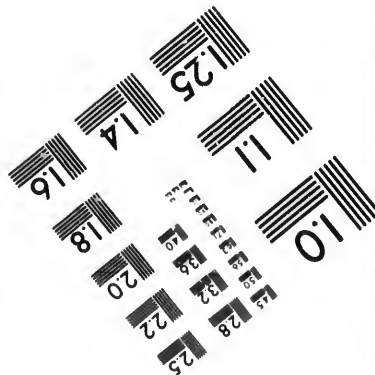
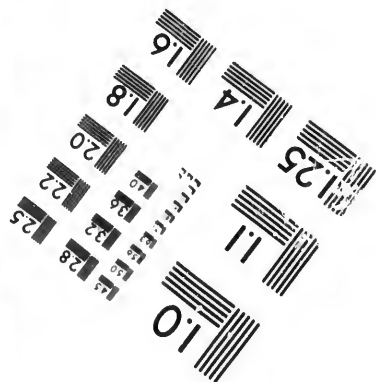
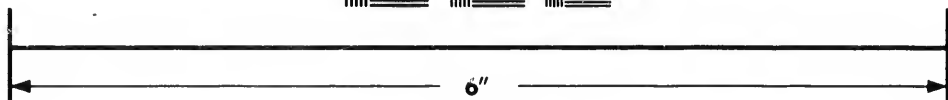
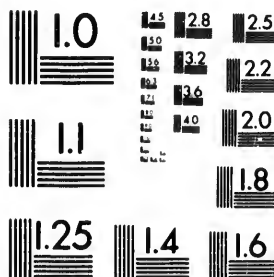


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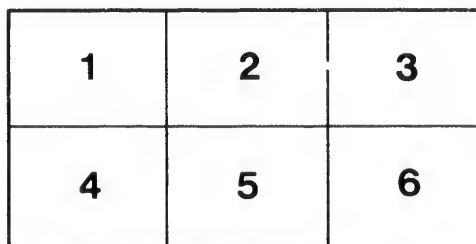
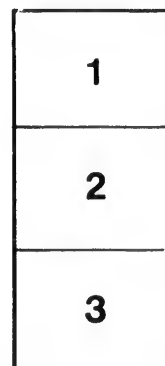
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PROSPECTUS

OF A

JOINT STOCK COMPANY

TO BE FORMED UNDER THE NAME AND STYLE OF

THE BRITISH NORTH-WEST AMERICAN EMIGRANTS' SETTLEMENT ASSOCIATION.

(Limited.)

Capital £200,000, divided into 2,000 Shares, of £100 each.

The object of the proposed Association is to acquire large blocks of land in British Columbia and Vancouver Island, in suitable localities, of sufficient extent, in the aggregate, to provide 400 farms of 200 acres each (*i. e.* 100 acres prairie or arable land, and 100 acres forest); and to settle upon the same emigrants from Great Britain, Germany, and other countries, to be forwarded at the expense of the Association.

To repay the outlay thus incurred, and provide a remunerative dividend upon the capital of the shareholders, it is proposed that the cost of each farm, and all other expenses connected with the transport and establishment of the settler upon it, be made a first charge upon the property, to be repaid at the convenience of the settler,—the farm being until such repayment, rented on shares, *i. e.*, one-half of the net produce *in kind* to be paid to the Association. The amount to be thus charged against each settler will of course depend, in part, on the price to be paid to the Government for the land, and the number in family. In Vancouver Island the price of wild land, as I have been credibly in-

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formed, has been \$1 per acre. In British Columbia, (to which Vancouver Island has been recently united,) there is every reason to hope that free grants may be obtained for the purposes of the Association.

Assuming the price of the land at \$1 per acre, the whole amount to be charged against each settler may be estimated as follows :

200 acres of land, @ \$1 per acre,	\$200
Fencing 100 acres of tillable land with substantial rail fence, @ \$30 per mille feet	260
A good, substantial log-house, containing three rooms,	160
Passage for a family of three adults, @ \$150 each,	450
Necessary implements and provisions for the family until they reap their first harvest,	230
	<hr/>
	\$1,300

On payment of which, the settler will become the proprietor of his farm in fee simple, and be exonerated from all further payment whatever. The amount so refunded, being a part of the capital of the Association, may either be returned to the shareholders, in redemption of stock, or expended in further extending the operations of the Company, as may hereafter be determined.

