visitation as that which had prevailed there in the years 1836, and 1837; but, that IN THE NATURE OF THINGS IT MUST RECUR—because the population

was still rapidly increasing in spite of every check which the landlords could impose, and without ANY CORRESPONDING INCREASE IN THE NATURAL PRODUCTIVENESS AND RESOURCES OF THE COUNTRY." Here, then, was a gigantic state of evil—want and suffering of enormous magnitude—with which Lord Stanley as a Christian statesman, and as the responsible minister of a paternal Crown, was called upon practically to deal. And yet what was his term of office, but one disgraceful compromise—a tampering on the one hand with the progress and interests of the New Zealand Company, and a destruction on the other of as noble and well matured an Association for the promotion of Colonisation, in British North America, as ever claimed the support of a philanthropist, a statesman, or a patriot! That such a man, with such misdeeds to answer for should have been allowed quietly to retire from office, without a motion being made in either House of Parliament for his impeachment, is only to be accounted for from the fact that both Houses have fearfully declined from that standard of moral and political excellence, which of old exalted the British legislature. But the hour is hastening on when the minister who neglects such interests will yet quail before that storm of popular indignation, which opportunities of usefulness so abused, and means of beneficence so perverted, cannot fail to give rise to. The long years of grace—the protracted accepted time—within which the head of the Colonial department had the power, had the mind's will likewise been present, of acquiring for himself more enduring laurels than Nelson ever won on the quarter deck, or Wellington on the field, was spent in a state of morbid apathy to the unexampled sufferings of millions of our fellow countrymen, now either rotting in their graves, filling workhouses or gaols, or else still dragging on through a living-death of beggary and want, who timidly aided would, in our vast western domains, have found homes and livelihood, abundance and peace. This, too, was the conduct of this minister, at a moment when the annual savings of the nation were calculated to exceed £50,000,000 sterling; and when Parliament could pass bills in one single session, sanctioning the formation of 2,650 miles of railway in Great Britain and Ireland, at the average cost of £15,000 per mile, or £39,750,000 sterling! This, too, when the average yearly emigration from this country exceeded 80,000 persons—most of whom found refuge in the bosom of a hostile republic. And now what is the issue? Have we sown the whirlwind without reaping the storm? Is it nothing to a nation such as the British that it should be said of any portion of her community, "the mercenary masses are rapidly flying from the evils which their rulers are incompetent to cure? From quinquennial famine and fever, from continual sub-division and periodical clearance, from coercions and murders, they are betaking themselves with redoubled eagerness to the shores where they hope that their calamities will cease, and their passions expire in a boundless territory and an unfettered people." But is this all? Have we not also superadded to pestilence and famine in Ireland, to the drains from private charity, to the losses from defalcations in rent, and to the manifold embarrassments consequent upon a totally paralysed social

condition, ONE HUNDRED AND THIRTY WORKHOUSES and a RELIEF LOAN OF EIGHT MILLIONS STERLING! Here, then, are matters for national debate more startling and effective than all the whining sentimentalities which a depraved press ever howled into the ear of ministerial tergiversation and incapacity.

At whose door, let me ask, are the complicated evils of our present national position to be laid, except at his, whose duty it was to have looked across the Atlantic—not like Canning to have called up into political existence a few alien and abortive States, but to have created in the boundless regions of North America a NEW GREAT BRITAIN, founded in the humanities of virtue, wisdom, integrity, and patriotism—a nation such as would stand as a memorial to the latest ages of the enterprise, religion, and learning of England in her best and most glorious days? And shall it be said such matters lie not within the official compass of the Minister for Colonial affairs? Could Mr. Hudson, a recent linendraper of York, rise in a year or two into the bloated dimensions of a railway king, monopolise the wealth that would make thousands independent, and find the men and millions necessary to work out his self-aggrandizing schemes of railway monopoly; and could the heir apparent of the house of Derby, “THE DARING AND PROUD LORD STANLEY,” of the *Colonial Gazette*—the “NEW ZEALAND CONJUROR” of the *Times*, not have made his tenure of office glorious to himself and prosperous to his country, if he had acted by *all* Colonisation companies on the principle just promulgated by Earl Grey with reference to one, viz.:—“That it appears to him that it is a matter of THE GREATEST PUBLIC CONCERN to enable the New Zealand Company to renew its operations.” The announcement of such a postulate as this forms indeed a new era in the history of the Colonial bureau in Downing Street, and may be considered as a foundation-stone, which, if properly built upon, will render Earl Grey as large a benefactor to the human race as any that has ever adorned the annals of mankind. Yes, the revival of the New Zealand Company, notwithstanding it enrols the great abductor Gibbon Wakefield on its board, and despite of the fact that the scene of its operations is a stunted island some twenty-two thousand miles from our native shore, is a matter of “THE GREATEST PUBLIC CONCERN.” But in what superlative terms of praise should we speak of Earl Grey if he would also extend that observation to the British American Association, and enable it to carry out its beneficent objects in that portion of British North America, lying within 2,500 miles from our door, in which God has bountifully spread out a table in the wilderness for all our surplus population for centuries to come. But will Earl Grey do this? Dare Earl Grey do this? Is he a statesman *in truth*, or only one of those squeezable place-holders who will reluctantly yield to the compulsion of a wealthy, and not over scrupulous, direction of city mammon worshippers, that which he will shrink from affording to those men of untainted worth who are still labouring at the uphill, but noble task of resuscitating the British American Association. We pause for a reply. But let not Earl Grey for a moment fancy that these men will either fail in their laudable

exertions for that end, or that he can himself act upon any more enlightened principle than this, namely, that he is called, by honour and conscience, during his duty of official life, to give an effective onward movement to THAT which our ancient monarchs, and former privy councils and legislative diets, concurred in denominating, and regarding as, a ROYAL WORK, viz., the systematic plantation of British America. Upon this topic, however, I shall reserve myself for another communication. But, before closing, I must again advert to that *secret influence*, spoken of by the late member for Renfrewshire, as being seated in the Colonial office, and which has made shipwreck in succession of so many Colonial Government chiefs.

In February, 1845, Mr. Aglionby, M.P., in a meeting of the proprietors of the New Zealand Company, said "he would publicly declare it, that the whole course of the policy of the then Colonial Secretary (Lord Stanley) had been to ruin the company, and destroy the settlers of the Colony." Whilst, on another occasion, Mr. Mangles observed that "until the whole Colonial department be remodelled, and a GREAT MORAL PLOUGHSHARE BE DRIVEN THROUGH THE ESTABLISHMENT, its faith will continue to be *punica fides*." Let Earl Grey lay these observations to heart and act accordingly.¹ Let there be no understrappers hoodwinking him in the straightforward path which humanity and policy now calls upon him to pursue. Let him avoid the tricks and chicanery of Lord Stanley, whether in his capacity of Colonial Secretary or of politician. "Evil communications corrupt good manners," said the *Times* to Lord Lincoln, when attempting to steal a march for his obnoxious 'Commons Enclosure Bill.' "Youth is naturally ingenuous, but his lordship is unlucky in his political tutors—the letter-opener, the New Zealand thimble-rigger, the free-trading farmer's friend, the ultra-Protestant endower of Maynooth." Beware, Earl Grey—the country expects better things from you than at the close of your Colonial rule, *Punch* should announce of you, as he did of Lord Stanley. "A RARE PLEASURE: the last person Joseph Ady wrote to was Lord Stanley, for he made sure that his Lordship would send him twenty shillings, if only for the novelty of hearing something to his advantage!" Further, what humble-pie did it fall to Lord Stanley's share to eat in the course of his correspondence with the New Zealand Company. "That correspondence," said the *Times*, "was written in a tone so subdued and chastened that literally we felt for his Lordship. We know that he has never shown any feelings for others, and therefore we could have exhibited much stoicism at a considerable humiliation of his pride. But on reading what he had been reduced to write to those whom he lately treated so *de haut en bas*, we really pity him! What a lesson he exhibits, what an example of the old warning 'Pride shall have a fall.' It is, however, a sign of a penitent and a contrite spirit that he has, at Sir Robert Peel's bidding, humbled himself before those whom he formerly duped and thwarted. We trust that henceforth he will be 'a sadder and a wiser man,' evincing greater consideration for others, and entertaining a humbler and a juster opinion of himself." These observations should be glazed and framed,

and hung up in the Colonial office. They will, perchance, apply to others there than to the main delinquent to whom they refer. Sorry, indeed, would the British nation be to see two Earls stereotyped in public opinion as Colonisation Marplots in one reign. Yet if Stanley is to be the foil of Grey, the *Wakefields*, the *Bullers*, the *Stephens*, that infect the atmosphere of Downing-street must be sent to the right-about. What connection has light with darkness? While the impure haze of such loathsome Colonisation doctrines as these men inculcate, abounds, no man can breathe freely, no one can look up and secure the light of heaven—no one can walk steadily on the earth, no one can see an end, or arrive at it—it is an atmosphere fitted only for cunning and intrigue, for the schemer, the plotter, the sophist, the traitor.

Were Earl Grey in the third heavens of political supremacy, instead of being the leaning-staff of a semi-rotten and already tottering administration, the alliance of such men would drag him down to ruin. Yet, notwithstanding all Gibbon Wakefield's notorious mal-practices in the Beauharnois Canal job, in New Zealand Company matters, and in the proceedings of the North American Colonial Association for Ireland, unless report lies, he has just obtained an order upon the New Brunswick Government for ONE HUNDRED THOUSAND ACRES OF LAND IN THAT PROVINCE, on which to carry out some new species of emigration *legerdemain!* "Were there no other cause of discontent in Canada, no other indication of danger, no other evidence of baseness," says the able writer of an article headed "Canada under successive Administrations (No. II.), the Beauharnois job," which Earl Grey will do well to read at full length in the *Portfolio*, No. XV., "would it not suffice to drive the Colonists of the north to emulate the Colonists of the south, that such a man as Edward Gibbon Wakefield should be the successive confidant of their various Governors, the moving spirit of their most important plans, and the delegate of the influential authorities at home? Look at the audacity of this convicted miscreant, at the consciousness with which he plays with his victims, the security that he feels in his knowledge of those who become his tools by being his associates. This man describes the Canadians as 'French Helots;' the gallant militia of the Province as 'an enormous nuisance a war-fomenting pest, an embodied provocation for war;' the British subjects who exerted themselves to defend the Province against internal commotion and foreign aggression, he compliments as 'the base and brutal British;' and this is the person who puts in the jewel into Lord Durham's Report, and recommends the *union* of the Provinces! This is the man who speaks of the 'confidence reposed in him' by Lords John Russell and Stanley, who parades his 'employment by Lord Durham,' his 'reconciliation with Lord Sydenham,' his 'dictation to Sir Charles Bagot,' and his 'satisfaction with Lord Metcalfe!'"

"If ever," said a British functionary on meeting Mr. Edward Ellice in the streets of London in 1837—"if ever Canada is lost to Britain, it will be through the machinations of Edward Gibbon Wakefield." My Lord Grey—again I say beware, and farewell until we meet again one month hence.

I remain, Sir, your obedient servant,

Portsmouth, July 19, 1847.

THOMAS ROLPH.

SIERRA LEONE, THE PRINCIPAL BRITISH COLONY ON
THE WESTERN COAST OF AFRICA.

BY WILLIAM WHITAKER SHREEVE,

SIX YEARS RESIDENT, AND LATE ACTING FIRST WRITER IN HER MAJESTY'S
MIXED COMMISSION COURTS, SECRETARY'S AND CROWN OFFICES,
IN THE COLONY.

(Continued from page 183.)

SEASONS.

THE seasons are divided into the wet and dry; the former sets in about the latter end of April or beginning of May with heavy tornadoes from north and east; but the rains do not become incessant until July and August, in which months they become very violent. The season breaks up on the occurrence of tornadoes about September and October, and rain occasionally occurs in November and December, when the dry season sets in. August is the month mostly dreaded by all, sickness and death being then most prevalent; hence the Africans call it "King August." June, July, and October are also frequently very fatal and sickly, owing to the change of temperature and the wet.

The dry season is considered the most healthy, and requires but ordinary precaution; the chief danger consisting in an incautious exposure to the heat of the sun, from which a *coup de soleil* is to be apprehended, or from an indulgence in ardent spirits. The newly-arrived European often suffers from his own imprudence, coming from a cold climate, full of health, blood, and spirits, he walks the streets, and explores the neighbouring scenery without an umbrella; keeps late hours, and exposes himself to night dews; indulges in drink of the most seductive yet pernicious kind, and consequently suffers. Weak brandy or rum and water, are recommended as stimulants, but our gratifications are too apt to forget the proper distinction between use and abuse.

The rainy season, on the contrary, requires the utmost precaution, warm clothing, with flannel next the skin, security from damp, and an immediate change of clothes when wet, particularly boots and shoes, as inattention to these points induces acclimating or first fever in the new resident, and ague and fever in the old. Always promote perspiration, and never check it, or the consequence may be serious. A cup of tea or coffee upon rising in the morning is recommended by the most experienced to keep off the noxious vapours that are steaming from the earth, arising from the exhalations that take place during the night.

The Harmattan winds blow from the north and east, are extremely cold, and absorb all moisture. They cool water, as if iced, parch the skin, particularly of the mouth and nostrils, shrivel papers, and split pens; yet notwithstanding many attendant annoyances they are considered bracing to the nerves of the weak, and recovering invalids, but are

very trying to the African or old resident. Their visitations are in November and December, and the spring, lasting four or five days.

The tornado is sometimes frightfully powerful, driving ships from their moorings, rooting up trees of the largest size, unroofing houses, and not unfrequently demolishing them with "one fell swoop." Their approach is known by the gathering of a black murky cloud in the northward or eastward, vivid flashes of lightning with distant peals of thunder, the breathing becomes oppressed and overpowered with suffocating heat, then comes a gentle breeze, which immediately increases into terrific fury; "a tornado! a tornado!" resounds from all quarters: doors, windows, and all apertures are instantly closed, when it bursts down with overwhelming rage, closing with a deluge, which lasts nearly an hour. When its madness abates, the atmosphere becomes fresh, pure, and invigorating, the heat is moderated and effluvia dissipated, and places which were not visible are distinctly seen, crews which have taken in their sails to save their vessels from being wrecked, now spread them out again to dry, and all is wholesome and calm that was so lately noxious and agitated, thus convincing us "that whatever is right;" a truth that is discoverable even in the malignity of the climate, as stimulating man to strenuous exertion in the removal of the wild exuberance of nature, which, when fully effected, will render Sierra Leone, in time to come, as wholesome and desirable a residence as it is now baneful and disagreeable.

FEVER.

The Acclimating Fever and Mortality, &c.—The fever is the inevitable lot sooner or later of all who remain for any time upon the coast of Africa, and to which many (particularly the whites) fall victims. It is much better to have it soon after arrival, whilst the constitution is sufficiently vigorous to struggle against its violence, the chances of recovery being decidedly in an inverse ratio as the attack is delayed.

In the author's own case the fever commenced with violent pains in the head and back, and redness in the eyes; the blood assumes a high state of inflammation, until the patient is almost in a state of delirium, quickness and difficulty of breathing. The doctor is now called in, and the sufferer having been previously horror-stricken with the tales about salivation, prays the doctor not to prescribe calomel. "Oh! no," says "Signor Medico," whilst at the same time he doses you with the dreaded remedy, disguised in pills, draughts, and powders. If you are to live, the calomel continues you in a state of almost unendurable existence from fourteen to twenty-one days, when you are pronounced out of danger, and turned over to "kitchen physic." Yet even here all is not over; for no sooner is the patient recovered from salivation and all its offences, and is satisfied that he is an African, than the relapse gives a very significant hint that he is not quite seasoned; but this past, all is pretty safe, and would be *completely* so were it not for intermitting fever, ague, and debility, visitors which you must politely receive before you can feel yourself perfectly at home.

So suddenly does this fatal malady produce its effects that it leaves but little time for worldly arrangements or eternal considerations, de-

priving its victim of reason, and restoring it but to become momentarily conscious of dissolution.

To the new comer the frequency of deaths is startling and oppressive; but, alas! for humanity, this very frequency creates callousness which is shocking, and almost all those emotions with which we have been taught to contemplate the last event, and the only reflection which generally occupies the survivor is, who is to step into the dead man's shoes! Death here is ambition's friend, for the death of a superior gives "ample room and verge enough" for official contest. *Sic transit gloria mundi.*

SLAVE TRADE.

It is impossible, unless located on the spot, to fully appreciate the spirited and truly national efforts that England is making to annihilate the traffic in man on the African coast, an example which even those nations most opposed at present to her glorious exertions will ultimately be proud to emulate. The historic page, which records this noblest amongst her many noble deeds, is too bright for other nations not to honourably struggle to have their names enrolled upon it; private cupidity may prolong the aggression, but public benevolence in every clime will be the conqueror.

It is an admirable trait in the character of the philanthropist to ameliorate the sufferings of his fellow beings, yet nobler still when a nation, at unequalled sacrifices, emancipates millions of men who have been bought and bartered for as articles of gain—God's creatures, whose cries for freedom, home, and friends, are drowned by the laugh of the captor and the clanking of oppression's chain.

"The flag that's braved a thousand years,
The battle and the breeze,"

was never more gloriously triumphant than whilst streaming to the free winds of heaven in pursuit of not only the enemy of its Sovereign, but of its God.

Some persons, in support of their venal arguments, have urged that a state of slavery is congenial to the African, and that he is unendowed with sufficient rational faculties to appreciate freedom; but this is thoroughly disproved by the mental agony evinced by many—nay, all—of these unfortunate creatures, when parting with their relatives, friends, and homes. It cannot be asserted that instances of refinement of feeling are equally common as in countries where superior education and more civilised habits prevail, but nature, pure nature, with all its affections, asserts its right in the bosom of the black as well as in that of the white. Let the doubters witness the scenes of a slave market, and they will be sceptical no longer. Probably the negro may not have the art to make so dramatic a scene upon the occasion as an European could, but, nevertheless, they suffer as much; but, granting the contrary, does a lack of equal sensibility sanction so awful an outrage upon justice? Others, again, palliate their offence by saying that the slaves they purchase have in their turn, when victorious, been vendors of the captives. But who have encouraged them in this infamy? Those very persons who boast of a superior intellect. The tempters are the most powerful in

every respect ; and when the weaker yield to all the specious arts that ingenuity can devise, they despise the unfortunate instruments of their machinations, and ultimately put them, blood, bone, and sinews, into their pockets.

It may appear presumptuous in me thus to deprecate this most unholy system, when so many of the first characters of the age have anticipated almost all that can be expressed in its condemnation ; but when the heart is full, it will find utterance.

There is much due to our Government, and to Englishmen individually, who have employed their untiring energies in this laudable cause. As surety for success, they have delegated authority for the consummation of the slave on the African coast to those who are no less determined to carry out this noble project. Nor does the baneful and deadly effects of the climate daunt their zeal, for their object is to convince the world that England is not guided by the mercenary motives of a trader in man, but by the lofty consideration of a benefactor of the African race, asserting at once the rights of the enslaved and freedom of mankind. Already has she forced from reluctant Portugal, faithless Spain, and Brazil, treaties by which she is more enabled to work out her purpose ; and, notwithstanding all the evasions and infidelity of these Powers, she is enabled to strike a heavy blow against this colossus of iniquity.

The European settlements on the west coast are, to the northward, Goree and Senegal, owned by the French ; Bessaô and Cacheco, by the Portuguese ; Gambia, Bulama, and Sierra Leone, by the English, with Cape Coast, Prince's Island, and Fernando Po, to the south.

The French do not export slaves across the Atlantic, although they tenaciously maintain domestic slavery in their settlements. On the contrary, the Portuguese in Bessaô, Cacheco, and Cape Verde, carry on the traffic to a great extent under the flag of Brazil ; as does Spain, also, preferring the Brazilian flag, which does not forfeit the vessel, and consequently remove it from the trade.

The notorious slave-dealer, Governor Kitara, resides at Bessaô ; with him Pedro Blanco, Martinez of Gallinas, Felipe de Souza, called by the natives Char Char, of Lagos and Whydah. These are justly considered the most extensive dealers on the west coast, and their adventures frequently come under the surveillance of the Mixed Courts in Sierra Leone.

To the southward of Bessaô is the Nunez, situate on the river of the same name, and, under the dominion of the native chief, the Landewas, the resort of both French and English, whence is procured gold, ivory, wax, hides, coffee, and other productions ; but in consequence of the frequent feuds amongst the chiefs, and incursions to the settlement for the object of plunder, the merchants have placed themselves under the protection of the British cruisers, which visit periodically. Rio Pongas, in the neighbourhood of Nunez, is almost exclusively engaged in the slave trade ; consequently, legitimate commerce is little known there, nor is it the resort of any creditable merchant of the Colony, as all mercantile operations there are of a very questionable character. From this place to Sierra Leone are the Isles de Los, Bogga country, from whence are procured hides, wax, palm oil, small quantities of gold, ground nuts, mats, gum, ivory, &c.

We now come to the British Colony of Sierra Leone, which merits particular attention from the solicitude with which the Government has watched over it ever since its establishment. This Colony was founded by the English in 1786, under the direction of Captain Tomson, of the Navy, who took with him 400 distressed Negroes from London, with about 60 whites, to prepare and cultivate that portion of the country which was ceded by King Tom for the purpose of Colonisation. This system, however, having soon failed, Messrs. Wilberforce, Thornton, and other intelligent persons, were induced to undertake the object upon a different system, justly reasoning that little benefit could be effected from the mere abolition of the slave trade, unless the natives were instructed in religion and the arts of civilisation, which alone can render a people free.

Under the direction of those distinguished advocates for the liberty of man, a better mode of action was suggested, and new Colonists encouraged to venture into the speculation, when an eligible town was founded in 1792. In the year 1794 the French sent out a squadron, which almost levelled everything to the ground—a victory that would have been “more honoured in the breach than the observance,” when we consider the universal benefit to mankind that was proposed by the establishment. However, such future assaults are happily provided against; and even were they not, it is to be hoped that such labours of love, should the misery of another war overwhelm the world, will be considered as a joint-stock benevolence, and be respected accordingly—nay, must be respected—were the two leading Powers, Britain and France (though at issue upon other points), to join heart and hand in such honourable protectorship.

The following list of captured and condemned slavers for one quarter speaks trumpet tongued in advocacy for such a consummation:—

RETURN OF VESSELS CAPTURED AND CONDEMNED AT SIERRA LEONE BETWEEN THE 1ST OF JANUARY AND THE END OF MARCH, 1845.

Name of vessel.	Class.	By whom captured.	By what vessel taken.	Date of capture.	Flag.	Remarks.
El Cayman ..	Brigantine	C. H. M. Buckle ..	Growler	Jan. 11, 1845	Spanish ..	} In the trade, but no slaves found on board.
Carolina ..	Schooner	H. Layton ..	Cygnet	Dec. 17, 1844	Brazilian	
Esperanca, 1st	Brigantine	J. W. D. Brisbane	Larne ..	Jan. 19, 1845	Ditto ..	} Ditto ..
Esperanca, 2nd	Ditto ..	S. H. Usher ..	Wasp ..	Jan. 8, 1845	Ditto ..	
Ina Majestada	Schooner	A. R. Dunlap ..	Albert ..	Feb. 13, 1845	Spanish ..	} 421 slaves taken.
Triamfo ..	Brigantine	Ditto ..	Ditto ..	Feb. 1, 1845	Ditto ..	
Venus ..	Schooner	Ditto ..	Ditto ..	Feb. 31, 1845	Ditto ..	} Equipped for the trade. &c.
Cazuza ..	Launch ..	R. J. W. Dunlop ..	St. r. ..	Jan. 23, 1845	Brazilian	
Deligencia ..	Ditto ..	H. Layton ..	Cygnet	Jan. 20, 1845	Ditto ..	} 70 slaves taken.
Huracan ..	Felucca ..	H. B. Young ..	Hydra ..	Feb. 14, 1845	Spanish ..	
Vivo ..	Schooner	R. J. W. Dunlop ..	Star ..	Feb. 11, 1845	Brazilian	} Ditto ..
Deligencia ..	Ditto ..	Ditto ..	Ditto ..	Feb. 9, 1845	Ditto ..	
Olivieria ..	Brigantine	J. Oake ..	Ferret ..	March 2, 1845	Ditto ..	} Equipped for the trade. &c.
Dos Hermanos	Ditto ..	J. Russell (b) ..	Arlent ..	Mar. 25, 1845	Spanish ..	
Atala ..	Brig ..	A. R. Foote ..	Heroine	Feb. 23, 1845	Brazilian	} 312 slaves taken.
Pepito ..	Felucca ..	H. B. Young ..	Hydra	March 4, 1845	Spanish ..	
Echo ..	Brigantine	S. Herbert ..	Wasp ..	March 2, 1845	Brazilian	} Equipped for the trade, &c.
Vinte Novo	Schooner	C. Hadaway ..	Espoir ..	Mar. 27, 1845	Ditto ..	
Rasael ..	Ditto ..	R. J. W. Dunlop	Star ..	Mar. 27, 1845	Ditto ..	