It is proposed that a portion of the capital should be employed in the building or purchase of two ships for the conveyance of the emigrants to their destination; they should be of a carrying capacity of 1500 to 2,000 tons each, and so arranged as to take a return cargo of masts, spars, and ship-building timber. The profits on these vessels would considerably lessen the emigration expenses of the Company.

Employment of Capital.

400 Farms, at an average cost (including purchase, improvement, and emigration expenses, as above) of \$1,300, or £260 stg. each,	£104,000
Purchase of two Ships, and other expenses not enumerated in the above, including a Reserve Fund,	96,000
	<hr/>
	£200,000

To be called in in proportion to the amount required from time to time.

Calculations as to the Financial Results.

In estimating the revenue to be derived from the rental of farms, the annual produce of the land put under cultivation is assumed to be (taking all kinds of agricultural produce into account,) of the net value of 5 bushels of wheat per acre, after deducting the cost of cultivation. This would give 500 bushels of wheat (or its equivalent in value,) as the product of each farm, without including a possible income from other sources, as, for instance, the sale of timber and spars when the land is so situate as to admit of the transport thereof to a shipping place. Assuming, then, the annual produce of each farm to be equivalent to 500 bushels of wheat, the rent payable to the Company would be 250 bushels, which, at 80 cents per bushel (though the average price has seldom been less than \$1.20), would amount to \$200, making, for the 400 farms, an aggregate of \$80,000, (about £16,000 stg.) being an interest of 8 per cent on the entire nominal capital of the Company, (£200,000 or \$1,000,000,) without taking into account the profits to be made by the Company's vessels, on return cargoes. These estimates are based upon a practical knowledge of the country and its capabilities, and may be accepted as trustworthy and reliable.

The generality of modern ships are built rather with a view to fast sailing than to their carrying capacity; but the interests of the Company, and of all concerned do not render extraordinarily quick passages paramount to all other considerations; on the contrary, safety and comfort must be pre-eminently considered. Besides, the length of a passage, especially on long voyages, will frequently depend more on favorable weather, wind, currents, and other contingencies, than on such aid as artificial contrivances may afford; and experience has shown that well-built flat-bottomed ships can be so constructed as to combine the two desirable qualities of carrying and sailing. Such ships, built by the Company for their own purposes, would be found far more serviceable than any that could be chartered.

The proportion of the capital to be called in and expended, from time to time,—the extent of the operations of the Company, and the principles upon which they shall be carried on, together with all minor details, must necessarily be left to the decision of the Company, after

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they shall have been duly organized, under the operation of the Imperial Statute providing for the formation of Joint Stock Companies.

The Provincial Agency of the Company will be established at the city of Victoria (Vancouver Island), where the interests of the British North American possessions on the Pacific are most properly and conveniently centered.

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REMARKS

By the chief promoter of the Colonization Scheme referred to in the foregoing Prospectus, in reference to the mode of carrying the same into effect, the capabilities of the country for settlement, and the probable success of the undertaking.

When the idea embodied in the proposed plan of colonization was first suggested, as a means of providing, for a portion of the superabundant agricultural population of Great Britain and Germany, a home and a comfortable independence in the new world, I at first turned my attention to Vancouver Island, as a place that appeared calculated to afford a favorable field of operations, as it bears a great resemblance in respect of climate, soil and natural productiveness (in such parts as are suitable for cultivation) to the British Isles. With this object in view I visited the Island in 1865, and pursued my investigations for a period of several months. The result of my inquiries, however, convinced me that for the present it did not afford facilities for the settlement of emigrants upon an extensive scale. I found, indeed, that it contained some excellent land for agricultural purposes, but not of sufficient extent and importance to meet the requirements of my plan. A more serious difficulty, however, and one that was for the time insuperable, arose from the uncertainty then existing as to the control of the Crown Lands in the Colony. I had submitted my Colonization Scheme for the consideration of His Excellency the Governor of Vancouver, who, though evidently favorable to the scheme, was met by the difficulty to which I have alluded, and which the following extract from a letter addressed to me by the Colonial Secretary, on the 30th of October, 1865, will explain:—"The present uncertain condition of the Crown Lands in the Colony of Vancouver Island, presents an almost insuperable difficulty to any prospective pledges being made with respect to them. When the question is settled as to whether those lands shall be controlled by the Legislature of the Colony, or by the Governor on behalf of Her Majesty's Government, His Excellency doubts not, whichever event may happen, that

the facilities afforded to actual settlers for acquiring land, will be of the fullest description, and that every encouragement will be given to promote the introduction of settlers really adapted to the requirements and character of the country." The difficulty regarding the Crown Lands, referred to in this letter, was one that was not easy of solution. Had it resulted in vesting the control of the lands in the Legislature, subject to the payment of certain Governmental expenses out of the proceeds of sales, it would probably have led to so high a valuation of the lands, for purposes of revenue, as to unfit them for the purpose of any general scheme of colonization.

Since that time Vancouver Island has, by an Act of the Imperial Parliament, been annexed to British Columbia, which will no doubt lead to an adjustment of the question in dispute. In the mean time, however, I found it advisable to limit my operations, for the present, to British Columbia, where a more favorable prospect of success was afforded. I submitted my plans to His Excellency Governor Seymour, on the eve of his departure from the colony, and subsequently to the Hon. Arthur N. Birch, Administrator of the Government. His answer (through the Colonial Secretary) was extremely favorable, and referred me to the Secretary of State for the Colonies, who alone could authorize the free grant of lands which I had solicited in furtherance of my scheme. This correspondence will be found appended hereto. (*Marked No. 1.*)

It has been asserted that the amount of land in British Columbia that is fit for cultivation is not great when compared with the gross area of the colony. This is undoubtedly true in the mining districts; nevertheless, there is an abundance of agricultural land in the country, suitable for every branch of rural economy and husbandry. In support of this statement, I need only refer to a work published in 1865, intitled "Vancouver Island and British Columbia, their history, resources and prospects," by Matthew Macfie, F.R.G.S. (London, Longmans,) the latest and best work on the Pacific Colonies, containing a fund of information and statistics, acquired from personal observation and reliable official data. This writer, speaking in reference to the agricultural and other capabilities of British Columbia, says: "It is no libel on the farming

capabilities of the country, to say that its metalliferous capabilities are greater. *I do not hesitate to assert that British Columbia contains sufficient arable soil to sustain a population of many millions; besides, the large and profitable markets furnished to agricultural producers by mining and trading settlements, are unequalled in any part of the world.* He considers it strange "that farmers, skilful and respectable, but not rich, in England, and also in other parts of the British Empire should be content to struggle on, with high rents and low prices, while so tempting an opportunity invites them to become owners of land at a small figure, with the assurance of a superior market for their produce. For the class of farmers to which reference has just been made (he adds), I know of no field of agricultural enterprise offering advantages to be compared with those found in our Pacific Colonies." (pp. 173, 285.) With regard to the climate, he says: "The climate of Cariboo (the principal mining region,) is severe, there the winters are long, lasting from November till the end of April; yet the weather is usually clear and calm. * * * But with the exception of Cariboo, the climate of British Columbia is universally regarded as one of the finest in the world. Nor can the fact of its extreme healthiness be too much insisted on. Cases of sickness are rare, and many who suffered at home from feeble health, have here inhaled new life from the bracing mountain breeze." (p. 284.) With regard to the mildness of the climate of the Pacific Colonies, it is a fact well known to meteorologists, that the isothermal line (or line of equal temperature) trends to the Northward as it crosses the continent to the West, thus rendering the climate of Fort Simpson, on the Pacific (in lat. 55°), equal to that of New York (in lat. 40°).

With advantages of soil and climate such as these,—with a large and increasing mining population, affording a sure market for agricultural produce within the Colony,—why is it that the toil-worn agriculturists and yeomen of the old country, who can barely meet the rent of their farms from year to year, have been slow to seize the opportunity of achieving for themselves a comfortable independence on the virgin soil of a new country? The answer is simple;—want of capital. The distance of the Pacific Colonies from Great Britain and the continent of