Nineteen prizes; 803 slaves.

Instances have occurred of slave dealing in the Colony by *liberated Africans* themselves, as in the case of the notorious Gibson, sentenced to five years in a chain gang, but who, through the cognizance of the driver, escaped to the Mandingo shore, leaving the driver to serve the sentence in his place. Other cases of Mahomedans, Mandingoes, and Foulahs or Timannees, residents in the Colony, are established, who have inveigled liberated African boys or children out of the Colony, and sold them in the interior. Cooper Thompson reports from Teembo that he there found a family so disposed of, and had resided for many years, but was ultimately liberated by King Alimamme Foodi Bocarri.

Cummings, a liberated African, on more occasions than one, has had bills presented to the grand jury against him for slave dealing, also a Mandingo, named Dowdah; but, from the manner in which the evidences are trained by the people in the interior, conviction is difficult, yet many have been punished severely.

Aiding and abetting in the traffic is more than suspected. (For particulars see Mixed Commission.)

I by no means intend to charge the *British* merchant with this offence, but the question is, into whose hands do his goods get, and for what purpose? If the cargo be sold for doubloons, dollars, &c., from whom do such flesh-earned payments come?—decidedly the Portuguese, Spanish, and Brazilian agents, as was the case of the *Dolphin*, owned by Mr. Heddle, and commanded by Captain Lawrance; and if the payment be in African produce, such as ivory, palm oil, gold dust, how are the European goods disposed of by the natives but in barter for slaves? From this it is evident that to reach the bottom and uproot the whole is, perhaps, impossible; for even the honest merchant will sell, and he cannot ask the purchaser, on the one hand, how he got his money, nor, on the other side, how he means to dispose of the articles for which he had paid; and if he did inquire, of course he would not hear the truth. The trade may be prevented immediately in our own Colonies, yet it will continue to be vigorously carried on in other quarters until the native kings or chiefs are made sensible of the fact that were the hands now sent out of their different territories (for a paltry price) turned to a more legitimate trade, the cultivation of the soil, mining, and certain manufactories which Europeans cannot stand, &c., &c., greater profit would accrue, and greater happiness be established. And who can say but that the very annual tribute or allowance granted to the chiefs for their protection of British interests is spent in the purchase of slaves for domestic use, if not exportation? That home-slavery exists cannot be denied, and how can Government prevent it unless by interfering with the established laws and rights of those over whom it has no legitimate authority? That religious instruction is the grand key to reformation must be admitted, yet it would be desirable that only such men should be chosen for missionaries as are well qualified to reason upon temporal salvation as well as eternal—men who understand political and domestic economy—men who could, and *would*, convince them that they are pursuing a losing instead of a winning game—men who would undividedly attend to their high and ap-

pointed duty, without (as some do, *sub rosa*) connecting themselves commercially with those very persons whose profits are expended in furnishing slaves for home demand or exportation. I by no means assert that such reverend traffickers speculate out of their calling with this intent, yet such is evidently the result; and as they are engaged to teach others how to think, they would do well to think themselves, and look before they leap, or they may plunge down the precipice of avarice when too late for reflection, and, worse, drag many along with them whom they could have saved. If he who "allows oppression, shares the crime," be a true aphorism, of what is he guilty who abets it?

It is not my intention to undertake a statistical account of this frightful subject, those who are curious in such matters will find a minute detail in Sir F. Buxton's "African Slave Trade and its Remedy," published by Mr. Murray, Albemarle-street, which able work happily precludes the necessity of fatiguing research through public documents and other sources of information, and will furnish those fond of the marvellous with facts that leave Lewis's imaginings in his "Tales of Terror" limping far behind, whilst, not only verifying Lord Byron's assertion "that history is more wonderful than fiction," but convincing the most sceptical that the cupidity of man never devised a more infernal means of satisfying his avarice, if that all-devouring and heart-petrifying fiend can be satisfied. I shall, therefore, merely attempt to convey some idea of a slave-ship, from personal observation and authority, the horrors of which, unless witnessed, are beyond human conception—human belief—*sed mirabile dictu*, not beyond the willing construction and adoption of human beings.

Slavers, as those floating graves may be called, are invariably good sailers, and lie low in the water so as to escape distant observation as much as possible; but it is in the internal, or rather infernal, construction of their stowage room, that they materially differ from other vessels of similar craft.

In order that each vessel may carry (as an Irish sailor remarked) "more than the full of it," the cabins seldom exceed three feet in height, and are frequently much lower, not exceeding twenty inches, or less, so that, were a sectional view given, those living tombs would have the appearance of shelves, into which the wretched (and, to the owners, unoffending) victims are packed, often chained together, side by side, where they are left for days, weeks, or months, as the voyage may be, literally parboiled in their own steam, and rotting in the calls of nature, which are unnaturally frequent from sea sickness, dysentery, and bad feeding, to which accumulation of offences the most virulent small pox is a very common addition. It may here be supposed that suffering can no further go; but this is only a preface to the dreadful history. The hell-heat that stews brain, flesh, and bone into glue, boils their blood into yelling madness, when they seize each other with their teeth, and suck and gnaw, until the weaker victim expires. Thirst and starvation also cause these demoniac acts, whilst many also die of disease and suffocation, and lie for days in rank and rapid putridity, before discovered by the crew, owing to the manner in which the wretches

receive their food, which is by *shoving* a bucket of garbage into the *hole*, to be passed from one to another over their bodies, frequently never reaching the furthest, until its intended consumer is like Polonius—

“ Not where he eats, but where he's eaten,
A convocation of worms is e'en at him.”

Then the slaves are permitted to leave this charnel in small gangs to walk the deck for a few minutes, in many hours. Suicide is often attempted and succeeded in by leaping overboard, more through the fear of returning to their crowded coffins, than the dread even of future slavery. When they are ordered back after this short recreation, the manner in which they express their distress is subduing, they fall upon their knees, particularly the women and children, and silently press their heads against the knees of their masters; the ruffian sailor has been seen to shed a tear at this touching appeal, but the dew of mercy was never known to fall from the iron-eye of the God-abandoned, and man-despised captain. When our cruisers press hard in the chase upon the slavers, they used, before the equipment article of treaty, to throw hundreds overboard, sometimes hooped up in casks. To all these ills many more might be added equally abhorrent, and touchingly affecting, were the cargo merely a shipment of swine.

The purchasing of condemned slave-vessels is a source of no inconsiderable profit, and of moment to the British merchant of the Colony, sold as they are at a very low rate by the commissioner of appraisement and sale to the courts, and then re-sold to the Brazilian or Spaniard for double or treble the amount. In this way one of the most extensive merchants in the Colony finds it not the worst part of mercantile speculations.

It is scarcely credible that women should have connected themselves with this speculation, as buyers, sellers, and kidnappers, amongst whom, one of the most notorious, was the infamously-famed Donna Maria de Cruz, daughter of the dreadful Gomez, Governor of Prince's Island. This disgrace to her sex, amongst other vessels captured by the British, had the “*Maria Pequena*,” seized by the “*Victor*,” sloop. The burthen of this slaver was but five tons, yet, besides her crew, provisions, water, and other stores, she had taken on board twenty-six slaves, who were found stowed away, but with less care than so many fitches of bacon, between the watercasks and the deck, a space of only *eighteen inches* in height. Six of the creatures were dead, and the rest in a state of starvation.

The “*Invincible*” had a cargo of 440, 63 short of the intended number, yet they were so crowded together that it became absolutely necessary to separate the sick from the healthy; and, dysentery, ophthalmia, and scurvy breaking out amongst them, the provisions and water being of the worst kind, and the filth and stench beyond all description, 186 of the number had perished in less than six days.

The following awfully graphic picture is from Dr. Walsh's “*Notices of Brazil*.” He says, speaking of a Spanish slaver—“When we mounted the deck we found her full of slaves. She had taken on board 562, and had been out 17 days, during which she lost 55. The slaves were all enclosed under grated hatchways between decks. The space was so

low that they sat between each other's legs, and stowed so close together that there was no possibility of their lying down, or at all changing their position by night or by day. As they belonged to, and were shipped on account of, different individuals, they were all branded like sheep, and as the mate told me, with perfect indifference, burned with a red-hot iron. The poor beings were all turned up together, and came swarming like bees from the aperture of a hive, till the whole deck was crowded to suffocation from stem to stern. On looking into the places where they had been crammed, there were found some children next the sides of the ship. The little creatures seemed indifferent as to life or death, and, when they were carried on deck, many of them could not stand. Some water was brought. It was then that the state of their sufferings were exposed in a fearful manner. They all rushed like maniacs towards it. No entreaties, nor threats, nor blows could restrain them. They shrieked, and struggled, and fought with one another for a drop of the precious liquid, as if they grew rabid at the sight of it. There is nothing which slaves, during the middle passage, suffer from so much as the want of water. It is sometimes usual to take out casks filled with sea water as ballast, and, when the slaves are received on board, they start the casks and refill them with fresh. On one occasion a ship from Bahia neglected to change the contents of the casks, and, on the mid-passage, found, to their horror, that they were filled with salt water. All the slaves on board perished.

"We could judge of the extent of their sufferings from the sight we now saw, when the poor creatures were ordered down again. Several of them came and pressed their heads against our knees, with looks of the greatest anguish at the prospect of returning to the horrid place of suffering below. It was not surprising that they had lost 55 in the space of 17 days. Indeed, many of the survivors were seen lying about the decks in the last stage of emaciation, and in filth and misery not to be looked at.

"While expressing my horror at what I saw, and exclaiming against the state of the vessel, I was informed by my friends, who had passed a long time upon the coast of Africa, and visited many slave ships, that this was one of the best they had seen, the height being sometimes only 18 inches, so that the unfortunate beings could not turn round or even on their sides, the elevation being no higher than their shoulders and here they are usually chained to the deck by their neck and legs. After much deliberation this wretched vessel was allowed to proceed on her voyage.

"It was dark when we separated, and the last parting sounds we heard from the unhallowed ship, were the cries and shrieks of the slaves suffering under some bodily infliction."

The doctor might have added "and mental agony," as it is by no means uncommon for slaves to forget their bodily torture in the affections of the heart, torn as they are from all the tenderest ties of nature; the mother from the daughter, the father from the son, the husband from the wife, and all from their homes and country. And who is the author of this nefarious proceeding? The white man, for were there no purchaser there

would be no seller. The appearance of these God-created creatures upon landing, as I have witnessed, leaves description speechless—emaciated, maimed, debased: but let that pass. To touch the soil where Britain rules is to be free, and in that assurance the slave soon begins to feel that he is a brother of the human family and a man.

How many men exist, even in England, respected for their wealth, whose purses are (more than figuratively) formed from the very skins of those beings, and lined with their blood, and yet by what more desperate crime could wealth have secured the flattery of the inconsiderate or the fawning of the sycophant? The unfortunate merchant who has forged a bill, probably to save a starving family, and without any ultimate intention of fraud, is avoided even by those who were his debtors in his day of prosperity. The reduced gentleman, whose only fault may have been too great liberality, with no crime but that of "all-shunned poverty," is scorned by his former friends who helped him to his ruin; and the honest mechanic is spurned by my lord, because of the meanness of his calling: but what crime, poverty, or station, can level man to an equality with the wholesale murdering and heart-crushing slave-dealer, or his brother the slave-holder? Yet many honoured, purse-proud men, and many aristocrats, have but recently ceased to be dealers and holders, merely because the law has compelled them, and that the nation has purchased every pound of human flesh from their unhallowed clutches.

But, of what use are the noble efforts of the Government, and the great sacrifice made for the suppression of the inhuman and unholy traffic, or the benevolent exertion of philanthropic men? The evil lies hid, and is deeply entangled with interested and selfish snares, and requires a spareless stroke to uproot the whole and lop off the branches that even have a distant tendency to encourage it. Men may preach and pray as they will, it will be waste, like music on the unconscious waters. The whole system of African trade must be revised and fearlessly pruned; the direct or indirect aiding or abetting must be stayed, before any real good can accrue from our endeavour in the cause of suppression.

Thus says an African chief:—"We want three things, namely, powder, ball, and rum, and we have three things to sell, namely, men, women, and children." Now, of what does the cargo of an outward-bound African trading vessel consist? Why, principally of rum, powder, ball, swords, cutlasses, guns, muskets, tobacco, print cloth, &c., the manufactures of Manchester, Birmingham, and Sheffield. In this manner the wants of the African chiefs are abundantly and more than supplied under the present mercantile code, and what is called a legitimate and sanctioned course of trade to the coast; and for what purpose does the chief use them? For this, rum to fire the brain, plunging him yet deeper than he is into the gulf of immorality and vice; powder, guns, balls, and cutlasses, to wage sanguinary war upon the weaker and defenceless neighbour, in the dead of night to burn and destroy villages to secure the victims for the slave agents; yet the means by which he is enabled to inflict these horrors, are supplied to him by what is called legitimate trade. No wonder the horrid traffic exists in all its deformity, and our nation's philanthropy becomes a dead letter and of no

avail. "It would be better," as Mr. Buxton says, "for the interests of humanity, that we should withdraw altogether from the struggle; better to let the planters of America satiate themselves with their victims, than to interpose our efforts unavailing to reduce the magnitude of the evil, while they exasperate the miseries which belong to it; better to do nothing, than to go on year after year at great cost, adding to the disasters and inflaming the wounds of Africa."

I by no means intend to attack the honourable British merchant, or even to insinuate that he wilfully and knowingly disposes of his goods for such purposes as directly or indirectly encourages the traffic. By no means, when it is within my knowledge to name honourable exceptions, who stand in high and bold relief for the uprightness of their commercial transactions on the western coast of Africa; and, were all like them, little could be said on the subject of indirectly aiding and abetting the nefarious and revolting traffic: but yet, such is the undeniable result, even if the cargo be sold to the African chief for produce, such as palm oil or other produce, yet more if it be sold to the slave agent on the coast for specie, doubloons, dollars, &c., whilst the frightful ravages, the unlimited introduction of rum, in almost every vessel that goes, make upon the morals of the weak-minded African is, indeed, appalling to contemplate.

The African is charged with immorality and vice, yet he is supplied with those articles to inflame his passions, and too often golden temptation is offered to bribe him into immorality and licentiousness. He is told, on the one hand, of the abomination of dealing in his fellow-creatures, and, on the other, supplied with the very means to excite his cupidity in the pursuit, and last, but not least, too often finds in the white man (if the truth must be told) a depraved and immoral example.

"It is a base world, and must reform."

Would to God that such as are here alluded to, could see even one cargo of slaves discharged, and, if not cursed with hearts that could persuade them to devour their own children, the money which now prompts them to "strut and fret their hour upon the stage," would become a deodand, not to the Queen her Majesty, but *bona fide* to the Majesty of Heaven, for the benefit of those whom their avarice has plundered, and their inhumanity has crushed.

Unholy traffickers! the food with which you pompously regale your flatterers is the African's flesh. Your wine is the black man's blood. Eat, drink, and make merry, if you can, bearing in mind the immortal words of a living orator,* "There is a law above all human laws, such as it was before the daring spirit of Columbus pierced the night of ages, opening to one world sources of wealth, power, and knowledge, and to another, unutterable woes, such it is at this day; it is a law written by the finger of God on the heart of man, that, whilst men despise fraud, loathe rapine, and abhor blood, they shall reject with indignation the wild and guilty phantasy that man can hold property in man."

Dining one day at an hotel in Freetown, the captain† of the "Octavia,"

* Brougham.

† Hoyt.

an American schooner, who had been brought before the Mixed Commission for adjudication, was one of the party. We had met before, and upon all occasions he exhibited a marked animosity towards me, on account of my being a writer to the Commission. In course of conversation the slave trade was introduced. When I independently expressed my abhorrence of it generally, and concluded by particularising America as a country whose flag was disgraced by not being amongst those which were combined for its suppression, he looked unutterable Jonathansisms at me, and left the room, to which he shortly returned, armed with a case of loaded pistols, which were flung before me with all the ferocity of an insulted slave captain, insisting that I should take my choice and fight him across the table—a compliment which (reader, impugn my courage as you may.) I declined! Whilst arguing, not very logically, that he should murder me, or that I should equally distinguish or extinguish him, for the honour of the Stars, a stranger entered, and taking up one of the pistols, asked—"What are these here for?" when, not supposing that it was loaded, he discharged the contents into the American's side, which passed through his body until the ball could be felt on the opposite side. The captain instantly seized the other pistol, and, aiming it, swore revenge! Every one fled.

"Stand not on the order of your going,
But go at once,"

was the word, for down stairs we tumbled, one over the other, sweeping before us, pell-mell, the host, hostess, and a *host* of waiters who were gallantly ascending to the rescue; but not hearing a report, we all bravely returned, and found the champion prostrate in his glory. He recovered in a few weeks, and honestly confessed (to use his own words) that he deserved it.

It is indeed strange to tell of what material some minds are constructed. Here was a man insensible to the real honour of his country, who thought it not beneath him to venture his life to resent (as he thought) an insult to her flag, yet he was totally unconscious of the disgrace he incurred in supporting so false a notion.

NAVAL AND MILITARY.

A more brave or active squadron never ploughed the main than that which now guards the African coast for the prevention of the slave trade. The cause is that of humanity, and the guardians are worthy of the cause, though Lord Brougham, some time since, in the House of Lords, very unjustly attacked the naval officers, by asserting that they waited outside the rivers and creeks until the slave cargoes were on board, in order that they might claim the head or blood-money (*5l. per head*). Now the very reverse is the fact, for they never spare themselves in remaining up the creeks for days, to ferret out the slavers, undaunted by storm, or the sickly and rainy season. No men deserve higher commendation, and Earl Minto, then First Lord of the Admiralty, was perfectly justifiable in his spirited advocacy, and repudiation of the charge.

The steam cruiser answers admirably for the coast service, because in

calms she has the advantage of the slavers, though they take to their sweeps, whereas sailing cruisers often lost the slavers in a calm.

The slaver flying from the coast in a tornado is a stirring sight. They run right before it, and frequently carry away their sails and yards, from the press of canvass. Once off the coast, they consider themselves safe, their sailing qualities being first-rate; and then it is, catch us if you can.

The "Albert," one of the Niger vessels (under the command of Lieut. Cockcraft), fought a brilliant action up the Rio Nunez, at Dobroka and Cascabouk, in chastising the natives who annoyed the British residents. Mr. John Mallard, clerk in charge, rendered spirited service upon this occasion, and distinguished himself in the highest degree. On her return from the expedition up the Niger, she was for a considerable time laid up in the harbour of Sierra Leone, when, on a survey, she was put in commission by Commander Buckle, of the Sierra Leone station, and sent to cruise off the Gallinas. Lieut. Cockcraft returning to England on leave, Mr. George Blakey was appointed to the command, when such was the untiring vigilance of this officer, supported by the clerk in charge, Mr. J. Mallard, that in one month (February, 1845,) she brought in three slavers—the "Triamfo," brigantine; "Venus," schooner, equipped for the trade; and the "Ina Majestada," schooner, with 421 slaves on board, under the Spanish flag. Lieut. A. R. Dunlap superseded Mr. G. Blakey, who was put in command of Her Majesty's sailing tender "Prompt," running between Sierra Leone and the Island of Ascension, Lieut. Dunlap proving himself an indefatigable and a most successful captor of vessels engaged in the slave trade. The "Albert" is now, I believe, unfit for service.

The slavers frequently hide themselves in the creeks, and cunningly fix trees to their mast heads for concealment, hoping that they may be mistaken accordingly. Many never come to anchor, but stand on and off, until the slaves waiting in the barracoons can be shipped. Where all are so commendable, it would be invidious to particularise any; it is therefore only necessary to remark that the officers are worthy of their crews, and the crews worthy of the nation and cause which they serve; and were my Lord Brougham, amongst his multifarious avocations, to try a naval command for one month at Sierra Leone, he would return to the House to acknowledge that the slavery of the *woolsack* is holiday sport, compared with the *slavery of slaving after slavers!*

It is very easy for fireside warriors to contend over the bottle and snuff-box, and "shew how fields" should "be won," but let them strap Her Majesty's harness on their backs, and "brave the battle and the breeze," instead of the bottle and the sneeze, and they will soon discover that their *otium cum dignitate* animadversions proceed from at best but a "half seas over" investigation. I remember having met an ensign of a *militia* regiment, who commented very strategically upon the battle of Waterloo, which he modestly concluded with the following egotism (by the way, borrowed from the French):—

"Wellington should have lost the day. He won the victory it is true, but lost the battle. Since *my* connection with the *army*, I have applied closely to military tactics and would undertake to prove to the

Duke himself, *that he should have retreated before the arrival of Blucher!* Look ye gentlemen," continued the tactician, "Here stood the British," represented by bottles, rummers, knives, forks, and porter-pots, "and here were posted the French," equally ingeniously disposed, in brigades of spittoons, pipes, cigars, and the Bony-part of our feast. "Now, mark ye gentlemen, had his Grace charged his bottle and porter-pot wings upon the pipes and cigars (the enemy's centre), he would have at once quenched their fire, and forced them into their own spittoons."

Forbearance could endure no more, and our laughing host was obliged to roar out, "Was you ever in the Army Mr. Maccracker?"

This is a fact, and ludicrous as it may appear, the gallant Ensign was as serious as even Wellington himself, when he cried, "Up Guards, and at them!"

The anecdote, if rightly read, may be of some service to Lords, Commons, and Military "Bobadils."

The *military* amounts to between six and seven hundred (as well as I remember). The privates are all blacks, officered by Europeans, and, perhaps, three or four corporals, and a serjeant.

Formerly, white troops were also stationed in the Colony, but have been totally withdrawn from their incapability to attend properly to their duty, owing to climate. The uniform is that of other English regiments, but of lighter material.

The force consists (at present) in part, of the 2nd Regiment, which is a well disciplined body, and much attached to their officers.

They are proud of being called "Queen's Men," and scornfully address the civilians with—"Me no Niggur, me Queen Man."

The regiments are generally composed of the liberated Africans, and are changed about to the West Indies every two or three years. Their courage has not been put much to the trial of late, but, from the undaunted bravery evinced at Fort Thornton, upon a very trying occasion, and their more recent skirmishes with the natives up the rivers, together with their devotion to their officers, there is every reason to assert that, whenever called into action, they will remember the honour of the service, and the gratitude due to their liberators.

The Commissariat is situated in Walpole-street, and is a large and handsome building. The ground-floor is appropriated to business, which is transacted by the Assistant Commissary General, and Europeans. There is a guard-house, with a regular detachment, for protection. The affairs of the navy and army are transacted here, public contracts made, pensions paid, and the liberated African department held.

The Commissariat stores are at Queen's Wharf, and are well supplied with all the appliances of war and peace.

The Military Hospital is superintended by a first-class Staff Surgeon, and three or more Assistants to the West India Regiments. The salaries are liberal. Officers and seamen from Her Majesty's squadron are also received here. The general arrangement is creditable to all parties; and the surgeons have the privilege of private practice, in which their gratuitous service is remarkable.

Whilst upon military subjects, I must indulge in a tribute to a gen-

tleman and a hero. Governor Colonel George Macdonald, by unswerving justice, tempered with mercy, has recorded his name in the grateful remembrance of all who were so fortunate as to have been placed under his fatherly dominion. The black man's prayer is offered up for his temporary glory, and the white man knows that he shall have his eternal reward. This highly distinguished Governor arrived in the Colony about January, 1842, and returned home in the month of May, 1844. Colonel Macdonald served with distinction in the Peninsular war, and at Waterloo, and is now ensuring the happiness of Dominica, of which he is Governor.

It may not be out of place here to say a few words upon the native doctors and doctresses, for, in this profession, there are African ladies as well as gentlemen; the former, upon all occasions, proving their superior claims to the diplomatic honour of "M.D.," which, in the lady's case, I suppose, means "Madame Doctress." The gentlemen, however, though not such ducks, are the superior quacks, and resort to stratagems, jugglery, nostrums, and hocus pocus manœuvres, to work upon the credulity and superstition of their patients, that would sicken a hygean with envy, and make Holloway mask his face with his own ointment. Their advertisements are but oral, yet they multiply and spread them so rapidly that each doctor may be said to be his own *Times*.

Want of success in effecting cures is always attributed to the patient's disbelief in the charms, which is justly punished by the insulted fetishe, or the prophet himself, should the practitioner be a Mahomedan. Fortunately, never having been subjected to the medical skill of a Morrisonian African, I cannot speak of their ability personally, and what I have had by hearsay is too foolish to be recorded, whilst very *painful* experience enables me to vouch for the skill of at least one of the lady professors.