Europe, is an insuperable obstacle to the class of men who would most benefit by emigration. Few of them would be able, after converting the whole of their effects into money, to do more than procure a conveyance for themselves and their families to "the distant shores of the Pacific; and they would find themselves, upon landing, without the means requisite to start them in their new venture. It is precisely to meet the case of this class of settlers, that the present scheme is projected. The plan of settlement which I propose, is to procure grants of land in different parts of the Colony, where facilities of communication exist (by no means wanting in British Columbia,) to be obtained from time to time, as they may be required for the purposes of settlement, and to lay out about fifty farms in each locality. The tillable land for the farms will be parcelled out in plots containing 100 contiguous acres, (from the large tracts of prairie land found in various parts of the country); while the woodland can be taken from portions of the neighboring forests, according to locality and requirements. It is proposed that each tract of land, when acquired from the Government, should be vested in the Association in fee simple, who would thereby become Land or *Lend*-lords of the future settlers, under the conditions to be prescribed by and agreed upon with the Government, the tenants severally paying to the Association, by way of rent, one-half the net produce of their farms, until they are in a position to repay, from their own resources, the amount expended on them respectively, in the manner set forth in the Prospectus, in conformity with the By-laws of the Association, and the contract signed by the settlers. Each settler, so soon as he shall have thus re-imbursed the Company's outlay, will be entitled to receive a deed of his farm, in fee simple, and will be exonerated from any further rent or payment whatever, no charge being made against him for interest or profit, which are fully provided for in the rent payable in kind, which must necessarily be payable for several years, before he can expect to find himself in a position to pay off his indebtedness to the Company; in the meantime he remains their tenant, removable only in case of notorious neglect or mismanagement.

After the establishment of the two first settlements of 50 farms each (comprising the first grant), it is proposed to apply for a second one of

60,000 acres, to provide for the remaining 300 farms, which—when the success of the undertaking has become apparent—will be more readily conceded. The shares of the Association will be assessed in proportion to the requirements until the entire nominal Capital (£100 $\frac{2}{3}$ share) has been paid in full. The inducements held out in the United States for Immigration being much more in favor of that country, which is within the more immediate reach of the emigrant, it is clear to every thinking mind, that extraordinary facilities will be required to attract and secure a desirable population for agricultural pursuits in this country, and such as will eventually have the effect of turning the current of Emigration to the shores of the British American possessions on the Pacific. Those advantages will be attained by the principle upon which it is proposed to found the Company, and which does not impose the least sacrifice, either real or imaginary, upon the Shareholders, but, on the contrary, opens a source for profitable investment, equally suitable to the interests of the Government, of the Capitalists, and of the Settlers, while at the same time it meets the views and wishes of the philanthropist, by the aid and succour it affords to the struggling and over-worked toilers of the old country.

The information which I have acquired from careful personal investigation, and a long and multifarious experience, upon which I have felt justified in relying in the framing of a scheme of so much importance to the welfare of a community as is involved in a systematic plan of emigration, might possibly not have sufficed, and more serious obstacles might have presented themselves in its execution, had it not been reserved for a period when the expediency, not to say the necessity of Immigration from Europe into the British N. W. A. Colonies, urges itself so strongly upon the public mind. Having made it a particular business to study the resources and future prospects of the British N. American possessions, it appears to me that *four* measures are indispensable to secure their permanent prosperity, and the development of their resources, viz. :—

1. A Union of all the Colonies from the Atlantic to the Pacific, under one General Government and Law.

2. The opening of a Railway, or such other communication as may be

available and practically useful, for the transport of goods and passengers from one Ocean to the other.

3. The maintenance of Victoria (Vancouver Island) as a *Free Port*, it being a place which from its position and natural advantages, is evidently destined to become the emporium of trade for the North Pacific.

4. The adoption of a system of free Immigration under liberal enactments.

Unless these measures are carried into effect, the rising interests of these Colonies and those connected with them (which are bound up with those of the Mother Country), and the important facilities they afford for trade and intercourse with the East Indies, China, and the Western hemisphere in general, instead of becoming a connecting chain *within their own borders*, will sooner or later fall a prey to other nations more ready to avail themselves of their resources.

With regard to the *first* of these measures, (a union of the British North American Colonies,) the Confederation of the Canadas with the Maritime provinces on the Atlantic, which is now being carried into effect, is doubtless but the first step towards that more extensive Union which is so essential to the maintenance of British and Colonial interests on the continent of America, as it is understood that provision will be made for the admission of the more westerly Provinces so soon as it may be found advisable for their welfare to include them in the Confederation.