I was for a considerable time suffering under an acute disease of the bones, which baffled all the medical and surgical talent of the Colony; my agony was intense, and I was so reduced that one might have supposed that pain had wasted away my flesh for the special purpose of rendering the seat of the disease visible. My case having been pronounced incurable in the Colony, I proceeded in a cutter to the Island of Matacong, in order to consult (as a forlorn hope) the Doctress Yimba (the petticoat Brodie of the Soosoo county). We conversed through an interpreter, and, having examined me very scientifically, she pronounced my affliction to be *bintangee*, or rheumatism. Her fee for a perfect cure was twenty bars of cloth, no cure no pay (a bar of cloth is about two shillings).

Her first operation was to squeeze the affected joints with all her strength, then the limbs, and tottled up the whole by pummelling my body, with the greatest local impartiality, until the cure seemed worse than the disease. She then left me, and proceeded to her dispensary, the "bush," to cull certain medicinal leaves, which she pounded into a pulp, and layered over me from head to foot; this universal poultice was allowed to remain until quite dry and hard, and as it fell off was replaced by fresh. This application was continued for two months, with repeate

washings, and drink from a decoction of wood to purify the blood. Her attention was so unremitting, that she became my nurse, and, with her two adopted children, slept in an adjoining apartment, that she might attend to my nightly wants, which, however, were administered too often with fear and trembling, as, from her ignorance of English, she sometimes imagined that my shrieks of agony were anathemas against her for the tortures which I endured; still she plastered, lotioned, drenched, until, at the end of three months, I was enabled to return to my duties in the secretary's office perfectly cured. I paid her several visits upon my crutches, when she received me with affectionate hospitality, pressing her natural and simple fare of rice, ground nuts, &c., upon my acceptance. So I left Yimba and Matacong unexpectedly, in a canoe, instead of a coffin, and once more was "back to busy life again"—*opprobrium medicorum!* It may appear that this anecdote should have been included under the civil establishment, but as Yimba is not only "Regius Professor" to several black Majesties, but also their Surgeon General to the Forces, her name is not inappropriately introduced with our medical staff.

Inspector of Schools.—This appointment, at £150 per annum, was held by the head staff surgeon, but is now, I believe, nearly in disuse. The duties were three months' tour of inspection and examination through all the villages; but, since the plan of emigration has been adopted, the schools have been left more to the management of the missionaries of various denominations and private exertions.

COMMERCIAL RELATIONS, TRADE, IMPORTS, EXPORTS, CUSTOMS, ETC.

Merchant Service.—Agreements with clerks are usually made in England, by the agent of the house, and is generally for the term of three years, at a trifling salary, generally upon the following scale:—£40 for the first year, £60 and £80 for the second, and with board and lodging for the third, and a passage out. This very small allowance is soon found to be inadequate to the expenses incurred, and the term (which is three years) is seldom completed. It would be much more to the interest of the merchant to allow a liberal salary; indeed a man should be bribed to dare the climate; and, apart from other considerations, no less salary than £200 should be offered or accepted. The result of paltry remuneration is dissatisfaction with themselves and employers, and indifference to the business with which they are entrusted. I can honestly recommend the clerk, who is offered an engagement upon the present system, to sweep the streets of his native home rather than accept it, the proposition being £40 a-year, for forty to one against his life, half of the chances against him arising from an approximation to starvation. And I can, with equal honesty, also recommend the merchant to pay liberally, or his interest will not be attended to; fair remuneration will secure attention. It is too much the custom for employers in the Colony, to send their newly-arrived clerks to superintend the loading and discharging of vessels at the town, and up the rivers and creeks. This occupation requires a constant exposure to the sun, or malaria from the mangrove bushes, and decayed vegetation, from all of

which he is liable to become attacked by fever, and the probability is that he never survives; and should he battle it out, he is wrecked, and debilitated for months, and is rendered of little service to himself and none to his employer. No clerk should consent to go up the rivers or creeks until he has become seasoned to the climate, by residence in the town; the acclimatised Colonists alone should venture on these hazardous expeditions, which, to new comers, are almost certain death.

The imports are rum, tobacco, blue and white bafts, gunpowder, in small kegs, guns, Tower muskets, swords, cutlasses, flints, tools, iron-bars, iron pots and hoops, cutlery, prints, satin stripes, romalls, tom coffees, red taffety, silk and cotton handkerchiefs, bandanas, hosiery, lace, muslin, silk and cotton umbrellas, orange, scarlet, and blue figured stuffs, blue and scarlet woollen cloths, superfine and coarse; Turkey red handkerchiefs, red woollen caps, blue and yellow nankeens, white and yacht shirts, flannel, blankets, white and brown drills, Indian goods, ribbons, black cloth and crape, coral beads, rock coral, blue cut beads, glass, amber, trinkets, small looking-glasses, hardware, crockery, boots and shoes, paper, porter, ale, brandy, wine, sugar, tea, coffee, butter, flour, soap, thread, medicines, perfumery, &c., &c., and generality of English goods.

Exports consists chiefly in teak timbers, ivory, gold in dust, bars and rings, wax, hides, superior camwood, gums, palm oil, &c., small quantities of coffee, arrowroot, ground nuts, pod pepper, cotton, lignum-vitæ, starch, gums, &c. Indian corn is grown to any extent, and the supply could only be limited by demand.

Trading factories are generally without the jurisdiction of the Colony, and in the territories of the native kings or chiefs, from whom they are held by the merchants on payment of a certain amount of bars annually. The chiefs are expected to defend the tenants from the depredations of his subjects, and to settle all disputes in the fulfilment of contracts. These palavers (as termed) are held in the Barré, or Court-house, of which there is one in the centre of every town.

The principal factories are in the Timmanee country, Port Logo, Rokelle River, and the Quia, Magbilly; from the latter the finest camwood is procured. In the Mandingo, Soosoo countries, the Scarcies, Mallicouri, Fouricarria Bagga, timber, gold-dust, ground nuts, palm oil, hides, gum, and wax are found in great quantities.

(To be continued.)

EMIGRATION AND PRISON DISCIPLINE CONSIDERED, IN
A LETTER TO THE BRITISH GOVERNMENT.

(Per favour of *The Colonial Magazine*.)

I HAVE the honour to forward you the following remarks on a subject of the utmost importance to the State, and I hope the day is not far distant when the British Government will carry out a reform similar to that marked out in these pages.

It is the duty of every good citizen of a state to defend the social system under which he lives, and in an age of high civilisation like this an efficient system of punishment for crime is necessary to maintain order. The patriotic heart will perhaps regret the existence of crime, and the necessity for restraining those whose actions form it; but the generous feelings of the good must merge in the welfare of society. The Government of a great and populous nation incurs a weighty moral responsibility in the mode of punishment it selects for the care of those unfortunates who have abandoned the restraint that the law imposes on every citizen; the punishment of such persons should be viewed as a stern necessity, and their reformation be the chief aim in our system of prison and penal discipline. A virtuous society ought never to feel a vindictive satisfaction in the punishment of unfortunate beings, who have no knowledge of the pleasures of virtue. The attention of the British Government should be specially directed to the reformation of criminals and the prevention of crime; or,

1. The improvement of our whole prison discipline.
2. The relief of the wants of the poor by emigration.

I proceed to draw the attention of the British Government to the awful state of our penal settlements, which I pronounce a disgrace to our country. Instead of being useful as schools for the reformation of the criminal, they are academies of the devil, where every vice is acquired, and where men have reached the lowest point of moral degradation. The system is erroneous; although crime is most prevalent in herds of the depraved, and least found amongst the solitary, yet the punishment is of a gregarious, instead of a diffusive character: the chain gang, with its miserable appliances of bolts and bars, being the last stage, is also the worst; for after men throw aside self-respect, they are fit for anything, particularly when herded together like brutes. Every person knows the fearful demoralisation of the penal Colonies who has either visited them or read the despatches which have lately passed between Lord Stanley and the Governor of Van Diemen's Land; it is too dark a picture to dwell upon, and the truth would disgust any person of proper feeling. And it is into these universities of crime that hundreds of very young offenders are huddled; they receive daily lectures on the theory and practice of every vice, and such lessons soon turn the timid offender, who, perhaps, regretted the offence for which he suffered, into the hardened ruffian, accomplished in every kind of guilty lore. The

penal settlements have been turned into moral pest-houses, and a picture of their real condition would make all who are delicate, virtuous, and good, shudder; but we will not extend our description of these dark and dreary spots in the history of mankind. The Government will never reform a solitary criminal till the end of time on the present system, or so long as it regards the settlements abroad and the prisons at home as so many mere receptacles for criminals. They mean to do nothing but keep them, and they demoralise them, when they should do their best to improve their morality. To meet my view of the case, the prisoners of the State should be instructed and taught their moral and religious duties—an attempt should be made to awake, and work upon, any better and nobler feelings that may be slumbering in their breasts; they should be taught their responsibility as moral agents—habits of industry should be formed; they ought to lead a quiet and orderly life to enable them at a future day to become good and useful members of society; and to prevent them from being a burthen to the country, they ought to eat the bread they earn, and pay a certain sum for their expenses to the Government. But it is impossible to do this in a penal Colony, where the very dregs of society are congregated, and where the atmosphere is so impure that the mind of a young person must be totally corrupted. It is, indeed, hardly possible to conceive a worse soil for a young offender to be thrown, as the riotous and fiendish excitement amongst the prisoners (which even the degradation of bolts and chains, and whips, cannot eradicate) will freeze any good or virtuous feeling which might remain; in fact, no penal Colony conducted on the present principle will ever be anything better than a pandemonium of guilty misery, and the striking language of Juvenal might with propriety be applied to all of them:—

“ Nil erit ulterius, quod nostris moribus ad dat.
Posteritas, eadem cupient facientique minores,
Omne in præcipiti vitium steit.”

There exists a freemasonry of sin and crime into which every offender thrown amongst these unfortunates is initiated. True, that even in these hells there is a deeper and a deeper hell—a penal Colony like Dante's *Inferno*, possesses its Malebogles for the reception of the worst class of offenders; but to suppose that the worst class were always sent thither would be to deem the actions of the magistrates and employers to be guided by moral rectitude—the fact being that it often occurs that the manly convict who will not bind his soul to the stern will of his task-master will be punished instead of the more profound villain who knows how to crouch and fawn upon those in authority. The noble injunction of Seneca—“ So live with your inferior as you would wish your superior to live with you,” is not so much as thought of in these lands; and the convict is deemed an inferior being, and the superciliousness which is too evident in the behaviour of these little magnates is sufficient to deprive him of self respect, and force him to become the brute that we frequently find him. The duties of citizenship should necessitate every member of the state to treat even offenders against the laws, who have been placed under their control, with pity, and the

very inferiority of the convict in the eye of the law should prevent either any ebullition of anger, or any appearance of disdain to escape from the employer or magistrate: on the contrary, a great effort ought to be made to eradicate both those early habits of evil; and the indulgence of those criminal passions which have led to the perpetration of crime. We must say, however, in sorrow, that there is no hope of the reformation of one criminal in our penal settlements, while every thing pure and holy is turned into matter for burlesque by the polluted mass, and every sting of conscience or twinge of remorse drowned in moral and physical dissipation.

That this dreadful prostitution of humanity ought to be stopped, I am now to prove. Even in our own country there exists much hypocrisy with regard to crime; there is a dread oppresses many of our citizens who have been guilty, but it is lest these vices should be exposed to the eye of the world; that the malicious man and the lover of scandal might gloat at the failings of a respectable member of the social state. The world is one grand masquerade, and few will readily throw off the mask, and show their hearts, in their deformity, to their most intimate friends. There must be a wonderful charm in virtue, when those who are really profligate would assume its garb; it is a prejudice inherent in our nature that we wish the world to think us better than we are; and the majority conceal their failings, and take credit for virtues of which they are destitute. This proposition could not be more forcibly illustrated than by stating the well-known fact that tyrants who have scourged and shattered the world have tried to reconcile their crimes with justice, and laid the flattering unction to their souls that they were virtuous. Who ever equalled Maximilian Robespierre, the king of the bloody reign of terror, for cruelty; he flattered himself that the reign of terror was but to found a reign of peace, and he also expressed the memorable saying, "that the executioner is the invention of the tyrant." We find many impostors in the world, who, although at heart abandoned, yet pass in society as virtuous. But when discovered they find that they have lost their place in the world's esteem, and abandon themselves to the worst passions, and pursue a headlong career of crime. The best method, therefore, of totally ruining a young offender is to suppose him thoroughly abandoned, and herd him with the callous and hoary criminal; and any one who has given the slightest attention to the lights and shades of the human heart, will perceive that if a proper distinction were made, the criminals judiciously classed, and proper precautions used to reform them, two-thirds of our convicts might be restored to their standing in society. No barrier ought to separate the offenders, against the laws of their country, from their fellow-citizens in ordinary cases, and they should not be degraded further than necessity demands, and the utmost attention should be devoted to reclaim them. It is no part of my present object to discuss the various notions of moral depravity or virtue. These have ever varied, and are very likely to change; my present purpose is to offer suggestions for practical use, not propositions for abstract discussion; but this I think will be at once admitted, that men commonly approve what they con-

ceive to be good, and condemn what they deem evil, but their minds are subject to prejudice, and thousands will follow the popular opinion and pander to the casual prejudices of the hour. In the ancient republic of Sparta theft was regarded as a virtue, because it displayed vigilance on the part of the thief, and negligence on the part of the sufferer; we must look upon it as an infringement of the laws of both God and man, therefore the opinion of the Lacedaemonians was erroneous; but it presents a most striking instance of how far prejudice might be carried. Virtue and crime are positive terms representing certain actions, to be either respected and admired, or feared and hated; but if the character of the man who performed the latter change, and he perform good actions, he is not to be hated but loved; indeed it is the action not the actor, that men ought either to hate or love. Is it not the detected criminals who are punished? But millions of criminals are never detected, and the virtue of this age of civilisation is an artificial cloak, each citizen imposing upon his neighbour. It unfortunately happens that men, knowing they are impostors, deem it absolutely necessary to be excessively severe upon those who have been taken hold of by the law; nay, to feel for or pity them would be to incur the hazard of sharing the opprobrium which is thrown upon them; as if sympathy with the erring made the agent a partaker in the views of those for whom he was sorry. And to maintain a proper position in society the very sharer in the guilt of the criminal would throw the first stone, if he could himself escape detection.

It is to be lamented that persons of generous feelings and philanthropic spirit do not call upon those who form the Government to take advantage of this prejudice to confer a benefit on man. Some plain method should be adopted for punishing the really callous and abandoned, who are dangerous to society, thereby leaving some chance of his ultimate reformation, but separate from the less dangerous offender. Thousands are, however, daily sent out to sure destruction, who have been ignorant and oppressed by poverty and have been almost forced into crime, but who might be educated and taught the penal degradation of crime, and turned into good citizens and useful members of society. My purpose is simply to benefit the state by means of its erring citizens, instead of allowing them to remain a blot upon our history. To effect the object in view I propose to divide the criminals into three classes—1. Those who have been convicted of light offences, but have, up to the period of conviction, possessed a previous good character, and who are of industrious habits; and whom I would allow to exile themselves to the British Colonies of the empire upon the following conditions:—that they return not to the Mother Country; that they repay the expense they have been to the Government out of their first year's wages, and give security to that effect; that they be allowed to change their names, and that their crimes shall not be divulged, unless with their own consent. That during the time they are at home, previous to the sailing of the vessel, they shall be provided with an instructor, and that during the voyage they shall have both tuition and religious instruction. That if any of them prefer the army or navy, they shall be allowed to go upon foreign duty in either service.

The chief punishment necessary in the ancient republics of Greece and Rome was exile, and I am certain that by this plan two good results would follow, the young offenders would be reclaimed and the Colonies supplied with labour. These young offenders would soon regain their position in society, and in a thinly peopled country there would be but little temptation with good wages to return to vicious courses.

The second class of criminals I would have placed in penitentiaries in England under a system of moral and religious training; persons not altogether depraved, but who have never learned habits of industry should be selected under the second class; great care should be taken to eradicate the evil habits they may have contracted, and attach them to industrious pursuits. To this end they should be confined for the greater part of their time in solitary cells; they should be made to depend for the bread they eat on their labour, and a certain portion of their earnings ought to be paid to the Government for the expense of the penitentiary. After some years probation in these prisons they might be allowed either to enter the army as recruits in regiments on foreign service, or into the navy if they preferred it, or they might be allowed to go out as exiles to the Colonies on terms similar to the first class. The great aim in thus confining the prisoners in solitary cells would be to teach them industrious habits, and they would be glad to fly to work, not merely to obtain bread, but also to pass the time which, of course, would fall heavy on their hands. If once industrious habits could be formed, I would have little fear of their ultimate reformation.

The third class, or those who are apparently of irreclaimable and intractable character, should either be kept at home in the hulks as prisoners of the Mother Country or transported to some penal settlement. But the present system of probation and tickets-of-leave should be abolished; and the convicts who are intractable kept by themselves, carefully watched, and forced to labour under strict surveillance. The penal discipline must be particularly strict, and no person should be allowed to leave these prisons, unless conclusive evidence be given of reformation; then, indeed, they might be permitted to enlist into the army or navy, or that portion of it on Foreign and Colonial service. Great care should, however, be taken not to pardon without reformation has in reality taken place. Crime must be punished, and the irreclaimable criminal must be severely dealt with by society for its own safety. My view is to punish the hardened criminal, but at the same time prevent his association with the young and uncontaminated offender. I may, in closing this part of my subject, mention my conviction that the great disproportion of the sexes, and the law which prohibits any convict from marrying, have been productive of many of the crimes which now exist in penal settlements. I would, therefore, send but few out to them, and make the discipline as severe as possible.

I now come to consider the second division of my subject—the relief of the wants of the poor by Emigration.

The population of the United Kingdom increases daily; every year half a million of souls are added to the dense crowds that fill her cities and villages; each time the clock peals, the population of the British

Isles has increased sixty souls; and the wail of distress becomes louder and more desperate, until every face is shaded in despondency. Those social evils which have their source in high cultivation and intense competition, increase with the extension of the population, and must end in great social convulsions unless the Government meet the evil by prompt and vigorous remedies. A peaceful policy has distinguished our country, and it is to be hoped she will take the lead in those social improvements which distinguish the age; and the earnest attention of the Government should be devoted to the diminution of crime, and the prevention, as far as practicable, of the increase of another social bane. The spread of pauperism is making many of the lower orders effeminate and vicious; in too many cases the poorhouse relief will be found the open road to evil and crime. That the whole system is useless, and calculated to extinguish energy and industry amongst the working classes, I am now to prove, and that from being good citizens and useful members of society, they degenerate into dependents on a most vicious system, and lose the independent sturdy character which was wont to distinguish our peasantry. The prevention of crime, and the elevation of the working classes, will alike flow from the diminution of pauperism and the improvement of their physical and moral condition. To effect this, a steady market must be procured for their labour, and they must be well remunerated; is it likely that many will commit crime if they can support themselves as useful and respectable members of society? I will not believe it; but, on the contrary, I am certain that in ninety cases out of a hundred, it is the able-bodied men who have no work, and the children who are thrown outcasts upon society who commit the majority of the offences against property. Labour is an article for sale and barter, and we class it with other articles of commerce; the market at home is overstocked, and this has created a whole host of social evils, and I hold that these can be cured only upon the ordinary rule of commerce to transplant the surplus from the overstocked market to the market where a demand exists. I have assumed that there is a working population in Britain, which exceeds the demand for labour, and in searching the proper records there will be abundant evidence of this; many able-bodied men are wasting their time digging holes and filling them up again, and such like nominal employments, on parish support, the State finding it more profitable to pay them for their idleness than for their labour. The energies and almost chivalrous independence of our working classes are daily changing under such a system, and their character will soon totally alter under the working of an unwholesome code of Poor Laws, which, in the large cities foster and encourage vice and idleness. (Commissioners Report for 1834, page 52.) I admit that every great nation must provide in some manner for its poor; but the State should regard, in the system it adopts, permanent, rather than temporary relief from such burdens. The English poor rates form a most extravagant and unnecessary tax, which, as now administered, will never afford any permanent relief to the country. Varying in their application, with the whim of the statesmen of the day, subsistence is afforded to indigent persons, and frequently suddenly withdrawn, after the habits of dependence have been

planted in the mind, which it would be impossible to root out, and in this manner many have been initiated into idle and vicious courses.

The increase of pauperism and crime can be effectually prevented by Systematic Emigration, and by establishing throughout the country a judicious system of parochial education; and it would be cheaper to send the poor abroad than to maintain them at home. The amount of poor rates in England alone amounted to £7,036,968, in the year 1834, and by 1847 it must have increased to ten millions.* That such a sum should be expended in affording eleemosynary aid to the poor is a striking proof of the wealth of England, and had it been expended in the permanent instead of the temporary relief of the poor, it might have been indirectly repaid to the country two-fold. It will be stated, perhaps, that the relief afforded to the poor is in not a few instances given in the shape of work, but out of the amount expended in poor-rates, in 1834, as above quoted, only one-twentieth part was paid for work really performed, including work on the roads. The greater part of this immense sum, indeed, is expended for no consideration, and with no other view than to afford present subsistence for the poor; and it must be evident that this system will daily increase rather than diminish the weight of pauperism, although the pressure will be felt most in bad years when labour is scarce and food dear. Deeming the present plan of relief bad, and the Poor Laws injurious to society, tending, as they do, to increase laziness, idleness, and crime among the working classes, I suggest that the whole system be abolished, and the poor-houses closed, unless as asylums for outcast children and infirm persons. It is repugnant to our ideas of social order to find those who are able to gain a proper livelihood by their own exertions depending on parish relief, and I deem pensions to able-bodied persons from the parish under any circumstances injudicious, as the cure must be sought for in Emigration, and not in temporary remedies. The vestries must be compelled to order the payment out of rates raised in the same manner as poor rates, money to pay the expenses of the Emigration to the British Colonies of persons who are indigent and able to work, and who have claims upon their parish. The present Poor Law Commissioners would either require to act in the capacity of Emigration Commissioners, or other men must be appointed in their place; they would require, however, to be under the general authority of a central board to be formed in England to combine the whole into one general system. Under a judicious plan such as this, our poor starving labourers will be made useful members of society, independent and happy as the pioneers of civilisation in the Colonies and the chivalrous defenders of the frontiers of the Mother Country, instead of continuing helpless dependents on their parish, without one spark of independence in their breasts. The amount now expended in poor rates would permanently relieve the Mother Country, if properly expended in emigration, and the Colonies would

* By the report for 1846, it appears that two millions of paupers were relieved in a year, nearly one-eighth of the whole population; the greater portion being able-bodied persons who received out-of-door relief. This report also states that the total amount of poor-rates annually levied and expended in England and Wales is above £10,000,000.

take all that could be sent, if the emigrants were divided among them according to their wants. From my knowledge of the Australian Colonies, I think they would take as under each year—

Sydney	10,000*
Port Phillip	5,000
South Australia	3,000
Swan River	2,000
	<hr/>
	20,000

I do not include Port Essington and the Colonies which have lately been discovered in Australia by Mitchell and Leichardt, nor have I taken into consideration the various rising settlements in New Zealand; but I may safely state, that in a few years hence the Eastern Colonies of Australia and New Zealand could in addition to the above take 20,000 every year, and I am convinced the North American Colonies would absorb as many, while there is a steady demand for labour in the West Indian and South African Colonies, which would at least absorb 20,000—making altogether the first year 60,000.

This emigration would cost as under :—

20,000 to Australia at £10 a head†	£200,000
20,000 to Africa and the West Indies, at £7 a head	140,000
20,000 to the North American Colonies, at £5 a head	100,000
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Total	£440,000

The supposed amount of poor rates being ten millions, and very likely more, it seems that it would be less expense to permanently relieve the country by emigration, than to relieve it from year to year by giving constant relief to paupers. It is a well-known fact, that the more the population of any Colony increases the more emigrants it will take; thus Sydney has a larger population than either Port Phillip or South Australia, and it will take twice as many emigrants, although the other elements of wealth may be found in as great abundance in the one as the other. Instead, therefore, of the Colonial market diminishing, it will be constantly extending, and, although it will be better to begin in moderation, the number can be increased until the whole of the paupers are sent out to the Colonies. By this plan a mutual benefit would be conferred on the Colonies and the Mother Country. Britain has hitherto done nothing further than performing the functions of a weak, federal government, and expending the money collected in them for land, and bestowing the offices vacant in them on the favourites of the Government of the day, whether they be qualified for office or not. The money collected

* In 1846 the Emigration Committee of the Legislative Council of New South Wales, stated in their report, that an immigration of 12,500 was an indispensable necessary to meet the wants of the Colony.

† I have made proper enquiries, and a responsible party has informed me he would bring out any number at £10 a head.

for land is usually expended on the passage of a certain number of emigrants paid to shipowners on their arrival in the Colonies. A scanty and fluctuating emigration has thus been pushed into the Colonies, according as land was saleable or dull; and the effect of withdrawing so much of the currency for land has ever disarranged the finance of the Colonies, and stopped the sale of land for a season. For several years the Australian Colonies have received no supply, and the Colonists have been compelled to import the felonry of Van Diemen's Land at their own expense. A great portion of the capital being invested in sheep, which increase about 80 per cent., the labour should increase in the same ratio. The consequence of this scarcity has been the spread of disease from neglect, and the ruin of much valuable property. Wages now in the interior are from £25 to £30 for any kind of men to act as shepherds.

I have argued for the continuance of the federal union between the United Kingdom and her Colonies,* instead of allowing them to become independent, from this as well as several other reasons, that there is a superabundance of labour in the first, and a want of it in the last, and that while this union remains there can be no trouble in transplanting citizens from one portion or our dominions to another. The relief to the country would be permanent, for there exists a steady demand for labour in the Colonies, and easy methods of saving sufficient to become small farmers and employers of labour, and by degrees they will drop off into comfort, leaving the field open to fresh adventurers. I think that on this system the country at home might speedily find relief from the oppression of pauperism, and it must be borne in mind, that unless some such plan be adopted, the evil will grow upon us, until one-third of the population may ultimately depend for subsistence on the other two-thirds, who will have to maintain them in idleness. In addition to these paupers, whom I propose to send out by their parishes, there would be the usual casual emigration, which might be very much increased by the development of the resources of the Colonies consequent upon the copious influx of labour. In 1843-44, twelve months inclusive, the number of casual emigrants, as stated in *Simmonds's Colonial Magazine*, was 70,686, and this would afford another means of relief to the Mother Country, when coupled with the number I propose to send out at the expense of the different parishes. And if the rates collected in the parishes were inadequate for emigration purposes, I am inclined to think that Parliament should be called on to give a small annual grant to forward the emigration of needy persons to the more distant Colonies. I cannot conclude without remarking that the present unequal state of the laws affecting the sale of waste land throughout the Colonies of Britain has a tendency to stop Emigration by preventing the sale of Crown Land and putting it out of the reach of small capitalists to invest their money in land for their own occupation. The Government should establish one uniform minimum price of waste land all over the Colonies, and if the land be sold by auction, it will fetch more if it be intrinsically worth more than the

* See my new Plan of Colonial Government, Pamphlet on "Colonial Reform" published by Simmonds and Ward.

upset price. I am certain that the high price of land in the Australian Colonies has prevented thousands from settling in them.

In conclusion, I would also urge on the Government the necessity of appointing properly qualified and respectable men as emigration agents at every port of disembarkation; and also, in the event of paupers being sent out to the Colonies, of affording each of them the necessary means for obtaining a comfortable subsistence when they arrive, until they obtain situations suitable to their condition in life and their skill. Small farms might be given to those who had families, and could scrape together a little money to start them, either on their arrival or after they had saved some money out of the wages of their labour. By this plan the country would be relieved of pauperism, crime would be prevented, our poor citizens would be more comfortable and happy than at present, and the State would ultimately be the gainer.

THOMAS M'COMBIE.

Melbourne, Port Phillip, Feb. 19, 1847.

ON THE GEOLOGICAL STRUCTURE OF BARBADOS.

BY SIR ROBERT H. SCHOMBURGK.

THE first aspect of Barbados leaves no doubt, even to the casual observer, that its origin is to be traced to the labours of the coral animals. It represents one of the most remarkable instances of a coral island, which, by gradual and successive elevatory movements, has been raised to a height of nearly twelve hundred feet above the sea. The island is about twenty-one miles in length and thirteen in breadth. The structure appears under two distinct features, namely—A coralline limestone, with beds of calcareous marl, containing recent shells and B. strata of silicious sandstone, intermixed with ferruginous matter, calcareous sandstones, silicious limestones, different kinds of clay, earthy marls, frequently containing minute fragments of pumice in a manner "hitherto nowhere else observed" by Professor Ehrenberg, silenite, strata of volcanic ashes, seams of bitumen, and springs of petroleum (Barbados tar). The author denominates this formation, which is peculiar to the district called "Scotland" and "Below Cliff," in Barbados, "the Scotland formation."

The coralline rocks constitute the great bulk of the superficial area of Barbados, and occupy six-sevenths of the whole island. The characteristic feature of this portion, chiefly when viewed from the west, are elevations rising progressively in forms of terraces to the highest ridge of the island. These terraces are precipitous, frequently wall-like, and, in some instances, nearly two hundred feet high. They are traversed by deep fissures or ravines, which radiate from the axis of the central ridge in a very regular manner to the west.

to the north, and south, but not to the eastward, where the coralline formation abruptly ends.

The author has no doubt that these terraces were formed by elevatory movements, and he has traced six terraces indicating as many different periods of upheavals. Christ Church parish, or the Ridge, is of much more recent date, and appears to have made its appearance above the water with the fourth epoch of the elevatory movement. The succeeding epoch raised the valley which previously formed a narrow strait between two islands.

The upheavals in the commencement, rapid and accompanied by considerable force, became, in succeeding periods, slower and slower, and of reduced height, the nearer they approached our own time. On the leeward coast, along the road which leads from Bridgetown to Speightstown, lines of rounded and angular pieces of limestone, pieces of coral, &c., heaped upon each other, prove decidedly that it was formerly a shingle beach. The author was told that Indian hatchets had been found among these fragments, which would fix the date of the last movement within the historical period.

There are proofs that Barbados has been elevated gradually to its present height within the epoch of existing shells. Species of the genera, *Trochus*, *Lucina*, and *Petricola*, have been found near Sugar-hill, Chimbaroza, and Mount Wilton. The casts of these shells are merely found at that elevation, while the shells, found at a height of from fifty to three hundred feet, possess, in many instances, still their and do not differ from those found in its adjacent sea. The fossil shells are frequently larger than the recent; and others, which at the period when they were embedded, must have been abundant around the island, are now very rare, or are only found further northward among the Virgin Islands, the Bahamas, and the south-eastern coast of North America. Some of the recent shells found in the fossil state have retained their pearly lustre and colour in such a surprising degree that one is tempted to disbelieve that they had been lying buried for ages. This refers chiefly to specimens of *Strombus Pugilis*, *Bulla Striata*, *Cyprea Cineraria*. The author found fragments of a gigantic shell one inch and a-half thick, which apparently belonged to *Tridacna* (?) or an allied genus. It enclosed a petricola.

The coralline rocks harden frequently into a compact limestone with conchoidal fracture and translucent on the edges, and assumes all the appearance secondary to limestone. This mass has occasionally the appearance of stratification as near the road between the Chapel estate and St. Philip's church. A certain kind of the coralline limestone is quarried for the purposes of building, and although soft when taken from the quarry, it becomes quite hard by exposure to the air. Another kind, which is a conglomeret of minute pieces of shells, is quite porous, and is used for drip-stones.

The step-like terraces and solid masses of coral rock, in some instances more than two hundred feet in depth, render it very difficult to explain the precipitous nature of the terraces, upon the adopted theory of subsidence; as it cannot be supposed that six alternate

elevations and depressions took place to account for the terrace-like appearance and ravines, in some instances two hundred feet high. The author considers that the coral animals build to a greater depth than even conceded by Mr. Darwin.

Quite different in appearance, and in regard to its structure, is the Scotland district, which resembles an alpine country in miniature. The various modifications of tertiary rocks which are found in this district have been already alluded to; nevertheless, their character, under all modifications, possesses an original uniformity. These rocks are more or less inclined, and change, in some instances, in closely allied rocks of sandstone, from the horizontal almost to the vertical. The stratification is at other times wavy, and at Chalky Mount and Mount All it is greatly contorted.

The earthy marl, or, as it is called in the Colony, the chalk, constitutes by far the greater part of the series. It occurs in masses, from a few inches in thickness, to several hundred feet, as on the southern and western sides of Mount Hillaby. The summit of this mountain, which rises 1,148 feet above the sea, consists of soft earthy marl.

On the south-eastern declivity, near Grove's, bitumen has been discovered, containing, according to the analysis of Mr. Wm. Herapath—

Bitumen, resolvable by heat into tar and gas.....	61·6
Coke.....	36·9
Ashes.....	1·5
Sulphur.....	none.

The superposition of the rocks is here bitumen, bituminous sandstone, gray clay, clayey sandstone mixed with ferruginous sand, and earthy marl.

Bitumen of similar nature is found near Codrington College, Cambridge, and in other situations. The author observed a thin seam of bituminous coal traversing the sandstone near Springfield, and, at Burnt Hill, it traverses limestone. The seams near Springfield contain, sometimes, bituminous wood, resembling *surturbrand*.

In the neighbourhood of Conset's Bay rises a hill, which is locally known under the name of Burnt Hill. It is reported to have been accidentally set on fire by a slave, and continued to burn for five years. Slags, which are found on its declivity and on the beach at the foot of the hill, show distinct marks of fire, and confirm the popular tradition. But the rocks near the summit, which have a blackened appearance, have not been subjected to fire, and consist of bituminous fine-grained sandstone, and an argillaceous rock of dull yellow appearance, dry and rough to the touch, resembling, in its mineralogical character, Tripoli. At Skeete's Bay is a stratum of volcanic ashes, and pumiceous particles are disseminated through the marl.

In the white marls and other rocks of Scotland district, Professor Ehrenberg, of Berlin, discovered a new and great group of siliceous-shielded animalcules, which, in a report read before the Royal Academy of Sciences, he described as *Polycystina*. He does not consider them *Infusoria*, but that they approach nearest to *Polythalamia*. This great discovery of a class (as it might be almost called, since they amount to

upwards of two hundred and eighty species) of fossil animalcules may lead us to form an idea of the comparative age of the rocks in Scotland district, and, by comparing the forms with similar fossil animalcules from rocks of the secondary period, Ehrenberg considered that those from the remarkable rocks of Barbados resemble more the *Polycystina* of that period than of the tertiary. The author's investigations lead him to consider the rocks to belong rather to the tertiary period, and in this he is confirmed by some shells found on the summit of Bissex Hill, and near Springfield, which Professor E. Forbes considers to belong to the miocene period. At Bissex Hill, the teeth of two species of shark (from the genus *Lamna* and *Odontaspis*), and spines of echini are likewise found. The rocks to the south of Chalky Mount contain a much greater admixture of calcareous matter than to the north of it, where they are much more siliceous. This interesting and curious scalaria, which the author found on the summit of Bissex Hill, has been called *Scalaria Ehrenbergia*; and a new *Nucula* from Springfield received the name *Nucula Packerii*.

If we inquire now into the circumstances which produced the elevation of the Scotland series of rocks, and transformed the horizontal strata of sandstones into almost vertical and contorted series, we cannot doubt that submarine movements raised this old sea bottom, and volcanic agency, acting violently from a given point, gave rise to the local derangements of this formation. The strata of sandstone are more disturbed near Chalky Mount than any where else; the line of disturbances extends from that hill towards Forster Hill and Mount Hillaby. It is a very remarkable fact that while the earthy marls and clays from Scotland district abound in *Polycystina*, not one species has been discovered in the red and blue clays from Sweetbottom, near Mount Wilton, and from the cliff in St. John's, attesting the great contrast in the geological age between the coralline formation and the Scotland districts. The earthy marl and gray clay which forms the very summit of Mount Hillaby, contains no less than fifty-five species of *Polycystina*, two species of *Polygastrica*, four species of *Geolithia*, and seven species of *Phytolitharia*.

It would be of great interest to have rocks from other localities in the West India Archipelago examined microscopically, in order to discover whether they contain *Polycystina* which might lead to conclusions of importance to the relative ages of the West India Archipelago. In looking over a collection of rocks from Jamaica at the Geological Society, the author noted a strong similarity respecting their mineralogical character between the rocks presented by the Reverend Mr. Jelly, from Clarendon, and those from the Scotland district in Barbados. Among those from Jamaica he observed, likewise, bituminous wood, and bituminous coal.

[A translation of the paper on "The Most Minute Forms of Animal Life in Barbados," by Professor Ehrenberg, which gives a detached description of the new group of animalcule, will be printed in the "Annals of Natural History."]

COLONIAL RAILWAY MOVEMENTS IN BRITISH AMERICA,
AND NEW BEAUHARNOIS JOB.

(From a Correspondent.)

THE progress of railway enterprise in the British North American Colonies appears to realise the proverb, "Great cry and little wool!" The public press, both of the Mother Country and of the provinces have been inundated of late with paragraphs, puffs, letters, articles, and leaders, about one or other of the projected lines; but, nevertheless, time runs on, and as yet it is all talk or pen-work—not a sod has been turned over, nor an inch of rail laid down.

The *St. Lawrence and Atlantic Railroad* made its appearance in England about two years and a half ago. It was announced as established under an Act of the Parliament of Canada, which received the Royal assent on the 17th of March, 1845. The provisional committee in Canada comprised twenty respectable names, including the London agent, Mr. A. T. Galt. The corresponding board in this country consists of seven individuals—Edward Ellice, Esq., jun., M.P.; William Chapman, Esq.; James J. Cummins, Esq.; J. B. Elin, Esq.; Alex. Gillespie, jun., Esq.; Nathaniel Gould, Esq.; and Robert M'Calmont, Esq. These names are most of them known to the London public, and all, or several of the most influential, are members of the Direction of the British American Land Company. Of this concern the *Halifax Morning Post* of the 23rd September, 1845, thus spoke:—"The names on the Directory are a satisfactory proof of the estimate that has been formed of the prospects of this undertaking by some of our most eminent and prudent merchants, and—a circumstance on which we lay great stress—the scheme originated in the Province, and has been warmly received there, a large proportion of the shares having been taken by residents. It is an enterprise in which no such expenditure as Parliament entails upon English railroads before a single step can be taken* towards executing the works is to be feared, for the company has already been incorporated by the Provincial Legislature. The whole of the sums subscribed will be usefully expended."

* In the prospectus it is stated that the expense of laying down a single line of rail will be under £4,000 per mile. It is well known that for railways in England—
Under *parliamentary expenses*, the charges have varied from £650 per mile to £3,000 per mile.

Under *law charges, engineering, and direction* the charges have varied from £900 to £2,500 per mile.

Under *land compensation claims, &c.*, the charges have varied from £2,200 to £8,000 per mile.

Under *railway works, stations, &c.*, the cost has varied from £12,000 to £41,000 per mile.

Under *carrying establishment, &c.*, the outlay has varied from £4,300 to £4,800 per mile.

In this article the writer further puts forth lures, in the shape of expected dividends, sufficiently spiced for the maws of even the most avaricious gamblers of the Stock Exchange of London during the height of the railway mania. He refers with contempt to the rage for dabbling in foreign railway stock, and says, notwithstanding "the experience of Spanish Bonds and Spanish Legions," there are still "fools to build *chateaux en Espagne*." Without letting out that this St. Lawrence and Atlantic Railway is to be half a Yankee and half an English line—part foreign and part provincial—he complacently states "there will be no 'repudiation' in this enterprise!" and he concludes by this memorable observation, "the St. Lawrence and Atlantic Railroad is a LEGITIMATE MERCANTILE SPECULATION, and one of those enterprises which, by adding to the interests which *the Colony and Mother Country have in common*, strengthens and perpetuates the union between them."

In this last sentence there is a degree of bare-faced effrontery, so shallow, that it should occasion nothing but laughter, did we not feel it to be our duty, as loyal subjects of the British Crown, to denounce an attempt at incipient treason, even when wearing the guise of a railway project! In what respect will it strengthen the union between Great Britain and Lower Canada, that a railway, to unite the waters of the Atlantic and the St. Lawrence, should terminate in Montreal at one end, and at Portugal on the other? What dealing, in the shape of daily traffic and intercourse, ought the germ of a rising monarchical nation to have with the citizens of a revolted and ever aggressive state? But we are diverging from the narrative before us—and which is, shortly, to add that this railroad project, which, under any circumstances, ought to receive the strongest opposition from the British Government and the British nation, has proved hitherto a signal failure. About the very period that the *Halifax Morning Post*, the organ, be it observed, of the Provincial Government party there, was giving circulation to the article above referred to, without, so far as we know, making it the topic of one single sentence of disapproval (although, when that line from Portland is made, if ever, the Port of Halifax may shut shop), the *Sherbrooke Gazette* let it out, "that the mission to England, to subscribe the stock in the concern, was reported to be a failure;" adding, at the same time, "two causes, probably, have operated against its success—the district through which the road is to be made, and the management of it not having been put into the hands of English people conversant with negotiating railroad scrip." The last of these assumed causes of failure will not hold water with such as know anything of City-Land-Jobbing-Company affairs. But, were it otherwise, the result is too satisfactory, on political grounds, to render us fastidious upon the point. That more, however, than ordinary modes of floating off the stock of this railway, in England, was put in practice in this instance, distinctly appears from the report of a meeting of the proprietors of the British American Land Company, held on the 26th of February, 1846. At that meeting the Deputy Governor, Mr. Cummins (also one of the committee of the St. Lawrence and Atlantic Railway), was in the chair, Mr. Gould and others being present. On this occasion a report was read from the Provisional

Committee of the St. Lawrence and Atlantic Railway, showing that the line from Sherbrooke to Montreal would be about ninety-six miles;* THAT £20,000 HAD BEEN VOTED BY THE BRITISH AMERICAN LAND COMPANY, TO PROMOTE THE WORK;† that of 12,000 shares placed at their disposal, as yet only 2,633 have been sold and paid upon; that the deposit fund, £4 per share, amounts to £10,552, of which £773 had been disbursed; and that the committee have determined that no further expenses shall be incurred!

We have put into small capitals one clause of this report as deserving special attention. That Colonial railway project, which requires the bolstering up of a vote of £20,000 from a land company, may well be regarded as questionable in the extreme. But that misrepresentations have been used by the promoters to induce English capitalists to embark their money may be surmised from the fact that the holders of 1,800 of the shares sold in this country, more than two-thirds of the whole, have memorialized the directors to break up the concern, and refund the unspent money. What the ultimate upshot of the matter will be still remains unseen. The *Times* in June last year referred to the subject in its city article, and mentioned that "it was expected legal proceedings would be immediately adopted to bring the question to an issue." From that notice it would appear that the committee in London are not the acting body in the project, but the committee in Canada; and that the English shareholders have, therefore, lost confidence in it. Further, an American railroad journal expresses itself as not a little surprised to see it stated in a Montreal paper that the subscriptions in that city did not reach £100,000, being less than half of what had been done in the little town of Portland. "Of the two millions required for Canada," says the same authority, "only 500,000 dollars were allotted to the Province, and this (for the city of Montreal) trifling amount has not yet been raised! It appears that four times the amount to be raised in England was subscribed there at once by speculators desirous, no doubt, of obtaining the control of the work so as to hold till it would command a premium in the market, and to avoid the annoyance of paying up instalments. The shares were given to those most likely to take some interest in the work, yet it appears that the agent finds some trouble in securing the payment of the first instalment."

In connection with this projected railway, and as an expository ap-

* The prospectus states the distance to be constructed by the company to be 120 miles of single rail, not 96 miles.

† From the report of the British American Land Company, 28th March, 1844, it appears that the charges for formation and management of the Company, including Charter and Act of Parliament, were, in Canada and England, at the

31st December, 1842	£36,432	15	0
Ditto, in December, 1843	1,556	17	4

£37,989 12 4

that the proprietors, for their lands, had then advanced an entire sum of £213,000; and that they had 657,674 acres, representing £119,619 4s. 2d., moveables, arrears, debts, &c., constituting the balance. This throws light on their railway liberality.

pendix, we may add that Mr. Galt, the agent of the St. Lawrence and Atlantic Railway, and Mr. Galt the commissioner, in Canada, of the British American Land Company, are one and the same individual. Whilst, from a recent report of the latter body, it appears that one of the stations of the proposed railway would be within ten miles of where this company have from 70,000 to 100,000 acres of land to sell. This land jobbing company, who are of the number of those who would sell their country for gold, have, therefore, a direct interest in urging forward its construction. And, as Mr. Galt, at an early stage of the projected railway's career, communicated to his constituents in Canada that he had received applications for 40,000 shares, when he had only 9,500 to dispose of, so we may venture to think that it will be for want of no glozing if the restive shareholders on this side of the Atlantic are not mesmerized, and led on by golden dreams to commit their funds to the tender mercies of Brother Jonathan, or, what amounts to about the same thing, sinking them in base a mongrel concern over which a rival republican state will ever hold a whip-hand control! By the bye, at the same meeting at which the above noticed intelligence leaked out, Mr. Pemberton and Mr. Brooking were elected new directors of the Land Company, preparatory, perhaps, to those worthy gentlemen also venturing, at a future day, to join the management of the western fag-end of the railway, should the Americans, by hook or by crook, lick up the eastern portion of it into a living state.

But, enough upon this topic at present. The next Colonial railway undertaking which we shall notice is one also that springs as a fungus from a half-rotten Land Company Corporation. Our Colonial readers will, doubtless, be confounded when we name *The Toronto and Lake Huron Railway*, and, consequently, refer to its illustrious foster-mother, the Canada Land Company, in the disparaging terms used. But, be it remembered, that people within the sound of Bow bells can often scarcely see with a magnifying glass that which appears to the natives of the back-woods of Canada, looking through a telescope, and looming through the haze of the Atlantic ocean, to be a dome as large as St. Paul's! The Canada Company, indeed, enrolls upon its direction some great men—ponderous pursed men, if weighed in the scales of pounds, shillings, and pence—aye, and doubly ponderous minded men, if weighted in the balance of intelligence, patriotism, and enterprise. As an instance of this we have only to call the position of this railway abortion over which they have been sitting in incubation for some three or four years. With whom the scheme originated, through what manœuvres and intrigues it has passed, what the amount of its proposed capital, or how vast the income it was to procreate, we will not give ourselves the trouble to tell. Suffice it to say, that some three weeks ago the mountain laboured, and after throes the most portentous, brought forth a mouse! Yes, will it be credited that at a meeting of the proprietors, held about the 6th or 7th ulto., in St. Helen's-place, the great Mr. Charles Franks, Governor of the Canada Company presiding, Mr. Bosanquet and others being chief mourners, it was announced of this concern that about 105 shareholders had signed the deed, representing 5,547 shares—that the

balance sheet shewed that the cash received amounted to the magnificent sum total of £1,994 10s. and no pence—that the directors had qualified by taking each the princely number of *ten* shares—and last, not least, that Mr. Widder, the agent, had received £500 and a promise of £1,250! Regarding this fortunate gentleman, who is a sort of second edition of that Goliath-jobber, Mr. Edward Gibbon Wakefield, on a small scale, the *Railway Times*, so far back as May last year, thus observed—“Whilst economy and caution rule the London Board of the Toronto and Lake Huron concern, something very much like a job has been already perpetrated by the Toronto one. A person named Widder, agent, we believe, to the Canada Land Company, has been over here, commissioned by the Toronto Railway Company in that place, to form a junction with the said company here. As the company had done everything long ago, obtained subscriptions for more shares than they had to allot, and called for as much as they thought proper, the presence of an agent from the Toronto Board was quite unnecessary; the said Board having done nothing, and being unable to do anything at present. Mr. Widder and his friends voted himself £1,200, and his expenses for a journey to England ‘to make a bargain’ with the parties here, who, in fact, called them into existence. Mr. Widder has spent six months pleasantly in England, and the railway is in *statu quo*, neither accelerated nor retarded by his presence. The funds collected here and in Canada having been thrown together for one common purse; such squanderings for individual convenience will not be submitted to by the shareholders. We know several who will not pay the first call if one farthing of this money is allowed.”

The result above detailed shews that the writer of this passage was not far wide of the mark when, fourteen months ago, he drew from his knowledge of this job the unfavourable impression concerning the progress of this railway which his remarks are calculated to produce. And it will be a happy thing for Canada if this temporary failure of one line will teach people in the Colonies at large to eschew land companies and their jobbing functionaries in every instance where they may require to look to the public of Great Britain for monied support. The land companies, one and all, connected with British America, have just enough to do with their own mismanaged and bumbled affairs to render them in any respect desirable coadjutors in the raising and carrying out of such comprehensive plans for the general improvement of the Provinces as are some of those which claim not their attention only, but also that of the parent empire at large.