With regard to the *second*, (the construction of a Railway or other communication across the continent, within the British possessions,) the idea is by no means new. So long ago as 1679, Robert Chevalier de la Salle suggested the opening of a way to China and Japan through the Lake regions of Canada; and of late years the project has been brought before the public by numerous writers. To shew that it is no vain chimera, I take the liberty of quoting the following from a speech made by the Right Hon. the Earl of Carnarvon, at the presentation of the Royal awards to Captains Burton and Palliser (Royal Geographical Society) on the 23rd May, 1859: "It is not unreasonable to look forward to the establishment of a regular system of transit, commencing from Nova Scotia and the shores of New Brunswick, passing through

Canada, touching upon the Red River Settlement, crossing the prairies to the Vermilion Pass, where we know that the inclination is so moderate that nature has placed no insurmountable obstacles to the construction of a Railway, till it reaches the gold-bearing Colony of British Columbia, creating fresh centres of civilization, and consolidating British interests and feelings." Lord Bury, M.P., a nobleman well acquainted with this subject, not long since expressed his opinions in regard to it, in the following terms:—"Our trade in the Pacific Ocean, with China and with India, must ultimately be carried on through our North American possessions; at any rate, our political and commercial supremacy will have utterly departed from us if we neglect that very great and important consideration, and if we fail to carry out to its fullest extent the physical advantages which the country offers to us, and which we have only to stretch out our hands to take advantage of." Mr. Sanford Fleming, engineer to the Northern Railway of Canada, in his observations on this subject recently published, expresses the conviction that "the time is approaching when a highway across the continent will no longer by any one be viewed as visionary;" though he advocates a continuous line of Railway, the cost of which he estimates at \$100,000,000, or £20,000,000 stg. It is evident that an undertaking of this kind could not meet with adequate support until the line of country that it would traverse shall have been more or less settled, so as to supply a sufficient amount of local or "way traffic"; and he advises, as a preliminary step, the opening of "Colonization Roads" from Canada to the fertile plains of the North West. Macfie (already quoted) also declares emphatically, that "for the purpose of opening up the rich lands of the interior, and establishing direct communication between the parent country and our North Pacific Colonies, an EMIGRANT ROUTE is imperatively demanded, and is as practicable as it is necessary." For this purpose, the lakes in the interior, the Assiniboine, Qu'Appelle, and other rivers, with the North and South branches of the Saskatchewan, would be available for the purposes of navigation to a very great extent for steamers of light draught, such as are now used on the rapid rivers of India; a comparatively small extent of lockage would supply a continuous navigation of many hundreds of miles, through the "Fertile Belt of the Saskatchewan," so

called because it is a fertile tract bounded on the North by a sub-arctic region, and on the South by the great American Desert, stretching through the interior of the United States to Texas. This "Fertile Belt" is thus described by Professor Hind, M.A., F.R.G.S., who was employed by the Government in 1857, to explore the North-west Territory:—"Glance at the map, and you will see a broad, fertile belt, stretching from the Lake of the Woods to the auriferous flanks of the Rocky Mountains. That beautiful oasis * * * contains FORTY MILLION acres of the richest soil. On the western limits of the fertile belt lies the great gold country. Cross the low height of land, not 5,000 feet above the sea, through the Vermilion Pass in the Rocky Mountains, and you tread upon the auriferous terraces of British Columbia," within easy access of the Pacific Ocean.

That the British Government, who have expended such large sums, from time to time, in futile endeavors to discover a "North-West Passage" by sea, (which, if found, must be utterly useless for the purposes of commerce,) should have been so slow to perceive the immense importance to her best interests of this true "North-West passage" across British territory, to her Indian possessions and China, is indeed matter of surprise, when it is considered that the present route, across the Isthmus of Suez, may at any time be interrupted in the event of war with any European power, and the safety of her Indian Empire be fearfully imperilled. The importance of this route, even in time of peace, cannot be overlooked, involving, as it does, a saving of time in the passage to Hong Kong (as compared with the Suez route) estimated by Macfie at from 14 to 20 days. I have not space for any further remarks on this subject, but will simply give the following paragraph from the *New York Evangelist* of December, 1866, to show how thoroughly the Government and people of the United States understand the importance and value of the commerce of the East:—

"COMMERCE WITH CHINA AND JAPAN.—This week will be memorable in the history of American commerce, by the sailing from this port on Tuesday of the first steamer that is to connect, by Panama and San Francisco, with the new line to Japan and China. The 'Chauncey' takes, we believe, the first regular mail to Eastern Asia that has ever

gone by a Western route. Henceforth our letters to China, instead of going to England, and up the Mediterranean, across Egypt, and down the Red Sea to India, will go direct across our own country and across the Pacific. On the first day of January the 'Colorado' is to leave San Francisco to Japan direct, and expects to make the voyage in about eighteen days. Mr. A. A. Low, the distinguished China merchant, left this city a few days since for San Francisco, to take the first steamer for Japan, where he has a large house. With the opening of this new line, Asiatic commerce will be greatly increased. This is one of the great movements of the age, for it is the first mail steam connection between the United States and the Asiatic world, and the first great movement in the earnest struggle, on our part, for what all nations have been centuries struggling for, 'the trade of the Indies.' When the Pacific railroad is completed, now advanced 300 miles from Omaha, (N. T.) on our side, and now capping the mountains on the California side—a completion that can take place even in three years—if the Government should see fit to remunerate the contractors for hurry and haste and waste, beyond their existing contracts, by extra remuneration, then New York city will really become the great centre of commerce, and upon this point here, will turn the foreign exchanges of the whole world."