A third projected Colonial railway boasts the name of *The Great Western of Canada*; and certainly, if a host of railway magnates of the first order are entitled to denominate anything “great” with which they are connected, no exception can be taken to the title of this company to be. Nevertheless the undertaking, though presided over by the Speaker of Canada, and having a direction in England comprising Hudson, Chaplin, Devaux, Laing, Masterman, jun., Moss, Uzielli, and others of like monied calibre, is but a project—and so far as we can judge, a mere project, perhaps, for many years to come, it is destined to

remain. Yet such is the case, although the company has obtained an act of the most favourable description, because unlimited in respect of tolls and charges, and also duration—unless Government, at the end of forty years, purchase the line upon payment of a sum equivalent to 20 per cent. on the capital sunk, provided the said capital, throughout the period named, produces $12\frac{1}{2}$ per cent., and not otherwise. In the prospectus published some twenty months ago, it was stated that “there is no difficulty in letting the works to respectable contractors in Canada; and as the excavation will be forthwith commenced, and the works are of such an easy character, it is confidently expected that the whole line will be opened in the course of the year 1848.” Alas! a cloud soon came over the spirit of the dream of even the Railway Napoleon and his high potentate compeers in this regard! In the early part of the year 1846, the notion got abroad that the formation of the Great Western Railway of Canada was to be abandoned. This, on the 13th of January, 1846, elicited a disclaimer signed by the eleven railway nabobs who head the enterprise in this country, upon the ground that they were “all far too sensible of the advantages to be derived from the possession of a charter of such an extremely favourable nature, to be desirous of relinquishing them on account of a temporary depression in the money market, which had already in a great measure passed away.” The doubt then entertained as to the continuance of amicable relationships with the United States produced by the Oregon question, was also made available as a ground for “caution and prudence before commencing any proceedings which might involve heavy outlays, or require calls to be made; but with this exception the committee were aware of nothing calculated to create a doubt that the line could be completed and in effective operation in two years from its commencement, and that it would at once assume a position as one of the best dividend-paying lines in America and elsewhere.” This was put forth, as already mentioned, in the second week of the year that is past, and now we have passed the Midsummer of 1847, and like Mahomet’s coffin, the railway still hangs suspended in the air—we might say, perhaps with justice, in the *clouds*—for there have been various unsavoury rumours afloat concerning the ways and means by which this Great Canadian mess has been cooked. But however this may be, were it only to justify the panegyric of the *Railway Herald* of the 17th of January, 1846, King Hudson, Chaplin and Co., should be up and doing. “We sincerely hope,” says the editor of that locomotive journal, “that the political difficulties arising out of the Oregon question will shortly disappear, and in that case we feel confident that the Railway Napoleon will extend his conquests to the New World, and shew us, by the successful example of the Great Western of Canada Railway, that British capital can find most advantageous investments in a British Colony.” Well, the Oregon difficulties have been quietly consumed, and the calls of humanity and duty at home for opening a wide door and an effectual one for our surplus population are loud and deep; and now or never is the time for these money lords to gain laurels, and to make friends with the mammon of unrighteousness which they have contrived so copiously to amass.

A fourth Colonial railway is the one commonly called *The New Brunswick Railway*, but which may more properly be named the St. John and Grand Falls Railway! The former title, it must be confessed, is the more sounding one, and, in this case, if there be any truth in the saying *omne ignotum pro magnifico*, it has also the merit of being the better sense. For, after all, there is something monstrously ridiculous, at this infantile stage of the Colony's life, to think of connecting a city, having a population of less than 30,000 inhabitants, with a rock in the wilderness, distant only some one hundred and ninety miles! That, too, be it remembered, throughout a district where the railway would be in constant competition with the cheap water conveyance of the River St. John. This project, apart from all exceptions that may be taken to it, whether as a needed, or as a paying, line, comes before the British public in the unfavourable guise of an opposition scheme to the Halifax and Quebec Railway, stolen, too, from the very parties in this country from whom emanated the latter enterprise. Nevertheless, they have got a bill for the company, with some sort of bonuses annexed—but no money, as yet, in this country, nor any in the Colony, so far as we know, or can ascertain. We learn, indeed, from the Provincial press, that the friends of the undertaking in London have so far succeeded with the Home Government as to leave, as it is said, "little doubt of the royal sanction being given to the Provincial Act;" and further, that "*there is every prospect of all the required stock of the company being taken up in England.*" But of the truth of this latter bit of news we do not believe one word. On the contrary, without any uncharitableness, or detraction, we venture to say that the New Brunswick Railway Company, after all the fuss and fume connected with its announcement, will only, like the rocket, rise up into the air in order to be extinguished in its own smoke.

The next, and fifth Colonial line is *The St. Andrew's and Quebec Railroad*, and this, like the former, has been called into activity like a shadow from the vasty deep, from jealousy of, if not opposition to, the Halifax and Quebec Railway. At a public meeting held at St. Andrew's about the beginning of 1846, the views of the projectors of this proposition were considered, the Hon. Captain Owen in the chair, when a committee was appointed, a subscription paper opened, and stock to the amount of £30,000 was said to be immediately taken. At this clearing of the decks for action, the gallant Chairman, in a long yarn, descanted upon the advantages St. Andrew's possessed over all other ports for connecting the St. Lawrence with the Atlantic—but he wholly omitted, as a correspondent, "Jack Frost," in a St. John paper afterwards most justly observed, all notice of the locking up of the harbour of St. Andrew's by ice as an insuperable barrier to the selection of that port. To the incipient movements of this body, and to the preposterous nonsense of making a village not only at the remote south angle of the Province of New Brunswick, but one within a six hours' march of the United States, the Atlantic terminus of a line of railway to Canada, we never gave the slightest attention, until the other day our attention was called to a paragraph in the *Daily News*, of which we shall give a verbatim copy:—

"BRITISH NORTH AMERICA—RAILWAY COLONISATION.

"We understand that Mr. Perley, Her Majesty's Emigration Agent at New Brunswick, has brought over an Act of the Local Parliament for the formation of a line of railway from St. Andrew's, in the Bay of Fundy, to Woodstock, between which places a large timber and provision traffic exists, carried on at present by a very circuitous route. THIS WILL BE THE FIRST INSTALMENT OF THE NATIONAL SCHEME OF BRITISH AMERICAN RAILWAYS, TO CONNECT WITH A MAIN TRUNK LINE FROM HALIFAX TO QUEBEC, UPON WHICH WE HAVE FROM TIME TO TIME INSERTED VARIOUS COMMUNICATIONS FROM MR. BRIDGES, THE PRIME MOVER ON THIS SIDE OF THE ATLANTIC, OF THIS GREAT ENTERPRISE. The Act of Parliament, which is to be confirmed by the Imperial Government, guarantees five per cent. interest on the capital, concedes a free grant of 20,000 acres of land, besides 200 feet on each side of the line, and all the timber, fuel, and materials requisite for the construction. It is proposed to construct the line entirely of timber, prepared by Payne's process, which renders the wood impervious to rot or other destructive agencies. To prevent abrasion, the bearing wheels will be divested of the flange, and entirely cylindrical; and in lieu of the flange the carriages will be kept on the line by means of a very simple guide-wheel, which, with the slightest possible friction, corrects their tendency to diverge. The Government, it is understood, are disposed in favour of this economical mode of construction, the guide-wheel (an invention, we understand, of Mr. Valentine, C.E.) involving no royalty or patent right, and who will cordially sanction the undertaking. It is affirmed that the proposed method not only ensures greater economy, comfort, speed, and general efficiency, but actually greater durability than the expensive iron railway system adopted and acted upon in this country. As respects British America, there can be no question that the construction of cheap railways will not only tend above all things to develop the resources of the country, and to stimulate Colonisation, but ultimately to consolidate the whole of our northern Transatlantic possessions into one great Empire. The town of St. Andrew's is the terminal port of the great boundary line between the United States and British America; but the best feeling prevails in the States in favour of the proposed railway, and the capitalists of Boston have agreed to extend their lines to St. Andrew's, as soon as St. Andrew's shall be connected by rail with Quebec. *The present project, the first link of the great chain of British American railways, will owe its successful establishment to the indefatigable exertions of Mr. Perley, whose official reports on the subject, published by authority, are now before us.* We are glad to observe, from the tenor of Earl Grey's despatches to Sir William Colebrooke, that Mr. Perley's services are fully appreciated and acknowledged by Her Majesty's Government."

Who the writer of this paragraph is we cannot positively say—but it bears strong internal marks of coming from the pen either of Mr. Bridges or of Mr. Perley. Yet how these two individuals can stand to each other except upon antagonist principles, it altogether puzzles us to comprehend. Mr. Bridges, if in any way allied to a project which professes

to be "the first instalment of the national scheme of British American railways," belies the character in which he stands to the Halifax and Quebec Railway; and is playing a most foul and double part by those gentlemen who exclusively occupy in relation to this proposed Company the position of its promoters and provisional direction. In the above extract it will be seen that Mr. Bridges is designated as "prime mover on this side of the Atlantic of this great enterprise," *i. e.*, the Halifax and Quebec Railway. But of Mr. Bridges we happen to know enough to be able to say that, notwithstanding all his manœuvring, he never, in this or any other matter, played except a muddled and very subordinate part. Of this very superficial personage we shall have to speak afterwards more at large. In the meantime, in connection with the line immediately under notice, we are positively assured that Mr. Perley, whether as the agent of the St. Andrew's Railway project, or whether in any other capacity, never came in contact with the parties in whose hands the Halifax and Quebec Railway undertaking exclusively and actually lies. Neither have these parties given any countenance or support to any proceedings of Mr. Perley whilst he was lately in this kingdom. In a former section of this article we had occasion to speak of Mr. Widder's jobbing in the Toronto and Lake Huron concern—and to the prejudice which such a circumstance had raised in the public mind of the metropolis. But, if all tales be true, such a *faux pas* is nothing compared to the jobbings of Mr. Perley, "Her Majesty's Emigration Agent," whilst in London, in connection with that quondam felon, Mr. Edward Gibbon Wakefield, and his notorious humbug North American Colonization Society for Ireland. In these times of railway intrigue and hollow dealing, it would indeed have been surprising if the Beauharnois arch job plotter had not, by some contrivance or another, attempted to get a finger into the Colonial railway pie. But assuredly we were little prepared to expect that the individual of whom it is said we "will owe the successful establishment of the first link of the great chain of British American Railways to his indefatigable exertions," would have so soiled his reputation and stultified himself in British estimation, as to take the wages of iniquity from such a polluted source. Nevertheless, Mr. Perley, in virtue of some secret compact yet to be dragged to light, has obtained, as we have reason to know, for the American Colonial Association for Ireland a tract in New Brunswick of some 100,000 acres, and has returned to the Province to act as their *resident commissioner*! Otherwise his journey here, which was to raise the wind as regards the funds for carrying out the St. Andrew's Railway, has proved as yet a dead failure—whilst all that Mr. Bridges is likely to do in the matter is to play the part of the dog crossing the river, who dropped the *substance* to snatch at the *shadow*.

To bring out Mr. Perley's by-play with the North American Colonization Association for Ireland into its true colours, we will for a moment, by way of episode, remind our readers of what that body is. It is a public Company, seated in Broad-street-buildings, having that Radical peer, Earl Fitzwilliam, at its head as Governor; and in May, 1844, the *Times* spoke of it as a Company which had then existed ten years

"without having as yet fulfilled any one object of its creation. It is a Colonisation Company, but has not colonised a single man!" At that period the affairs of the Company came before the public in a discreditable light, in consequence of charges openly made by Mr. Morrison, M.P., one of the shareholders, the chief being—first, the non-publication of the Company's accounts in a full and detailed manner, so as to show all the transactions; second, the payment of an excessive sum for services to one of the agents, viz., Mr. Edward Gibbon Wakefield (who, for the purchase of the Beauharnois property from Mr. Edward Ellice, jun., M.P., for the Company, at £150,000, was to receive five per cent., *pari passu*, with Mr. Ellice's receipts; and who again, for his advocacy of a line of canal through the property in the Canadian Legislative Assembly, insisted upon and obtained his own terms, £12,000); and third, the fact that some of the shareholders had disposed of their shares in the concern for a few shillings, because, from all they could gather from brokers and others it was so bad and unprofitable that it became a matter of prudence for them to divest themselves in some way or another of the responsibility connected with holding the association's stock. Of these, one was Captain Bentinck, formerly the holder of 200 shares, 198 of which he had transferred to Thomas Moorcock, a porter in Lincoln's-inn-fields, for a consideration of five shillings, and another was Mr. David Lyon, who had sold 600 shares for the like sum.

"The case before us," said the *Times* on the occasion referred to, "certainly furnishes an instructive lesson on the general principles and practice of stock-jobbing societies in general, and emigration joint-stock companies in particular. Not only is the abuse exhibited by the North American Colonial Association for Ireland, so gross and palpable in itself as to furnish the best possible materials for exposing the general objects and character of the class of which it is a member; but the total absence of any consciousness of the fact on the part of any of the parties concerned—shareholders, directors, or anybody else—seems of itself to call for a few words on the occasion.

"That liberal investment of capital and judicious superintendance assist Colonisation and benefit the Colonist, we are very far, of course, from denying; but if any person thinks that these objects can be attained by a company, whose *be-all* and *end-all* it is to monopolise the marketable land, and to job it out again at an advance of prices—to such a person we say, only look at this case of the North American Colonial Association for Ireland!"

Again—"Such companies as that referred to, not only buy up the commodity, but they afterwards import the consumer. *They create the demand for their own monopoly!* They first raise the price of land to their own standard, and then ship off the emigrant who is to purchase it, having previously employed something very like kidnapping in order to seduce them into their toils. First they forestall and then they import by wholesale the people who are to suffer by their manœuvres, and *this they call colonisation!*"

Well, then, it is with such a company as this that Mr. Perley forms an alliance with a view to forwarding the interests of the St. Andrew's and

Grand Falls Railway! And assuredly a *grand fall* railway it will prove, in more respects than one, under such auspices. But farther let us for a moment dwell on the character of his associate in this business—Mr. Edward Gibbon Wakefield. Our readers have too vivid a recollection of those powerful articles in the 8th, 10th, 15th, 16th, and other numbers of *The Portfolio*, entitled, "England in the Western Hemisphere;" "Canada under Successive Administrations, the Beauharnois Job:—1. Connection of the Speculation with the Insurrection. 2. St. Lawrence Canal. 3. Mr. Edward Gibbon Wakefield. 4. Mr. Edward Ellice, &c.," for us to dwell upon this point. We will, therefore, content ourselves with two extracts, one from the speech of Sir Robert Peel in the House of Commons, June 6, 1827, and the other from the pen of Mr. Urquhart, in the last of the articles above referred to:—

"The circumstances of the case" (viz., the attempt made by Edward Gibbon Wakefield, in concert with some infamous associate, to get possession of a young lady's fortune by carrying off and marrying her,) said Sir Robert (then Mr.) Peel—"were so notorious that it would be unnecessary to enter into a detail of the arts, the fraud, the forgery, and the villany which had been practised. This, it was well known to most who heard him had not been done to gratify any other passion than avarice—to gratify the *basest avarice* by the *basest* means. The chief agent in this detestable offence, Edward Gibbon Wakefield, was then enduring a punishment by no way adequate—nay, entirely disproportionate—to his offence. *The sentence which had been pronounced on him was a strong proof of the imperfection of human legislation.* Three years imprisonment fell very short indeed of the punishment which ought to follow such a crime. Hundreds of delinquents *MUCH LESS GUILTY* than Wakefield, without the advantages of education which he possessed, had been convicted of CAPITAL FELONIES, and had forfeited their lives. If the marriage had been completed in England, Wakefield would have been exposed to *capital punishment*," &c.

Then, speaking as to the question—How such a person as Mr. Edward Ellice could lead himself to Mr. Gibbon Wakefield's projects, and link himself with such a character?—hear what Mr. Urquhart remarks, and hear it especially, Mr. Perley, and turn from the evil of your ways; otherwise, you will clog the wheels of your railway movements with as inseparable difficulties as would attend progressive motion by walking upon the barrel of a treadmill!

"The French proverb, *Dis moi qui tu hautes, je te dirai qui tu es*, is of universal authority and application. He who does not know what Mr. Edward Ellice is, does know, at least, what Mr. Edward Gibbon Wakefield is. If men are known by their associates, so, also, are they by their acts. We have before us the Beauharnois job. We cannot have clearer means of knowing any man—infamous associates, nefarious acts. But the knowledge of other men is dependant upon the standard in each man of his own morality. That standard fluctuates greatly in a nation, and it varies a nation as an aggregate standard from century to century, and from year to year. In 1837 Mr. Edward Gibbon Wakefield had to be *sent out of Canada*, because of character. The standard

of morality of the nation must have been changed before he could go back—still further changed before he could come to be a member of its Senate—still further changed before he could come to be the chief authority in the Province, and the most influential person in England in respect to it.

“ Nations rise in honour, they sink in corruption ; and the circle is completed more or less rapidly as the standard of morality more rapidly changes. An Eastern proverb says—‘ The fish stinks by the head ;’ that is, the leading men mislead and pervert the people, because the people are in ignorance of what their leaders are, and so first endure what they would have repudiated if known, &c. We imagine we have now proved our case—namely, that the convulsions of Canada have been the result of *machinations for private gain*, carried on through individuals of so infamous a character, that whoever associates with them is infamous, &c.”

We turn, then, from Mr. Perley and this new Beauharnois land job of 100,000 acres, resident commissionership, &c., with the parting advice, that he will repudiate both, and send back the cheque which he doubtless took as a retaining fee from the soiled hands of such a bubble as is the North American Colonial Association for Ireland ; and have now, last, but not least, finally to notice, amongst the projected Colonial railways for the British North American Provinces, that of the Halifax and Quebec Railway and Colonisation Company.

The project of connecting Great Britain with Japan, China, and the East Indies, by means of a continuous line of steam navigation and railway intercourse through the British North American Provinces, suggested itself to Sir Richard Broun in the month of January, 1845, who, then made it a subject of correspondence with our friend Dr. Rolph, and likewise a topic of conversation with several individuals in the city of London. At the same time, as will be seen from the first article in the *Colonial Magazine* for that said year, Sir Richard was then engaged in active steps for the formation of a public Colonisation company which should combine the influence and exertions of all parties on either side of the Atlantic, having an interest in, or favourable to, the revival of the rights and objects of the **BARONETAGE OF SCOTLAND AND NOVA SCOTIA**. Well, at this special juncture, and at a moment when these joint matters were daily engrossing his attention, Sir Richard received a communication from Mr. William Bridges, then or since Secretary to the now defunct Cork and Fermoy Railway, saying that it had occurred to him that a railway to unite the waters of the Atlantic and the St. Lawrence would be beneficial to the North American Provinces, and requesting Sir Richard’s aid to assist him in setting such an undertaking on foot. As this proposition ran on all-fours with the matters above adverted to, Sir Richard at once closed with the request made by Mr. Bridges ; and, during the last two years, from him (*i. e.*, from Sir Richard) has emanated almost exclusively every proceeding which progressively has been taken in the business. He has filled the chair of nearly all the meetings of the promoters and provisional board of the railway ; he brought in the gentlemen who constitute the nucleus of the future administration ;

and he himself drafted, or suggested, almost the entire business correspondence that has taken place. Seeing, then, that, in the extract taken from the *Daily News*, above cited and remarked upon, Mr. Bridges is described as "THE PRIME MOVER ON THIS SIDE OF THE ATLANTIC OF THIS GREAT ENTERPRISE," it is only fair to Sir Richard Broun that these things should be known and publicly understood, both here and throughout the Colonies. In July, 1845, Sir Richard drew up that memorial addressed by the promoters to Sir Robert Peel, as First Lord of the Treasury and Prime Minister, urging upon the consideration of the Government the great national benefits likely to accrue from the enterprise, which forms the foundation-stone of the company to be constituted. Sir Richard Broun signed by order, and on behalf, of the promoters and provisional board, on the 17th of July, 1845, those three memorials to the Lieutenant-Governors of Nova Scotia and New Brunswick, and the Governor-General of Canada, which have elicited from each of those high provincial functionaries the promise of their cordial and steadfast support to the project, and which, likewise, gave origin to all those meetings and movements in the Colonies that have taken place regarding it. In the month of October in that same year, Sir Richard Broun introduced Mr. George Rennie Young and his brother, the Speaker of the Nova Scotia Assembly, into the concern as its resident solicitors in the Provinces. Sir Richard Broun, in December, 1845, prepared and signed that memorial to the Queen in Council on the railway which is still under the consideration of the Government, and with which Ministers in their responsible character, and as having in view the common interests of the subject, whether here or yonder, have to deal. On the 16th of January, 1846, Sir Richard Broun headed a deputation to the Colonial-office, when, after a conference with Mr. Gladstone, a memorandum was left in his hands, as Colonial Secretary of State, placing at the disposal of Ministers the chairmanship of the company, and also the filling up of several of the directorships. And, finally, Sir Richard Broun, by correspondence with the Colonial-office, by reports, articles, and other writings, has been mainly instrumental in raising and concentrating that attention upon the project which has obtained for it the large approbation with which it was surrounded, and without which it would only be in the present generation a splendid *phantasmagoria*, and nothing else.

Notwithstanding, however, the favourable replies of the Provincial Governors to the memorials of the promoters, bearing Sir Richard's signature; the fact of the Canada, the New Brunswick, and the Nova Scotia Legislatures, having each pledged themselves by votes to support the undertaking; the circumstance of the several Provincial committees of co-operation and correspondence enrolling about 200 of the leading men in the Colonies; and the Imperial Government having countenanced the railway to the extent of ordering a survey of the line to be made, if we are to credit the paragraph cited from the *Daily News*, this magnificent undertaking is to lose its character of individuality, and to become a sort of dorsal fin appendage to that "first instalment," which has Mr. Perley at the one end of it, and Mr. Edward Gibbon Wakefield at the

other. If such a result as this can in any measure arise through the vacillating and intriguing conduct of Mr. Bridges, the suggester and acting secretary of the Halifax and Quebec Railway, he may well be deemed such a one as would sell his birth-right for a mess of pottage. But we will venture to caution Mr. Bridges from over acting the part of being "all things by turns, and nothing long." We know nothing of the energy and decision of Sir Richard Broun—nothing of the honour and straight dealing of his immediate colleagues in the undertaking—nothing of the probity and justice of the British Government—nothing of the mind and feeling of the British North American Colonies, if we do not know this—that not one of the whole will suffer Mr. Bridges to play the villain with his own interests in the matter, let him smile and smile and jump *Jim Crow* as he may!

We have taken upon ourselves some trouble in bringing into juxtaposition with each other these elucidatory notices of Colonial railway projects, in order to press upon the public mind of the nation in general, and of the true friends of the Halifax and Quebec Railway in particular, the important lesson which they convey. We know that there are parties resident in the Colonies who are inclined to prostrate themselves at the feet of the Stock Exchange of London, and to regard as deities, in a case of this kind, those bearded Mariuses, who, seated on money-bags which contain the abstracted blood and sinews of the country, look down in complacency on the social poverty and domestic desolation which they have made. There are others who are disposed to believe that nothing good concerning the British American Provinces can arise unless it originate with, or be carried out by, the little knot of merchants, traders, and others, who form *par excellence* the North American Colonial clique of London. Now, to such persons we say look to the state of the Toronto and Lake Huron Railway and its £1,994 10s. of cash received, notwithstanding it has the wealthy Messrs. Franks and Bosanquet, with the great Canada Company, at its back. Or, if you desire another instance of how little mere railway magnates and speculators can do in matters of this description, behold the stagnant state of the Great Western Railway of Canada, with King Hudson in its van. Well, then, as regards the Halifax and Quebec Railway, although it has been manipulated by a few hands into its present firm consistence, yet, we think, that it stands out in bold and honourable relief as compared with any other Colonial railway scheme. This position it occupies not with, but without, the aid of one single individual, either connected with the Stock Exchange, with the gambling railway circles, or with the North American Colonial coterie; and such being the case, the Government have it in their power to deal with this line on those enlarged principles of nationality which led its promoters in the first instance to resort to the PRIME MINISTER OF THE CROWN—the Prime Minister, be it observed, not the Secretary of State for the Colonies, for this, as a matter of finance, is a *Treasury question*, and as such, is not one falling under the proper cognisance of the Colonial department. When Sir Richard Broun, impressed this course upon those associated with him in the promotership of the Halifax and Quebec Railway, he did so, first, because he knew and felt

from the beginning, that so great an undertaking cannot successfully be carried out except as a *Government undertaking*; and next, because he thinks and believes, assuming the contrary to be the case, that it would be a piece of egregious impolicy for the Government to allow a line which must ever be the main thoroughfare between Great Britain and the Canadas, to be monopolised by any trading Company. We have now before us a publication of the year 1832, on "Elementary Locomotion," containing the copy of a Memorial presented in that year by Sir Richard Broun to the late Earl Grey, then First Lord of the Treasury, from which we copy the following clauses:—

"That the distress of the nation is now such that it can no longer pay the necessary taxation, whilst the reduction of the latter, from the curtailment of state expenditure, is only adding to the evil, by the embarrassment consequent on abridged consumption.

"That the only effectual, safe, and extensive method of remedying the distress of the nation, is to reduce taxation by means which will relieve the people without reducing state expenditure.

"That the system, which has hitherto prevailed, of Government allowing individuals to reap the enormous wealth which new inventions have produced, has been highly detrimental to public wealth, industry, and contentment.

"That the appropriation, by Government, of new inventions, is not a monopoly for the Government, but a **MONOPOLY FOR THE PEOPLE**; whereas, their being left to private enterprise is making them the monopoly of stock-jobbers, fundholders, and capitalists—a monopoly hitherto fostered by Government, to the injury and impoverishment of nine-tenths of the community, and which has created a degree of jealousy and animosity, between the poor and the rich, that has now attained a height threatening alike the peace and order of society.

"That, as the time has come when the people can no longer sustain the present taxation, so also the time is come when Government should not allow private monopolists to pursue a system so pernicious."

When this memorial was presented there was then only one main railway, the Liverpool and Manchester one, in operation, and, had the proposition it made been adopted by the Government, we should have needed no Income-tax to-day, the Railway Panic of 1845, and the ruin of thousands of families, would have been unknown, and society at large would not now be standing in the shadow of a new and portentous power in the state, whose avaricious and all-grasping aims leave far behind them the mammon practices of iniquity which have descended to us from past ages. But the field for a wider and more parental system in railway things lies open in the British American Provinces, and we shall turn from this point by recommending, to the powers that be, the wholesome truths which the following extract, from a leading article, in January last, of the *Times*, convey, viz.:—"There are certain principles of conduct in railway matters which discussion and experience have now invested with the unchangeable attributes of truth, and which will hold good under all governments, and in all countries of the world. A highway should be for the good of the public, not for the profit of a

company. The primary object of those entrusted with its care should be the facilitation of traffic, not the increase of its returns. *The results and improvements of a mighty discovery should successively go to benefit the people, not to swell a dividend.* The Government should not grant, nor lose hold of, a power so pregnant with all the mischief of monopoly—mischiefs the more incalculable, from the magnitude of the measure, and from the difficulty of foreseeing the abuses into which authority so vast, and opportunities so unexpected, may hereafter develop themselves. If it be needful to entice, by alluring prospects, the capital and enterprise required to commence the undertaking—a necessity rapidly vanishing from the question—these prospects should be supplied rather by a liberal guarantee than by extravagant privileges; by the proffer, rather, of definite security than indefinite gain; by an exemption, rather, from inordinate risk and unnecessary outlay, than by a delegated authority to compensate the one and repay the other by the plunder of the people, whose benefit should have been the sole object of the undertaking itself."

As the Halifax and Quebec Railway contemplates also the systematic settlement of the 300 miles of vacant territory in New Brunswick, over which it will pass, we feel assured that Ministers will not take this project out of the hands of the gentlemen who are its proprietors, but that Ministers *will take it and them into their own hands.* There is no man in the three kingdoms who, with the Government aid, has the same power to carry out this undertaking successfully, as has Sir Richard Broun, standing in the relationship which that honourable Baronet does to that great hereditary Order in the State, which received two centuries and a quarter back its distinctions and privileges specially to advance the cause of Colonisation in Ulster and in Nova Scotia. It is for the baronets of the United Realm, and not for the Wakefields, the Bullers, and the Ellices, to do a GREAT WORK in British America for the general good and commonweal of the nation. Sir Richard Broun has now for twelve years been the O'Connell of a better cause than that of the Repeal of the Union between England and Ireland. His efforts have been directed to make Britain in the eastern, and Britain in the western hemispheres, PART AND PARCEL OF AN INTEGRAL STATE. If these efforts have not hitherto come to fruition, the fault does not lie at his door. The blow that struck down, in the autumn of 1842, the best matured Association that has ever in our day claimed the support of the wise and the good in the British nation, came from one coronetted head of the Colonial office, and the time has arrived when another coronetted chief of the same department will doubtless discharge the better part of redressing that foul wrong. "Yours," referring to Sir Richard's movements in the cause of Colonisation, said a late eloquent writer, who received hereditary honour from the Sovereign, for remarkable services to the realm, "yours is a grand, a glorious project. Its influence extends over a vast space, both in the old world and the new. It must affect the destinies of hundreds of thousands of human beings, not only now, but for ages yet to come. It is a giant labour, bringing care, anxiety, and toil: but an ardent mind like yours, will be cheered on in its onward course by the high feeling which the consciousness of a great duty performed, and the bright gleam of

hope that ultimate success will crown your indomitable efforts cannot fail to bring."

If in the east Earl Grey is resuscitating that body, after defalcations the most enormous, who are believed indirectly to have instigated those proceedings which superinduced the destruction of the British American Association, justice demands that in the west, the selected field of Sir Richard Broun's labours and usefulness, he should receive the encouragement and protection of the Government. Can any one with truth say that he is undeserving of either? Sir Richard Broun has ever abhorred that which is either self-seeking, unpatriotic, or base. No Beauharnois Land Company job, no £12,500 bribe for the prostituted advocacy of a canal juggle, no stimulating the insurrection of a Province of the Crown, ever crossed the threshold of his mind, or the minds of those men with whom he has at any time had to do. Sir Richard Broun, as regards the Halifax and Quebec Railway, would have it to minister to the right and proper settlement of the British Provinces in America, by and through the introduction into them of a population which shall comprise all the constituent grades of British society, from the peasant to the peer. And as regards the noble Order to which he belongs, he would wish to see life breathed into its dry bones, to the end of its exercising an enlarged, a god-like, utility throughout all the future generations of the British race. Upon these grounds Sir Richard Broun may well take his stand and challenge the support and confidence of all that is right-minded and exalted in the land. Sir Allan Macnab, one of the commissioners of the destroyed British American Association, is the Chairman of the Great Western Railway Company of Canada. It is, therefore, no undue assumption in Sir Richard Broun, who has stood at the helm of the Halifax and Quebec Railway from its cradle, that he should aspire to be one of its vice chairmen, assuming that Government shall close with the proposition of nominating the chairman and some members of the Board. In Sir Richard's hands the banner of this cause, we feel assured, will not go backward; and we shall shortly hope to see it surrounded with all the bright-minded and high-hearted in the land. What a noble and glorious nation the British people will become, when she goes out of the dens and caverns, the lurking-holes and corners, the gaols and workhouses, in which millions of her sons and daughters are now cooped up, to dwell at large on the spacious and goodly plains of her inheritance, on either side of the Atlantic stream. The formation of this great highway between her eastern and western metropolises, will—under the auspices of such a Colonial Minister as Earl Grey can make himself, if he would concentrate upon himself and his official rule the golden opinions and unflinching gratitude of all after times,—prove an exodus for the destitute of our people from the slaughter-house of pauperism—for the overlaboured white-slave from those lazars where the billy-roller and a ten hours' bill are the presiding genii—for the idle, the poverty-stricken, the oppressed amongst us, from a bondage of penury, hunger, nakedness, and discomfort, worse than under an Egyptian bondage ever were endured! We say, then, to Sir Richard Broun and his trusty colleagues in this great enterprise, **GO ON AND PROSPER.** Yours is a blessed cause

—nay, a twice blessed cause—for it will bless and better the condition of the generations that now are, and also of all that will ever issue from, their loins. And, finally, we say to the Government, take heed to your steps. Do justice in this matter. Walk upright as statesmen and patriots. No vile chicanery and jobbing! no second New Zealand thimble-rigging! no new detestable Beauharnois plot!

P.S.—Since the above article was sent to press the cat is out of the bag! Two days ago an advertisement appeared of the St. Andrew's and Quebec Railroad, with Earl Fitzwilliam, Governor of the Beauharnois Job Company, as the President, and Mr. William Bridges the Secretary to the London Board. Amongst the other names in the direction is that of Lord Ashburton, the notorious Commissioner in the settlement of the disputed Boundary case, by which this country lost several million acres of the best soil of New Brunswick; Mr. Pemberton, one of the Directors of the British American Land Company; Mr. Benjamin Badger, and three others. Of course this relieves the Halifax and Quebec Railway of the incubus of Messrs. Bridges, Perley, Gibbon Wakefield, and Co.; and that great international BRITISH-COLONIAL LINE (which will be to one and all of the Provincial railways what the spring tides of the German Ocean are to the rivers Thames and Forth) will now proceed under the auspices of the Baronets of Nova Scotia, and that great and influential portion of the landocracy of the United Kingdom who are desirous to advance the cause of systematic Emigration to, and Colonisation in, our North American Provinces.

REMINISCENCES OF THE ISLAND OF CUBA; OR, THE SMITHS AT THE HAVANA.

BY CHARLES F. ELLERMAN, ESQ.,

AUTHOR OF "THE AMNESTY; OR, THE DUKE OF ALBA IN FLANDERS," &c. &c.

(Continued from p. 366.)

CHAPTER XXXIII.

MR. AND MRS. SMITH'S DISSERTATION ON RETIRING TO BED.—THE
VAMPIRE.

OUR tale returns to the Smiths. The tragic events enacted at the extancia of the countess, threw a gloom over Tauregui's circle. One evening, after Mr. and Mrs. Smith had retired to their bed-chamber, the latter was about to put on her night-cap, and addressed her husband as follows:—

"Peter, dear, I can't get this horrible scene out of my sight. It aunts me night and day. I fancy I see that horrible black fellow trying

to murder that poor dear innocent Blanca; and she, dear creature, only think what courage she must have had to stab the fellow—eh? did you ever! I'm all of a tremble—I'm no longer the same woman when I think on't. I used to be courageous once, you know that, but now I'm as fearful as a lamb. Lor, if such were to happen to me!"

"Stuff!" exclaimed Mr. Smith, jumping into bed.

"How stuff! You know those black fellows have a ankering arter white women; you know it.—Ah, if I was young, I mean as young as Clarissa, you would hurry me off to town—the Avana I mean, in a jiffey—but now you don't care for me, cruel man—p'raps—"

"Perhaps what?"

"P'raps you *would* like me to be run away with?"

"Do not talk such nonsense, woman. I should like to know who *would* run away with you?"

"Well, I never! Of all the himpertinent remarks you ever made, Mr. Smith, that beats them all. Am I then grown so old—so ugly?"

"My dear girl," said Mr. Smith, sitting up in bed, "you are what the Prince Regent once said of a certain lady—your are *fat, fair and forty!* You are an excellent good woman, and a very bearable one when you do not talk nonsense. If you had hinted about such a thing happening to Clarissa, I might have participated in your fears; Father O'Donnell related to me several anecdotes, demonstrating the passion which black men entertain for white women. The scenes which were enacted in St. Domingo were appalling. Thank God, Clarissa has me and Mr. McGuinness to defend her."

"By-the-bye, Peter dear," said Mrs. Smith, softened by her husband's calling her his dear girl, "I wish you would speak to Mr. McGuinness—he is *much* too attentive to my niece."

"I wish you would finish putting on your night-cap, and let the young people alone. What is it to me? If Clarissa chooses to lend a willing ear to his inspirations it is no business of mine. The girl is far too sensible to marry a man without a sixpence; and, from what I understand, the poet has expectations."

"Expectations indeed!" said Mrs. S. indignantly; "his poetry will never buy blacking for his boots, much less furnish his wife with pins."

"He did not allude to what his compositions would fetch in the market when he spoke to me about expectations; he knows as well as I do that literature is a luxury, and regrets that he was not brought up to business, when he might indulge in versification as a pastime. When his aunt dies, he will inherit £10,000; and as Clarissa has a snug £200 a-year of her own, I think the young people will be able to make both ends meet; besides, McGuinness wishes to enter my office on our return to London, and talks of adding the legacy he expects to my finances."

"Ah! that alters the question," said Mrs. Smith; "but I shall never consent to a wedding until the aunt be dead, and the money at your banker's. 'A bird in the hand is better than two in the bush!'"

"True, McGuinness is not such a fool as some persons take him to be. He would, indeed, be an ass to saddle himself with a wife, even if

she bring him £200 per annum, unless he could prove to her that he had the equivalent. His intentions are honourable, and he is willing to wait."

"That's all right—now I love him for that." After a short pause, Mrs. Smith resumed. "Peter, dear."

"O Lord! what's the matter now?"

"I wish you would go back to the Avana. I'm so frightened, love—not for *me*, but for Clarissa's sake. I hear the Opera has begun; and that there are lots of balls and parties, and masquerading at the Teatro Tacon—when shall we go, Peter dear?"

"Whenever you like—to-morrow, if you wish it; only go to sleep now, that's a dear, *dear, dear*, woman."

"Oh, Peter, you're a duck of a man—you always was—you can do anything you like with me when you speak kindly. I can be led but not driven, no sensible woman ever was; and at my time of life, I mean when ladies like cucumbers become ripe, when they have reached an age which commands respect, they should not be driven like young girls."

While Mrs. Smith was soliloquising before the looking-glass her husband gradually fell into a doze, and all the praises she bestowed upon herself were lost upon her sleeping partner. At last the night-cap was put on, and Mrs. Smith crept into her *catre*. She had scarcely fidgetted herself into a comfortable position, for she had accustomed herself to turn twice ere she resigned herself up to Morpheus, when she felt something creep gently up her back. "Gracious heavens!" muttered she, "what can that be—and Peter is asleep! That's always the way with him, he is asleep when he ought to be awake." Again she felt something moving along her back; it caused her blood to curdle in her veins. Was it a centipede, a scorpion, or an adder? That it was a living creeping thing there could be no doubt. "It's no flea, I'm sure," muttered Mrs. Smith, "it's too strong and warm." Again the thing moved, and Mrs. Smith felt an icy chill shoot through her frame. She was frightened to move, for she had heard that scorpions or serpents stung if disturbed; and Fray O'Donnell had told her such strange dreadful tales about snakes being found in persons' beds, and which, from being left unroused, had not injured their common enemy, man, but if disturbed had stung, and played old gooseberry with their more powerful oppressors. Mrs. Smith was in a regular fix—she feared to move—she dreaded to rouse her snoring husband lest she should disturb the creature which lay coiled between her shoulder blades. A heavy dew—we must call it by that name, being told that ladies do not perspire, and that it offends ears polite to call certain things by their right names in England—a heavy dew, which would have refreshed the parched sands in the Arabian desert, oozed from every pore in Mrs. Smith's body, just as water dribbles through the porous vases used in Egypt for filtering the waters of the Nile. The good cit felt most uncomfortable, so she determined to shout—and a terrible hullabaloo she kicked up—which at last caused her husband to open his eyes. When he heard what was the matter and saw his wife in such a fright, he reluctantly jumped out of his *catre*, seized the light, and, recommending his wife not to move,

raised the curtains, then, slowly and cautiously, removed the bed clothes. A dark object, rolled up like a ball, caught his gaze.

"Don't move, Polly—don't move, I see it."

"What is it, Peter?"

"I'm sure I can't tell. Zounds, I see it's eyes—don't move—"

"Oh Lud! is it a snake?"

"No, it's a rat—or a cat, or a—"

Before he could finish the sentence, a loud fluttering, like that of a partridge rising from the ground on the approach of a sportsman, startled the terrified couple. They naturally closed their eyes, impelled by that nervous movement which induces us to shield those delicate organs of sight when danger threatens them, but, on opening them, they found themselves completely in the dark. The animal, whatever it was, had put out the candle, and the frightened couple heard the brute flying round and round the room.

"Oh! it's a vampire, gracious Heavens!" exclaimed Mr. Smith, groping for the candle, which had fallen to the ground.

"Goodness me! Peter, jump into bed. A vampire! oh, quick! or he'll get into your hair, or bite your legs. Do you hear him, the venomous beast?"

"No," said Smith, listening. "What shall we do? I've a mind to call Peabody."

"Don't. I don't want to be seen in bed by him! Oh! there, he's flying just over my head."

The bat was indeed flying round and round the room. In one of his rounds he actually grazed Mrs. Smith's face, and then went slap-bang against Mr. Smith, who, hurrying into bed, dived under the bed-clothes as if a legion of bats were in pursuit of him. Mrs. Smith likewise sought a safe retreat under the sheets, where she remained ensconced until on the eve of being suffocated. A desultory dialogue took place between the pair, under the bed-clothes, which was ever and anon interrupted by the bat fanning their faces, when they ventured to uncover them. At last, almost driven to madness by heat and fear, Mr. Smith rushed out of the room, and flew to that part of the house occupied by some of the slaves, whom he with difficulty aroused from their heavy slumber. In about ten minutes he returned, followed by several slaves bearing lights, and armed with *machetes*, who were somewhat startled on hearing Mrs. Smith roaring "Murder!" and shouting for help from under the sheets, where she laid rolled up like a hedgehog. The moment the vampire perceived the glare of light he recommenced his rounds, flying, with the velocity of electricity, from one side of the room to the other, carefully avoiding the blows which were aimed at him by the slaves. Attracted by the candles, it more than once succeeded in extinguishing a portion of them. Whenever the beast settled in any part of the room, Mr. Smith took up anything he could lay hands on to throw at the animal. He used his boots, combs, brushes, razor-strop, his wife's shoes, &c., as missiles. What with the slaves gabbling, Mrs. Smith roaring from under the clothes, especially when a boot, a shoe, or anything else struck her, and Mr. Smith urging on the blacks to renew their attacks,

which were generally accompanied by his throwing something at the winged foe, the noise was intolerable. Despite their combined efforts, the citizen and his untrained bands were unable to overcome the little-eyed monster, who seemed to enjoy the fun amazingly.

It was, indeed, a curious tableau; had Cruikshank, or my friend, Alfred Crowquill, witnessed the scene, they might have concocted a most amusing picture, entitled "A Vampire Hunt in the West Indies." Mr. Smith, in his night-shirt, with his hat on his head, prancing around the room, was watching an opportunity for smashing his tormentor—the almost nude slaves, with drawn swords, making sundry passes and thrusts at the winged beast, who revenged himself by bouncing against their faces, which set the black fellows screaming with fright, lest the vampire should fix his claws upon their woolly numskulls—and Mrs. Smith, with a face as red as a heated furnace, and dishevelled hair, occasionally peeping from beneath the clothes to see how the conflict was progressing, and then bobbing her head, like a tortoise, back under the sheet when the vampire or a foot threatened her, completed the tableau. The noise made in Mr. Smith's bedchamber aroused the whole house. Tauregui, in his dressing-gown, followed by Peabody, who, wrapped in a sheet, looked like the meagre Cassius in his toga, were the first to rush to the scene of action, supposing the house to be on fire; in a few moments a few more of the masculine gender, headed by Mc. Guinness, besieged the door, every one inquiring into the cause of the hubbub.

"You're unfakalised, Smith," said Peabody, watching Smith shying his book at the bat. "Can't you hit him?"

"Come and try," replied the cit. "We've been at work this half-hour. He's the very devil!"

"I'll devil him," said Peabody, who, having disappeared for a minute, returned with a fowling-piece.

"For God's sake mind what you are about," said Tauregui, frightened.

"Where is he?" inquired Peabody.

"There—on the top of my wife's bed; don't you see him?" said Mr. Smith, who had not noticed that Peabody was armed with a gun.

"Ay, ay," replied Peabody, raising the gun.

"Mind you don't shoot my missus," roared Smith, on perceiving the Yankee point his piece, and getting out of the way, while the negroes rushed under the catre, tables, &c., &c.

"Never fear," said Peabody, taking aim.

Off went the gun—down dropped the vampire, which fell smack on Mrs. Smith's face, as she started up to see what could be the matter on hearing the report. Mrs. Smith then set up a most dreadful howl, and nearly went into fits. The report of the gun—the smell of the powder—the blood of the vampire trickling down her face, while the beast itself, on the eve of expiring, flapped its wings on her head, alarmed the poor woman beyond measure. She thought she had been shot, and shouting—"Oh, Peter, Peter, I am a murdered woman!" sank insensible on her pillow.

Mr. Smith rushed to his wife's assistance. Finding that she moved

not, and that she was covered with blood, he cast a reproachful look at Peabody, who, by this time had lowered his gun, and appeared quite delighted with his exploit.

"Is it dead, Smith?" said he; "if not, I've another barrel at its service."

"You have killed my wife!" roared the citizen. "Water—water, for God's sake!"

"Here's water," said Peabody, seizing a large jug, which he emptied over Mrs. Smith's head.

The refreshing element soon recalled the citizen's wife to her senses. The bleeding but now extinct vampire was not without difficulty removed from her head, where it had fixed its claws in Mrs. Smith's hair; and when the blood was washed off, Mr. Smith was delighted to perceive that Peabody had not shot his wife. Tauregui sent for some cognac, which Mrs. Smith drank with avidity, the citizen taking care to keep the bottle in his possession, lest she should have a relapse.

"I guessed," said Peabody, shaking Mr. Smith by the hand, "that I should settle that fellow's hash. You must have him stuffed, Mrs. Smith, put him under a glass case, and keep him in commemoration of the event. You will show the animal to your London friends, who will be onswaggered, I guess, when they hear you relate the marvellous tale. And now good night. Pleasant dreams, Mrs. Smith!"

* * * * *

On the following morning Mrs. Smith packed up her things. Nothing, not even the entreaties of Tauregui nor his wife and his daughter's supplications, could induce her to remain. Bloodthirsty niggers, blood-sucking vampires, and the report of firearms, haunted her imagination. She did not feel "herself again," until she found herself snugly roomed at her hotel in the Havana.

REVIEWS.

Emigration and Transportation Relatively Considered; in a Letter, dedicated by permission, to Earl Grey. By Mrs. Chisholm. London: John Ollivier.

Nor to know Mrs. Chisholm, and all she has done to promote the well-being of the labouring classes, and to turn the tide of emigration to the Australian shores, is to be ignorant of the talents, virtues, and patriotism of a lady who has laboured long, through evil report and through good report, at all hours and in all seasons, for the advancement of the interests of the poor emigrant. We advise the friends of Colonisation to read and circulate this pamphlet, which cannot fail to be eminently beneficial. "Oh!" eloquently observes Mrs. Chisholm, "if England would but take advantage of her outlets—her Colonies, how much misery would be relieved, and how much crime would be prevented." Heartily do we echo the sentiment. It is a theme on which we have for years descanted.

Take, as an instance of Mrs. Chisholm's truthful reasoning and powers of observation, the following passage:—

"I will venture here to furnish your Lordship with an estimate of the Colonial value of a man able and willing to work, either in New South Wales, Port Phillip, or South Australia.

"I will take on presumption a man with his wife and family consisting of four children, say ages from 4 to 12 years. As a shepherd or farm labourer, he and his wife would readily be engaged for £25 per annum, a rate considerably lower than the present standard of wages, with a weekly ration as follows:—

20lbs. flour, at 2d., would be in the year	£8	13	4
20lbs. meat, 2d.	8	13	4
4lb. sugar, 3½d.	3	0	8
½lb. tea, 2s.	2	12	0
House rent-free—say the value per week 1s. 6d.	3	18	0
Water, 6d.	1	6	0
Wood, 1s. 6d.	3	18	0
Wages	25	0	0

The amount total in the year would be £57 1 4

Consequently his labour—i. e., his capital—calculating at the rate of five per cent, is worth £1,150; so that an individual arriving in the Colony, as a small capitalist, must have eleven hundred and fifty pounds sterling, before he can procure for himself the same amount of comforts as a common labourer who had arrived without a farthing!

"If we thus take 6,000, at that value, the amount of dormant capital would come to £342,400 per annum, and of this one-third would be expended in articles of British manufacture. It is needless, then, to comment upon the advantages which would accrue from this idle capital, were it brought into active operation. Were even a moderate portion of the tens of thousands of the now starving poor in Ireland and in the northern parts of Scotland but to find a footing there, how vast would be the capital which they would produce, instead of consuming, as they do now, the capital of others."

In an Appendix is given a batch of letters from emigrants, all furnishing particulars of their progress and advancement in the Colony of New South Wales.

A History of Servia and the Servian Revolution, from Original MSS. and Documents. Translated from the German of Leopold Ranke by Mrs. Alexander Kerr, authoress of "Songs of Hope and Memory," &c. London: Murray, 1847, pp. 477.

THIS is the age of woman. There are not only queens on thrones, but queens in literature. The translation of a work like Ranke's *Servia* would have been looked upon fifty years ago as an Herculean task, unsuited to the delicacy of the female intellect. Our nineteenth century has "*changed all that*," and we know and appreciate how much for the better. In this our era of letters the mind of woman has

been developed in a most extraordinary degree. We have our Austins, Martineaus, Pardoes, &c. &c., on every side, emulating one another in the advancement of mental and moral culture. To these fair and brilliant constellations of feminine light and beauty we have now to add the rising star of Mrs. Alexander Kerr. But Mrs. Kerr, with a tact and vigour equal to the translators of Ranke's "History of the Popes," has reduced Ranke's German to most attractive and elegant English. We ought to have classical translations of all the great works of foreigners. Literature is spreading so fast, and books are being so multiplied, that few of us can consult the originals. Some of the German writers, likewise, indulging in a Latinised style, have a foolish pride in trying to render their German as difficult as possible. This is, perhaps, not the case with Ranke, but we owe a debt to Mrs. Kerr for breaking the tedious and involved sentences of the original, and giving us English ones in the terse and happy style of some of our best classics.

We are sure that a work treating of those numerous and extensive principalities which fill up the intermediate geographical spaces, and abut on the frontiers of Austria, Russia, and the more direct Governments of the Turks, must now be very interesting to the general, and more particularly the political, reader. These States, the sound politician would say, ought to be erected into some one compact and formidable Christian confederacy, developing all the principles of modern civilisation, and united equally against the great neighbouring States of Christendom as against the Ottomans. This is evidently the opinion of our translators in her preface. She has signalled Servia as one of these States of such a future confederacy. To bring about such a political desideratum should be the cordial and combined policy of France and England. Unhappily, they are so divided in their present policy. An effective protection ought to be given to the Christian *Raja* population of Turkey, and Servia amongst the rest, so energetically recommended by the translators. The time is passed for those odious measures of Mahometan tyranny, which the Servians suffered so long, when they could neither dress as their Mahometan neighbours, nor mount a horse, nor bear arms, and were subjected to every species of indignity. The Turkish military code is very explicit:—"Il doit s'interdire le port des armes, l'usage des chevaux, et de toute autre monture."—(See chap. iii., p. 51.) The Servians were also considered in the financial system as so many beasts of burthen, transferable and speculated upon according to the caprice of the high functionaries of their despotic masters. The whole of chap. iii. illustrates this degrading condition of the poor Servians. We sincerely sympathise with the translators in her brief, but comprehensive preface, where she says:—

"It may, however, be permitted here to remark that the subjection of Christian nations to the infidel yoke, is matter not merely for regret, but a subject which calls for the attention and active sympathy of the enlightened and powerful governments of Christendom. * * * * The fanaticism of their Moslem rulers is so strongly opposed to every attempt of the Servians and Bulgarians to form educational institutions, and even to acquire the elements of Christian knowledge, that it is only by foreign intervention—not the less effectual for being of a peaceful kind—that the means and opportunities so earnestly desired by the Christian population of these countries can be afforded them. The Turks have been intruders in Europe from the first, grinding down the people and impoverishing the countries which they overran; and warring alike against liberty, enlightenment, and Christianity. If we are to judge of a faith and a government by their fruits, we should all unite in hoping that the Mahomedan religion and the obstructive despotism of the Sublime Porte should yield to the now swiftly-advancing tide of Christian civilisation."

The Crescent, indeed, has paled and pales before the growing brightness of the Cross. Abul Medjéed may exclaim, as did Mustapha III., "The empire is overthrown!" But, prepared for the worst, his Vizier Abdulhamid consolatorily rejoined, "In Asia, too, there are shady valleys where kiosks may be built." (See Chap. v., p. 95.) With all our hearts we wish the Turks gone to Asia; they have no business in Europe. Let the dark and remote valleys of Asia cover them and their works with the black cloud of eternal oblivion. But if they are to be brought again to the memory of mankind, let it only be for a lesson, or warning, to the nations of civilisation, *never to allow their intestine divisions to weaken their strength in presence of a horde of invading barbarians.* We are obliged to close our brief

notice of Mrs. Kerr's admirable translation by observing, that, because France has made the protecting of the Christians of the East an engine of political aggrandisement, this is no reason why we should not give, as Englishmen and Christians, a conscientious and effective protection to our oriental co-religionists against Mussulman and Turkish oppression, which, as it expires in its agonies beneath the advancing car of European and Christian civilisation, is frequently the more violent and destructive.

The Knitted Lace Collar Book; and The Album of Fancy Needlework. By Mrs. G. T. Baynes. London: Simpkin and Marshall.

FOR the sake of those of our fair readers who have adopted the arts now so fashionable in England, knitting and crochet, we notice (though out of our usual line) the elegant little manuals with which Mrs. Baynes has favoured a very large circle of her patrons. Her works possess, indeed, some advantages peculiar to themselves, being extremely clear and explicit in the receipts given, and mentioning also the quantity of material requisite for each article, as well as giving an excellent engraving of its appearance when completed. A new series, called *The Young Mother's Knitting Book*, is announced as nearly ready for the press.

PAMPHLETS RECEIVED.

"Two Letters Addressed to the Editor of the *Mauritian*, on the Cutting of a Tunnel through the Pouce Mountain at Port Louis, Mauritius, for the purpose of making a Canal to give the Town an increased Supply of Water and to Construct a Road to the Central Districts of the Island." By Percy Bloomfield. London: George Peirce.

"A Plan for Relieving the Landed Interest of the Empire from the Necessity of Granting Out-door Relief to Able-bodied Paupers, &c." By William Mann, author of "Six Years Residence in the Australian Provinces." Dublin: W. H. Dyott.

"Twenty-first Report of the Court of Directors of the New Zealand Company."
 "Disinfection; or, Remarks on the Health of Towns, and the Manufacture of Inodorous Azotized Manure from Animal and Vegetable Matter." By Charles F. Ellerman, Esq. London: George Peirce.

COLONIAL INTELLIGENCE.

INDIA.

WE have received Calcutta papers by the last overland mail to the 3rd June—those from Madras to the 8th June, and from the Bombay Presidency to the 22nd May.

Everything was peaceful throughout the empire and its appendages, and a reduction of the military establishment of the country was contemplated.

The Legislative Council had put forth several acts and drafts of acts, including one for legalising the emigration of Indian labourers to Ceylon.

The *Hurkaru* states that the labours of Mr. Williams, the surveyor of the mining districts of India, had resulted in the discovery of a valuable seam of coal, lower in geological position than those which have been hitherto worked, and one which will afford "coking coal" of very superior quality, especially adapted to the use of locomotive engines. We learn, too, that machinery has been sent up the Damoodah, which will afford Mr. Williams every opportunity for prosecuting labours of so much importance to the interests of the country.

A very interesting article on the rise and progress of inland steam navigation in Bengal, is published in the *Hurkaru*, to which we may recur hereafter.

The *Englishman* has given a statement, on the authority of a correspondent, of the estimated out-turn of sugar and indigo in the district of Tirhoot for the season 1846-47, according to the appearance of the standing crops at the close of last month. The sugar is estimated at 190,500 maunds, and the indigo at 25,900 maunds. The out-turn of sugar in 1845-46, if our memory serves us right, did not exceed 80,000 maunds, so the reader may judge of the great increase of the present season should this estimate prove to be near the mark; but we fear it is too sanguine a calculation. Not that the present appearance of the cultivation is opposed to such an out-turn; on the contrary, the cane now on the ground is superior to anything yet seen in Tirhoot, and the showers experienced at the close

of April have materially benefited it; but it is uncertain whether the machinery at hand will be sufficient to work it all off. A great delay occurred in getting up a portion of what is at present on the spot, and we understand a further supply is only now on its way thither. Moreover, the principle of economy has in some cases been carried too far, engines of six-horse power only having been sent up, and found unequal to the work required of them; this has necessitated the substitution of mills of double that amount, at a loss to the parties concerned. The newest mills and engines, we are informed, are first-rate; of these about ten or twelve have been erected, which, with those previously in the district, make a total amount of sixty. Should the cultivation continue increasing as at present, it is probable that the extent of machinery will have to be doubled at no distant period. With regard to indigo, the statement, we learn, is likely to prove under than above the mark, should the weather continue favourable. There was considerable alarm at first that it would not prove a good sowing season, and the westerly wind setting in immediately after the plant made its appearance, created not a little alarm; but these fears have vanished, and the showers which have since fallen have completely restored the crop, which, at present, has a beautiful and refreshing appearance to the eye of the planter. In fact, the face of the country, we are informed, as regards this staple, never looked finer than it does now, and gives promise of an out-turn of about 35,000 maunds, should a fortnight's westerly wind not spring up to nip this prospect in the bud, or, in other words, to cut the plant in pieces. It was in 1843-44, we believe, that Tirhoot yielded 40,000 maunds; but these were under most favourable circumstances, such as had not been known for many previous years, and may not probably occur again. It remains to be seen what approach the present year will make to the bumper season. Since writing the

above, we have seen another letter in the *Englishman* of a later date than the statement previously alluded to. The first correspondent of our contemporary assumes an estimate of 25,900 maunds only; the other says, "the common assertion that the plant is thicker and finer than in 1843, when Tirhoot sent down 42,000 maunds, will give you an idea of the prospects." Time alone will show the correctness or otherwise of these statements. We incline to the opinion that our probable estimate of 35,000 maunds from this district will be eventually found nearest the mark.—*Eastern Star*.

CEYLON.

We have our usual files of Colombo papers to the 10th June, from which we proceed to make extracts.

Viscount Torrington, the new Governor, had arrived. The Hon. C. J. McCarthy had been appointed Auditor-General. Mr. Ackland had been nominated to a seat in the Legislative Council.

At a meeting of the Ceylon Asiatic Society, held on the 22nd May, it was unanimously resolved—That it appears to this meeting highly desirable that a mineralogical and geological survey should be made of some of the more important districts of the island, and that the committee be requested to take such steps as may be necessary for furthering this object, and to report the same to the next general meeting.

Sale of Coffee Estate.—Yesterday the fine plantation at Kaduganava, belonging to the estate of the late D. Mactavish, Esq., was put up for sale by Messrs. Venn, Preston, and Co., and, after some brisk biddings, was knocked down at £4,200. The purchaser was understood to be Dr. Kelaart, at present, we believe, on the medical staff at Chatham. The crop last year off this estate of 100 acres planted, amounted to 1,500 cwts. of coffee. Dr. Mactavish refused £9,000 for it some years since.—*Ceylon Times*.

The local journals reprint from the *Government Gazette* a statement of the imports and exports of Ceylon for the past year, ending 30th September. From a glance at the tables, we find the imports during five years stand thus, in round numbers :—

1842 Goods	£625,000
1843 „	720,000
1844 „	848,000
1845 „	1,054,000
1846 „	991,000
Total	4,236,000
Less imports re-exported during these five years ..	262,000
	<u>£3,974,000</u>

1842 Specie	£172,000
1843 „	314,000
1844 „	518,000
1845 „	441,000
1846 „	382,000
Total	1,827,000

Less exports of specie during these five years	64,000
	<u>£1,763,000</u>

Thus we see that the actual imports of goods and specie during the five last years have been £5,737,300. During the same period the exports of produce were, in round numbers, as follows :—

1842	£421,000
1843	400,000
1844	502,000
1845	530,000
1846	498,000

Total

	<u>£2,351,000</u>
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Showing a surplus on the side of our imports to the extent of £3,386,000; in other words, our imports more than doubled our exports.

Trincomalee a Shipping Port.—Some of the proprietors of estates situated on the Matelle and Knuckles ranges of hills have been recently in correspondence with our Government relative to the communication between these districts and the port of Trincomalee. The planters we allude to appear to be determined, if possible, to try the eligibility of the latter place for the shipment of their produce, in preference to Colombo, and have asked of our authorities that the line of road leading thereto be surveyed, and reported on, with a view to ascertain what outlay would be required to place the bridges in proper repair. The Government have promptly responded to this call, and Major Skinner is ordered at once to furnish a report on the subject. Should the

task prove to be not a costly undertaking, the parties interested are assured that it shall be put in hand without delay. Should it appear that the experiment may be made at a trifling cost to the public, certainly there can be no good reason why it should not take place; but until we hear something of figures, we forbear all comment. If Trincomalee really possesses natural advantages over Colombo, unquestionably a time will come when some one or more will be found to develop them, let prejudices against the scheme be what they may. As regards the railway, we are sanguine enough to believe that we may see the day when a line will intersect the entire length of the island, placing Galle, Colombo, Kandy, and Trincomalee, within but a few hours' distance of each other.—*Examiner*.

CHINA.

Our papers from Hong-kong reach to the 25th May. Major Caine had been confirmed in his appointment as Colonial Secretary and Auditor-General of the Colony.

Rumours of an attempt on the part of the Chinese to surprise Hong-kong, had prevailed, but they appear to be without foundation. According to the *Friend of China*, however, a crisis was approaching, the consequences of which cannot be foreseen, but a rupture with China is all but unavoidable.

Our relations with China are in a critical position, and require a master spirit to direct them. The privilege of entering Canton has been postponed for two years. The Honan "concession" will probably be allowed to remain in abeyance; successful opposition will make the people more insolent, and ultimately all disputes will be settled by an appeal to arms. Even before the two years expire, warfare may be unavoidable, and the people of Canton receive a fearful lesson, the Bogue forts, or some other point, being held as a pledge for future good behaviour.

In Colonial affairs there is nothing to note that is agreeable. A large portion of the European shopkeepers are insolvent, and some of the oldest Chinese dealers have been sold out by the Sheriff.

NEW SOUTH WALES.

We have a few late papers from Sydney to the 25th March, and our dates from Port Phillip and Portland Bay, are to the 10th March. The Governor-General and Lady Fitzroy, had returned to Sydney from Port Macquarie. His Excellency was suffering, though but slightly, in consequence of a fall from his horse on his way from New England to Port Macquarie.

The Surveyor-General, Sir Thomas L. Mitchell, was on the point of returning home, and had taken his passage in the "Walmer Castle," which would sail for England early in April.

The Labour Crisis.—A frightful scarcity of pastoral and agricultural labour is complained of on all the large farms, stations, and squattages throughout the Colony, and the following are a few of the results which already oppress the employers of labour.

1. Whilst the wages of shepherds and other servants of the sheep stations have risen 50 per cent., wool, the great product of the country, has fallen full 25 per cent.

2. That the agriculturists are really suffering more than the wool growers. One pound per acre was lately paid for reaping wheat at Maitland. The thrashing, cartage, and freight, cost at the full rate of one pound an acre more. The crops yielded fourteen bushels an acre, and realised three shillings a bushel. The grower's profit was therefore two shillings per acre, and we need not observe that he had far better have allowed the crop to rot in the ground.

3. The average rate of wages for rural labourers, is now £35 per annum. The usual ration, at English prices, is worth £24 per annum; and, considering the relative value of money, we do not hesitate to declare that such a wage and ration is equivalent to £80 per annum in England. It costs the employer seventeen bullocks a year to pay each man's wages and rations, which bullocks, in England, would realise him full £250.

4. In consequence of the deplorable state of the labour market, the boiling-down operations this year will be on the most extensive scale. It is calculated (from a most careful estimate,) that 10,000 tons of tallow will be produced during the current twelve months, that

is to say, 75,000 head of cattle, (sufficient to feed 90,000 people for one year, at the rate of 10lbs. of meat per week); and 400,000 sheep, (sufficient to feed 40,000 people,) will be boiled down for the sake of their tallow alone. And thus the startling fact is presented, that at a time when four millions of people are literally starving in Ireland, the land and stock-holders of another portion of Her Majesty's dominions are consigning to the "melting pot" food sufficient for 130,000 persons for a whole year (at the rate of Colonial consumption) or for one million, if the quantity be considered in reference to the rate of consumption in Great Britain and Ireland.—*Paramatta Chronicle*.

NORTH AUSTRALIA.—Colonel Barney and family, accompanied by nearly all the official gentlemen connected with the new settlement of Northern Australia, left Sydney in the "Lord Auckland" on the 8th February. They expected to reach Port Curtis on or about the 15th. We understand that since Colonel Barney's return from his first expedition, his plans respecting the site for the new Colony have undergone great alteration. It is now proposed that the Boyne (of Oxley), which river comes into Rodd's Bay at Port Curtis, shall be accurately examined with the view of ascertaining its eligibility as a shipping port; and that a party shall proceed some distance up the stream to survey the interior. Should the result turn out unsatisfactory, Colonel Barney intends proceeding to Keppel Bay, and, if necessary, farther northward still, until a suitable place is found for the site of the future capital of the province. As soon as the preliminary arrangements for establishing the new settlement have been completed, Colonel Barney will at once take steps for the opening of communication between this place and the seat of His government; the necessary preparations for that purpose are now in progress, and we are assured that no time will be lost in bringing to maturity the plan to facilitate intermigration between the two places. We understand that the Government stock will not be removed quite so soon as was expected, in consequence of its not having been determined whether they are to be sent by land or by water. In all probability a small proportion of the stock, with a few

horses, will be forwarded by sea; and the remainder will be sent overland when the site of the settlement has been fixed. Subjoined we publish an extract from the official report of John Oxley, Esq., whose labours as a surveyor and explorer of the coast to the northward were communicated to Sir Thomas Brisbane, in the year 1824; and which we have no doubt will prove highly interesting to our readers. Mr. Oxley expresses a very decided opinion that Port Curtis and its vicinity does not afford an eligible site for a large establishment. From his description of the river named by him the Boyne, it is evident that it is not the same water as that on the banks of which the squatters have stations, for at the junction of the Stuart, and what is now called the Boyne by them, the width from bank to bank is considerably more than an eighth of a mile; and sixty miles lower down the channel, of course, increases in size, and the principal branch, called the Swan, or the Dawson of Leichardt, is met with coming from the westward. At this junction the river is upwards of 300 yards wide from bank to bank. We believe that the river has not been explored above twenty miles from this point. Such being the case, the embouchure of this large river must be looked for farther to the northward. Judging from the numerous low swampy lands in the neighbourhood of Keppel's Bay, as laid down in Flinders' Chart, there is some probability of the river disemboguing in that part of the coast. The anchorage in Keppel Bay is good, and the winds generally favourable for the shipping. Until, however, Mr. Burnett has succeeded in tracing this noble river down, it is useless to hazard any further conjectures as to its embouchure. The "Thomas Lowry," with the remainder of the first batch of officials, military, and stores, was to follow the "Lord Auckland" in about a fortnight. On her arrival at Port Curtis, should a flag be found hoisted on Gatecombe Head, she is to proceed to Keppel Bay, and join company with the "Lord Auckland," Colonel Barney having given instructions to that effect. We should not be at all surprised to learn that Halifax Bay is to be the site of the capital of the new Colony. This spot was recommended by Captain Wickham, and several other competent persons, as the most eligible

place for a settlement some years ago. Its central position points it out as a proper site for the principal town of the new Colony; and as the Burdekin probably disembogues in this neighbourhood, its suitability ought, at all events, to be ascertained. Dr. Leichardt is of opinion that if a settlement is to be established on the east coast, it ought to be at the mouth of the Burdekin, which he supposes to be at Cape Upstart, on the southern extremity of Halifax Bay; this place being inside the Burrier Reef, which extends from Cape York to Bunker's Islands, has been recommended by Captain King. The climate is described as being well suited to European constitutions.

SOUTH AUSTRALIA.—We have received files of papers since our last to the 16th February, and indirect advices by the way of Sydney, to the 6th March, from which we make the following extracts:—

Burra Burra.—Mr. Paxton has just returned from this mine, with one or two more magnificent specimens than ever. We have just had the pleasure of examining one of them. It is almost pure copper; and one spot exhibits crystals which are said to be *rubies*. We are not lapidaries sufficient to pronounce as to the value of the stones, but the amazing richness of the copper ore we can freely vouch for. It is said to be in the ordinary abundance of this great mine, where a lode must be two or three feet wide, at least, to attract notice.

Greenock Creek Mine.—This mine has been let by the proprietor to Messrs. J. H. Angus and Captain Rodda, on behalf of an English company, at a royalty of one-fifteenth. The lessees have already cut a splendid lode of blue carbonate, nearly four feet wide, and of great promise.

We have the pleasure to announce the safe arrival of another overland cattle party. Mr. Henry Kingsworth Jarvis, of Yass, New South Wales, formerly of Minson-court, Kent, the owner of the cattle, reached Adelaide on Friday, and reports that the whole of his overland herd, numbering 221 head of fat cattle, reached Moorundee on the 19th instant. The party consisted of nine persons, and comprised Mr. Jarvis and his son, a Mr. Bowles, who acted as conductor of the party, Thomas Butcher, Edward Cook,

Samuel Howard, Herbert Elder, Robert Parkes, and William Weeks. The party finally left the Lachlan on the 21st January, and reached Moorundee on the 19th, as already stated, having travelled a distance of 500 miles, at the rate of something more than 17 miles a day. Between Lachlan and Mount Dispersion (where Major Mitchell once had a sanguinary encounter with the natives, and where Mr. Jarvis lost a son-in-law, George Bridges, last year) numerous tribes of natives were met with, but tact, timely presents of pipes, tobacco, and fish-hooks, not only conciliated them, but procured their valuable help in carrying dry across the anabranches, flour and other stores out of drays which had become bogged. The total distance performed was very little less than a thousand miles, reckoning from the day of starting from Mr. Jarvis's station, near Lake Walgier, which was the first Wednesday in December.—*Register, March 3.*

VAN DIEMEN'S LAND.

We are in receipt of Hobart-town papers to the 13th March.

On the 11th instant, says the *Hobart-town Advertiser*, notes were received by Messrs. Swanston and Gregson, requesting their presence at Government House, when his Excellency told them that he had come to the determination of requesting the six gentlemen who had resigned, to resume their seats in the Council. Messrs. Swanston and Gregson acknowledged the honour that was done them, and said they would be most happy to assist His Excellency's Government.

The same paper also states that the cause of justice and the Colony has at length been successful. The six gentlemen who resigned on a great principle have had their views affirmed by Her Majesty, and their rectitude confirmed by their reinstatement in the Council.

The Land Fund.

The Petition of the undersigned Landholders, Merchants, and other Free Inhabitants of the Island of Van Diemen's Land,

Sheweth,

1. That prior to the year 1834 the *land revenues* arising from sale of waste lands of the Colony of Van Diemen's Land had been of small amount, but that

in consequence of the abolition of the free grant system, and other circumstances, they began from that period to increase considerably; insomuch that, from the year 1834 to 1843 inclusive, they amounted, on an average, to upwards of £27,000 a-year. That, in 1844, however, this fund had nearly ceased, and that it is now producing comparatively but a small amount.

2. That, in the year 1836, the land fund, previously paid into the military chest, was transferred to the Colonial chest; and that Her Majesty's Government appear to have regarded this transfer as an equivalent for imposing upon the Colonists the charge for police and gaols, rendered necessary by the presence of British convicts.

3. That, in a letter addressed by James Stephen, Esq., Under Secretary of State in the Colonial Department, to C. B. Trevelyan, Esq., one of the Secretaries of the Treasury, dated the 26th of November, 1846, and published by order of your honourable House, the following passage is given, as showing the result of the arrangement thus imposed upon the Colonists:—"The effect, therefore, has been that, in the last ten years, the Colonists had become liable to a charge far exceeding that which had been contemplated when the arrangement of 1834 was made, and had been deprived of nearly all the resources for sustaining that charge on which, in 1834, they had relied."

4. That, in the view thus taken by the Colonial Department, of an arrangement, in which the Colonists had no voice—though obviously admitting the hardship imposed upon them—it is humbly conceived that the full justice of the case is not recognised; it appearing to your petitioners that the land revenue of the Colony is properly a *Colonial resource*, and such as cannot fairly be placed against an *expenditure mainly incurred by the Colonists for home purposes*, like that for police and gaols.

5. That, in the same communication from Mr. Under Secretary Stephen to the Treasury, it is stated that the conversion of this Colony and Norfolk Island into the receptacles for convicts under sentence of transportation, has had an effect "doubly injurious to the free Colonists; it has both rendered the wild lands unsaleable, by deterring the settle-

ment of capitalists there, and it has enhanced, from year to year, the expense of gaols and police, until it has arisen to the annual sum of £36,737, charged upon a revenue, the whole of which amounted to £116,664."

6. That these circumstances appeared to Lord Stanley to demonstrate the injustice of "holding the Colonists to *the arrangements of 1834*," his Lordship observing, through Mr. Stephen, in the letter above referred to, "that, for the single charge of gaols and police, a burthen is sustained exceeding a capitation tax of twenty shillings per annum on every free Colonist in the Island; a charge unexampled, he believed, in any other society living under a constitutional Government."

7. That, under all the circumstances of the case, Lord Stanley recommended to the Lords of Her Majesty's Treasury, that, for the future, the sum of £24,000 a-year (two-thirds of the then estimated annual cost of the police and gaols) should henceforth be defrayed out of the British treasury; but, at the same time, his Lordship recommended that the land fund should be withdrawn from the Colonial revenues; and their Lordship agreed to such recommendations.

8. That, however, in the reply directed by the Lords of the Treasury to be sent to the said communication, such reply being dated 2nd February, 1846, and also printed by order of your Honourable House, the present financial difficulties of the Local Government of this Colony are attributed, not to the large expenditure on account of police and gaols, but to "laxity of system and profuse expenditure," and to "the apparently habitual disregard, on the part of the Executive Government, of any necessity for adhering to the authorised appropriations for the public service."

9. That the Colonists are not answerable for this profuse expenditure, which they have had no means of controlling, being wholly unrepresented in the Colonial Legislature, while the officers of the Colonial Executive are sent out from England by Her Majesty's Government; but that under no circumstances can they conceive it just that the large police and gaol expenditure, rendered necessary by the presence of so great a number of convicted offenders, should be made a charge upon them.

10. That the relief about to be afforded in this respect, by the annual payment from British funds of £24,000 a-year, they humbly submit to be justly their due; and that the future land revenues of the Colony should not, as is proposed, be wholly taken away and paid into the *Commissariat Chest*, as a compensation to the Home Government on account of this relief.

11. That the present value of the *waste lands* of the Crown in this Colony must be attributed to the industry and enterprise of the Colonists; and they regard it as a great grievance to see the funds arising from their sale, diverted from the use to which they are so beneficially devoted in the adjacent settlements. That the present condition of this Colony renders it singularly desirable that these funds should be appropriated to the introduction of free male and female emigrants:—That the welfare of the Colonists and all the higher interests of humanity, demand the application of every available means towards the improvement of the character of the working classes in this community; and no means can conduce to this end so surely and directly as the encouragement of free immigration.

12. That your petitioners submit, that not only are they entitled to the £24,000 a-year which the Lords of Her Majesty's Treasury have consented to appropriate towards the gaol and police expenditure for the future; but that they are equally entitled to arrears of a similarly proportionate sum for every year, since the year 1836, up to the present time.

Your petitioners, therefore, humbly pray that such arrears may be recognised as due from the British Treasury to the Colonial revenue; that the total sum so accruing may be expended in the introducing of free emigrants, especially females; and that the land fund of the Colony arising from the sale or rental of the *waste lands*, after paying expenses of survey, may be appropriated to the same purpose.

And, &c.

NEW ZEALAND.

Advices from the Colony by way of Valparaiso are to hand to the 5th March; but our own papers from Wellington do not come down later than the 5th February.

We do not find any local intelligence of importance in the papers, and must, therefore, content ourselves with giving the following statistics of the Colony:—

An account of the number and tonnage of vessels that have entered inwards and cleared outwards, at the port of Wellington, from 1st January to 31st December, 1846, inclusively:—

	Vessels.	Tons.	Men.
Inwards from beyond seas direct ..	47	8,362	547
Coastwise.....	172	5,753	609
Total inwards ..	219	14,115	1,156
Outwards to beyond seas direct	43	7,198	457
Coastwise.....	179	6,559	625
Total outwards ..	222	13,757	1,082

Amount of the revenue of the district of Wellington, for the quarter ending 31st March, 1846, £1,087 12s. 10d.; 30th June, £1,428 11s. 11d.; 30th September, £2,408 1s. 11d.; 31st December, £2,704 19s. 8d.—Total, £7,629 6s. 4d.

Export of wool from Wellington, for the undermentioned years:—Year ending 5th January, 1842, (none); ditto, 1843, (none); ditto 1844, 7,125 lbs.; ditto, 1845, 17,970 lbs.; ditto, 1846, 26,105 lbs.; ditto, 1847, 33,596 lbs.—Total, 84,796 lbs.

Official return of the population of the settlement of Wellington, for the year ending 31st August, 1846:—Adults—males, 1,175; females, 963; 2,138. Under fourteen years of age—males, 959; females, 880; 1839;—total, 3,977. Births—males, 111; females, 99; 210. Marriages, 19. Deaths—males, 18; females, 12; 30.

Education.—Six Sunday schools, 250 children; ten day schools, 275 children.—Total, 16 schools, 525 children. There are also six infant schools in Wellington.

Number of acres in crop 31st August, 1846:—Wheat, 494½; oats, 115½; barley, 98½; potatoes, 217½; garden or other produce, 190½; pasture, 406—Total, 1523.

Total amount of live stock in the settlement of Wellington, including the stock at the stations at Wairarapa, Porirua, and Manawatu:—Horses, 265; cattle, 3483; sheep, 19,461; mules and asses, 29.

A list of the number of vessels registered at the port of Wellington from 31st December, 1845, to 31st December, 1846:—"Gypsy," 15; "Margaret," 27—Total, 42.

In addition to the above, the "Edward Stanley" was built at Wellington; and the "Governor Grey" at Wanganui, during the last year.

MAURITIUS.

We have nearly two months later dates from this Colony—our advices coming down to the 9th May.

The calculations that can be made on next crop are vague as yet, the dryness of the weather all through the month in the productive districts (North and South Pamplemousses and Rivière du Rempart) has somewhat checked vegetation, and the heat of the summer being over the plantations will not profit so much by the rains that may now fall. The reports from the other districts are favourable, and the crop promises well. Sir William Gomm, in a late document, estimates the crop at from 140 to 150 millions, a consumption to be desired, but we think we shall be nearer the mark in saying it will equal the present, which will reach 130 millions.—*Mauritian*.

The subject of agricultural improvement and scientific education for the young is, we are happy to see, attracting public attention. The *Mauritian*, writing on this subject, says:—"Our fertile plains are inexhaustible with good cultivation. In Europe, with a climate unfriendly to vegetation at least for one-half of the year, with a soil that has been cultivated for hundreds of years, fortunes are made and capital accumulates. If we employed the same means in our genial climate—a continual summer—in our new soil so abundantly productive, our advantages would be tenfold greater. If we only knew how to give to our cultivation and our manufactures a part of the care, skill, and intelligence, bestowed in Europe, we should increase our revenue considerably. But, notwithstanding the warnings we have previously given of the improvements introduced in all the sugar Colonies, both British and foreign, our system is nearly the same as it was fifty years ago. We continue to plant, to cultivate, and manufacture, à la Malartic. Even the manuring of

land is little understood; no one has taken the trouble to pay serious attention to the composition of the different earths. The volcanised plains of Mapou, the yellow stony earth of Bois Rouge, the red ferruginous soil of Pamplemousses, the dark clayey earth of the Morne and Tamarind, the powdery earth of the Great and the clammy earth of the Little Savanne, the burning earth of the sea side and the cold earths of Mesnil and Moka—all these are indiscriminately planted with the cane. How few are there amongst our planters who ever think of studying the application of chemistry to agriculture. Who are the teachers of the difficult science of agriculture? Are they not the subalterns we employ? They have educated the advocates, the "avoués," notaries, brokers, mariners, merchants, military men, physicians, clock-makers, tailors, &c., who were decided to become planters in a day. Worthy scholars of such masters; ignorance and routine on both sides. What disappointment followed; we fancied we knew all that was required without having learnt anything! But even now that many have had some years of dear-bought experience, can they define the rules and principles of agriculture in our Colony? What a conflict of opinion on the most elementary questions! One plants at the beginning of the year, another at the middle, a third at the end; and a fourth sustains that it is good to plant at all seasons of the year. Some say that large, others that small, caneholes are best, and a third prefers to plant in furrows. On one side the plough is vaunted, on the other it is ridiculed. James plants maize in his young plantations of cane, John says it kills them. A speaks of the good results of guano, B says it burns every plant. C is an advocate for the manure Jauffret, D for the manure Toché. If you ask how many pounds of sugar there are to a barrel of cane-juice, you will have ten different answers, from 60 to 112 lbs. Inquire again as to what unanimity prevails as to the improvements in the manufacture, you will find no more than on the other points we have cited. What is the consequence? That we have few among our numerous planters who know how to reason on all their operations and obtain profitable results. The manufacture is even more difficult than the cultivation

of the cane, but how little do proprietors occupy themselves about it! In Europe, in all the sugar-houses, the chief sugar-boiler is a well-educated man, who has made certain studies in chemistry, and unites to his practical knowledge a good theory; he is well paid. In Mauritius, to our shame be it said, an Indian labourer, who is a little more intelligent than his companions, is taken from the hoe and made principal sugar-boiler. He does all his limited experience and knowledge allows him; throws into the boiler lime at all risks; sometimes burns and overboils the sugar, at others does not boil it enough, often causing considerable loss to the proprietor in the quality. Out of the 20 lbs. of sugar contained in the 100 lbs. of cane, we obtain 6 or 7 lbs.; the rest is lost. Out of 10 lbs. of sugar contained in 160 lbs. of beet-root, the manufactories in France extract 10 lbs. Dombasle succeeded in obtaining the whole 10½ lbs. without losing a grain. But in the latter country there is only one opinion on the good methods, because they have been studied by those who use them. There are not ten different opinions or ten methods in the cultivation of the vine or the making of wine. Neither are there various systems for the cultivation of beetroot and the extraction of the sugar. The inference that we wish all thinking men to make from what we have said is too apparent. If, by working in the dark as we have done, we succeeded, with the assistance of a propitious soil and climate, in obtaining favourable results, how much more advantageous will they be when we have given ourselves the trouble to learn to cultivate and manufacture after the manner of Europe."

A prejudice which Sir William Gomm has in no slight degree contributed to keep up in England, exists against lengthening the period of engagements, and even against engagements themselves. It is believed, that if service ceased at the wish of the parties, the effect would be to perpetuate relations between the same masters and the same servants. Let us see if this opinion is in any way supported by the table which the members of Council have just received, indicating the number of emigrants introduced since 1843, who continued engaged two, three, and four years on the same estates. At Port Louis, 177 emigrants are in the

second year of their engagements, 233 in their third year, and 21 in their fourth. At South Pamplemousses, 866 are in their second year, 233 in their third, and 94 in their fourth. At North Pamplemousses, 1,582 are in their second year, 1,103 in their third, and 353 in their fourth. At Rivière-du-Rempart, 504 in their second year, 109 in their third, and 23 in their fourth. At Flacq, 1,386 are in their second year, 375 in their third, and 74 in their fourth. At Grand Port, 496 are in their second year, 220 in their third, and 162 in their fourth. At the Savannah, 563 in their second year, 253 in their third, and 94 in their fourth. At Black River, 172 are in their second year, 167 in their third, and 282 in their fourth. At Plaines-Wilhems, 589 are in their second year, 192 in their third, and 33 in their fourth. And at Moka, 14 are in their second year, and nine in their third. Hence, of the enormous number of emigrants introduced into the Colony at so great an expense since 1843, only 6,268 have been engaged two years, 3,094 three years, and 1,136 four years to the same masters. Hence, 10,498 labourers have not quitted their employers from day to day, that is to say, less than a quarter of the number introduced conformably with the order in Council of the 15th January, 1842.—*Cerneen.*

The Government displays a wonderful degree of simplicity in publishing certain returns for which it has lately acquired a taste that, however, we are far from finding fault with. As a specimen, we would cite another table which has been sent to the members of Council, and which is a "statement of the number of Indian emigrant labourers of the new emigration who have embarked for their respective countries from January, 1843, to December, 1846, showing the loss on the amount paid for the passage of each, for the unexpired part of five years, calculated on an average of £8 10s. per adult." We have no room to give the number of Indians from Calcutta, Madras, and Bombay, who have resided at Mauritius less than one month, or more, up to fifty-nine months, so we will content ourselves with informing our readers that this loss amounts to £22,196 18s., on 4,621 persons. Now is it plain why we are desirous of Lord Grey's plan being carried into execution?—*Ibid.*

“Although the abuse of patronage may have diminished of late years, still the complaint in nearly all the Colonies is loud, that the best men have not been appointed to the highest functions, and the complaint is unanimous in all, that no generous and liberal principle of administration is recognised.” We repeat these emphatic words from the *Times* a second time, as we have an illustration of their truth at the present moment in the Colony. Would that the facts we relate could meet the eyes of the London journals! The *London Official Gazette* announces the appointment of Mr. Shelly as Assistant Auditor General for our Colony. This office has been filled by Mr. Schellebeck for these last few months, whom his Excellency Sir William Gomm was pleased to appoint “par interim.” He is now to go back to the situation of clerk, which he has filled for *thirty-six years*, with honour to himself, and without the slightest reproach from Government, fulfilling his difficult and responsible duties during this long period with that assiduity and intelligence which every one would have thought was worthy of promotion. Such is the liberality of the British Government to those who are grown grey in its service, who have toiled on in hopes their turn would one day arrive. From whence comes this crying injustice? Want of protection and patronage at such a distance from the metropolis! This is worth more than years of service even with the virtuous Earl Grey! We blush for such abuses and repeat with the *Times* that in the Colonies the best men are not appointed to the highest places. Those who come after Mr. Schellebeck in the Audit Office are also obliged to recede to give place to the “new comer.” Mr. Barrow has seen some sixteen years service, his inflexible integrity and his strict performance of his office are too well known, both by the Government and the public to require any remark from us. Mr. Rossford also from his activity and intelligence is well deserving the place he has temporarily filled, but all want protection, and they, like others who have “no friends at court,” we grieve to say it, must wait a long time for preferment. Since writing the above we find in a late number of the *Times* remarks that support us in what we have said. We ask why the Government still acts in contradiction to such principles of justice?

The extract is as follows:—“There is a stir and movement about the Colonial office, indicative of great events. Some good measures have been taken already, and there are promises of more. In the proconsular system, however, we see the greatest need of amendment. Let us have no more hoisting of men into high places, there to have their heads turned by an uncongenial elevation, to display their incapacity with a conspicuousness proportioned to the height. Let them climb up the ladder round by round, and step by step, slowly and leisurely, with time to look about them on each successive gradation, to make the bearing of their position, and understand thoroughly surrounding objects. There is no royal road to the science of Government. More, perhaps, than all other sciences, this requires a patient apprenticeship, labour, study, and good natural parts. Nothing can be more palpably absurd than to drop a man suddenly into the vice-regal chair of some distant Province, of which every object, physical, social, and political, is as unfamiliar as the geography of the moon. The probable consequence, and, as experience has proved in many instances, the actual consequence of such a proceeding is to drive the perplexed Viceroy into the arms of some clique or faction, or worse still, of some clever designing person who can give the information his master requires, and is willing, in return for the smiles of greatness, to perform those little useful services which ignorance and incompetence generally find necessary to support an envied authority. The possibility of such a misfortune to a Colony should by all means be avoided; and it seems to us that there are no other means by which it can be avoided, than a discriminating and impartial selection of Governors, on the principle of appointing the best man that the Colony, or, if necessary, the mother country, can furnish.”

WEST INDIES.

JAMAICA.—Our files from Kingston, and the towns on the north side of the island, reach to the 23rd June.

A central manufactory company is announced in the journals, for the parish of Westmoreland, to be established on the banks of the Cabaretta. Six estates,

making about 1,000 hogsheads of sugar, are to be comprised within the sphere of the company's operations. The proposed capital is £40,000, in 800 shares of £50 each. One third of this capital had been subscribed for by proprietors, and other parties resident in the immediate neighbourhood, and the remainder was offered to the public.

A mail coach company had also been formed, with a very strong provisional committee, to run between Kingston and Lucia. Four-horse carriages were to run across the island twice a week. A capital—£10,000, in £10 shares—was to be raised for the purpose.

The Legislature had offered premiums of £50 for the best treatise on the agriculture and statistics of each parish, a most laudable step which we should be glad to see followed in other colonies, as the competition will necessarily draw forth many valuable essays on the indigenous resources, tropical products, and progress made by different localities in the Colony.

The suggestions thrown out as to the information most desired, may be useful in other quarters, and we therefore extract it:—"With regard, in the first place, to those parishes containing large towns, say Kingston, St. Catherine, St. James, Trelawny, &c., it will be highly desirable to obtain correct information as to the increase or decrease of the population therein, distinguishing the males from the females, and of the latter especially, those above 12 and under 25 years of age; also the sanatory condition of the inhabitants generally, specifying the diseases most prevalent in town and country, and the proportion which the births bear to the deaths and marriages. Next, every endeavour should be made to ascertain whether civilisation and its concomitant industry are progressing or otherwise; and particularly in how far the means of instruction already afforded are being used by the population at large; so that the necessary data may be obtained, if possible, for guiding the legislature in its future dealings with the education question. Furthermore, it is to be hoped that considerable attention will be devoted to the draining of towns; the evils attendant upon the neglect thereof, and the great advantages, both in a sanatory and pecuniary point of view, from a judicious reform in this respect.

For our agricultural parishes again, the points on which information is particularly required, are—1st, the number of acres of arable land in each—distinguishing that adapted for cultivation by the plough, and that by manual labour; 2ndly, the quantity in cane, coffee, provisions, &c.; 3rdly, the average return of each per acre; 4thly, the number of labourers, in whole or in part, engaged in these respective branches of cultivation; and 5thly, the general character of the soil and situation of each district—the distance and height from the sea—its facilities for draining and irrigation—tram-roads, canals, central factories, &c. &c. Information upon these several heads, we have little doubt, would lead to the most favourable results; and we therefore hope, now that the question is being stirred among us, that every effort will be made by the various parties engaged therein to render their productions worthy of the cause."

We make the following extract from the packet summary of the *Jamaica Times*:—"We suspect it requires no voice from Jamaica to inform any party at home, interested in West India property, of the difficulties by which we continue to be surrounded, both in a commercial and agricultural point of view. With each succeeding packet bringing accounts of our produce falling in price, in consequence of the already rapidly increasing supply from foreign countries, we, at the same time, find our articles of food driven up even far beyond the famine price in England; while our difficulty of meeting this increased drain upon our resources is enhanced by the impossibility of either selling or shipping our produce, joined to the almost total cessation of discount accommodation at the several banks. Still, as it has never been the practice of the Jamaica Colonist to despair—however frequently and loudly he has had occasion to remonstrate, it cannot fail to be perceived by even the most casual observer of passing events, that every effort is being made, so far as local energy and means will permit, to meet our altered circumstances. To effect this, we must be able to cultivate and manufacture cheaply; and, to be enabled to do so, we must have a sufficiency of labour, food at a moderate cost, machinery of the best description to manufacture our produce, and tramroads to

carry it to the shipping ports. Over the first, we regret to say, we have no control, and therefore we shall not allude to it at present. With respect to the second, or food question, although we have certainly been by no means so provident as we ought under the circumstances, still we have reason to believe that our warning voice has not altogether been unheeded, and that steps are now being taken to render ourselves less dependent upon foreign markets than hitherto, by a much more extended cultivation of ground provisions. Of the practical economy of this, none can doubt—more especially if provision farms are established, of which we yet hope to see several in every parish—when it is borne in mind that each acre of land is capable of producing 4½ tons of yams, and the same quantity of sweet potatoes within the twelvemonths, or nine tons per acre for both—being nearly as much as the return obtained at home in the cultivation of potatoes; while we have the authority of all analytical chemists for saying that, in point of value, as an article of food, the superiority is as two to one in favour of the tropical roots. We now turn to the subject of improved machinery, for the manufacture of our produce; and this, so far as our chief staple, sugar, is concerned, can unquestionably best be accomplished by means of central factories. These, aided by tramways, are calculated to effect a complete revolution in sugar making. We, therefore, hail with infinite satisfaction every movement in this direction, and trust that, whether conjointly, as is proposed in Westmoreland, or separately, as is the case in Clarendon, every such effort will be attended with success. To expect, however, that the funds requisite to carry out such undertakings, however valuable they may be as investments, can be found in Jamaica, would, we fear, be only trusting to a broken reed; we must, therefore, once more strenuously call upon the Government at home to help our spirit of enterprise, as they have already done with so much success among the agriculturists of the United Kingdom. Should, however, our hopes in this quarter be doomed to disappointment, it will then devolve upon our own legislature to adopt such steps as they may consider most advisable—either by borrowing the necessary funds, and lending money to

the respective companies, proportionately to the capital otherwise subscribed; or else, by issuing notes to the amount required, either to form a portion of the floating circulation of the Island, or redeemable, on the Guernsey plan, at stated periods, as may be agreed upon."

Boswell Middleton, Esq., the Island Solicitor General, had, upon a case submitted to him by the Kingston Chamber of Commerce, given it as his unqualified opinion that the general trading and wharfinger privileges lately assumed by the Kingston Railway Company, are CONTRARY TO LAW.

The Jamaica Railway.—The return of the traffic on this line, for the quarter ending the 23rd May last, shows the following comparison with that for the same quarter in 1846:—

	May, 1846.	May, 1847.	Increase.
Passengers.....	31,445	34,300	2,855
Merchandise, tons	2,113	3,027	1,014
Carriages	5	11	6
Horses	6	55	49
Cattle	2	98	96
Sheep	103	130	27
Goats	33	50	17
Pigs	28	17	—
Grass (bundles)	—	10,503	10,503
Wood (ditto)....	—	14,744	14,744

CANADA.

The number of emigrants arrived at the Port of *Quebec*, this season, up to the 25th June, amounts to 32,338; to the same period, last year, 21,532 had arrived, showing an increase, this year, of 10,806. In the number of vessels arrived to the 26th June of the past and present year, the falling off in 1847 is 169—the numbers being in 1846, 659; in 1847, 490.

It is stated in the *Quebec Morning Chronicle*, of the 28th June, that there were 140 deaths at Grosse Isle on the preceding Friday.

Two Catholic Clergymen who returned to *Quebec* on the 11th June, from Grosse Isle, reported the number of deaths among their people at the quarantine station, up to the morning of that day at 1,390. Those of other denominations could not be less at that time than two or three hundred. On the 14th, twenty-five days after the first

sick were landed, the deaths were estimated at 1,800, out of about 20,000 passengers who had arrived up to that time.

The *Quebec Mercury* of the 26th June states, that the six gentlemen of the Catholic clergy who had been attacked with fever, are all doing well.

NOVA SCOTIA.

We have ample files by the mail arrived to-day from the Province.

The Legislature was dissolved by Proclamation on the 23rd June, and writs, bearing date the 24th, had been issued for a new General Election returnable on the 31st August. Considerable bustle and excitement prevail among the contending parties.

NEW BRUNSWICK.

M. H. Perley, Esq. of this city, who came passenger in the last steamer from England, resumed his duties as Emigration Agent at this port on Tuesday last. We learn that Mr. Perley and his colleague, Captain Robinson, R.N., were so fortunate as to make very satisfactory arrangements in London, for the St. Andrew's and Woodstock Railway, by disposing of a large amount of stock, and forming a highly influential Board of Directors, of which the Right Honourable the Earl of Fitzwilliam is President.

Before leaving London, Mr. Perley was summoned to the Bar of the House of Lords, and being there sworn, was examined for several hours on "successive days, by the Special Committee of Peers on Colonisation, twenty-one in number, of whom the Lord Monteaigle is chairman. The principal examiners were the Noble Chairman, Lord Ashburton, Lord Wharncliffe, Lord Stradbroke, Lord Fingall, Lord Falkland, and Lord Littleton, although other peers occasionally took part in the examination.

The Hon. S. Cunard was next examined after Mr. Perley, and also the Hon. George Pemberton, formerly of Quebec, and now of London.

The report of the Special Committee and the evidence will be printed and laid on the table of the House of Lords before the rise of Parliament.

The plan of colonising these Provinces, by the construction of Railways, was strenuously advocated by Mr. Perley during his stay in England; and should the report of the officers of the Royal Engineers, now engaged on the survey of the trunk-line from Halifax to Quebec, point out an eligible route for that line, a pledge has been given, in a high quarter, that Government will at once take measures for the construction of the line, as an object of national importance.—*Courier*.

BIRTH, MARRIAGES, AND DEATHS.

BIRTH.

At Delhi, on the 19th April, the Lady of F. W. Place, Esq., of a daughter.

MARRIAGES.

At Antigua, on the 22nd June, the Rev. W. A. Saunders, to Harriet Gordon, widow of the late Alfred C. Caddy, Esq., Captain in Her Majesty's 95th Regiment, and daughter of John Furlong, Esq., of this Island.

At St. Catherine's, Canada West, on the 10th June, by the Rev. A. F. Atkinson, Rector, Wm. Eccles, Esq., Barrister-at-Law, of the same place, to Catherine, third daughter of Lieutenant Colonel Clarke, Collector of Customs, Port Dalhousie.

On the 17th June, at the Cathedral, Barbados, by the Right Reverend the Lord Bishop of the Diocese, Lieut. E. G. Hore, R.N., second son of the late Captain Hore, R.N., of Pole-house, in the county of Wexford, to Maria, second daughter of Governor Reid.

At the Colonial Chapel, Hong-Kong, on the 5th May, Andrew H. Ba'tour, Esq., surgeon, to Miss Alison, eldest daughter of Mr. Andrew Hunter, Edinburgh.

DEATHS.

At Ceylon, in June, W. H. Kelaart, Esq., a well-known and much-respected member of the Burgher community. Mr. Kelaart had only within the last three years retired on a pension from the office of Assistant Apothecary to the Forces, the duties of which he had for a long term most satisfactorily fulfilled. The deceased was father to Dr. Kelaart, Staff Assistant Surgeon at Rochester, the author of an interesting volume on the Botany of Gibraltar.

At Madras, on the 26th April, aged 30, T. Green, Esq., B.A., Head Master of the Native Education Society's Institution at Madras. He had for a long time been connected with the Madras press, was principal editor for a considerable period of the *Madras Record*, subsequently of the *Circulator*, and latterly of the *Overland Athenaeum*.

On the 12th June, after a lingering illness, the Hon. Henry King, of the Belle Plaine Estate, St. Lucia, and Member of the Legislative Council.