I also append a memorandum supplied to me by Mr. Alfred Waddington, the projector of the Bute Inlet and Queenelle Mouth Railroad Company (in British Columbia), now in course of organization in London, (*marked No. 2*), which contains a table of distances, shewing the immense saving that would be effected by the adoption of the British American route, over the only one yet in operation on the continent—that by the Isthmus of Panama.

With reference to the *third* of the measures above suggested, (the maintenance of Victoria as a free port) the immense advantage that must accrue to the colony in making it the great centre of the commerce of the Pacific, must be evident to all. Macle is so strongly impressed with its importance, that he devotes an entire chapter of his work to the subject. He demonstrates its superiority for the purpose over all the other harbours on the Pacific coast North of San Francisco, and the advantage it possesses even over that wealthy port in the matter of return

cargoes, as respects the supplies of masts, spars, and ships' timber generally, and of fish, with which the forests and seas of the Colonies respectively abound. I append a letter on this subject, recently published in the Victoria (V. I.) *Daily Chronicle*, which was written by myself, at the request of the Editor. (*Marked No. 3.*)

As regards the *fourth* of these measures, (the adoption of a system of free immigration) I respectfully submit the scheme embraced in the foregoing Prospectus, as the initial enterprise in that direction.

When I left Europe several years ago for the purpose of establishing myself in San Francisco, some of my friends who were capitalists and ship-owners, assisted me, on their own account, to project an undertaking, similar to my present plan.

My attention and exertions (in Europe) having been directed towards its accomplishment, I found nothing previous to my departure for California to impede my course, but on the contrary, everything tending to favor it. In California, however, unforeseen difficulties presented themselves, which it was not in my power to control or overcome, and, much to my regret, I was obliged to give up all hope of carrying out the project in that country; but a casual sojourn at Victoria (V. I.), about two years ago, convinced me that that is in fact the only suitable point for the centralization of the interests of the Association, and that the Pacific Colonies afford the most promising field for this enterprise.

The system of "renting farms on shares," has already been introduced upon my suggestion on a large estate in California, and has perfectly succeeded; though in this case the land only was supplied (at a high valuation), without any of the additional advantages contemplated in the scheme now proposed.

With the exception of want of security in property titles, and consequent disastrous litigation, the state of the agricultural interests in California very much resembles that in the British Colonies on the Pacific; that exception, however, is so clearly and strongly in favor of the latter, that as it becomes more generally felt, it will no doubt have great weight in the preference given to the British possessions.

That farmers possessed of adequate means will come to this or any other new country, cannot, for some time to come, be expected, neither would they be the most desirable settlers in the beginning; for the

unlooked for difference which they would meet with in regard to ease and comfort, would soon make them dissatisfied ; whilst gentlemen from the old country who are possessed of capital, and are attracted by the richness, cheapness and extent of the land to be acquired, but are not accustomed to practical agricultural pursuits, generally fail in the attempt, and sink the capital they have brought with them.

The following are the two classes of emigrants, (German, English and Scotch) to whom my attention is principally directed ; in Germany, more especially, many agriculturists are to be found, owners of small farms, with large "grown up" families, out of debt and comfortable, anxious, but unable to provide for their sons. After the father's death the estate is too small to provide for them all, and before I left Europe for California I found in Germany many of that class wishing to emigrate.

The second class consists of poor, hard toiling farmers, who rent their farms, and find it hard work—so to speak—"to make both ends meet." A judicious selection of emigrants out of these two classes will not be difficult, and will prove the only means to secure success, and give satisfaction to all concerned in the undertaking. They are a valuable class of people, particularly for a new country, and while the Government at home will be relieved—in a financial point of view—of a certain actual or prospective burden by their emigration, they will prove a boon to the new country whither they direct their steps. They undertake their work with heart and soul, nor will there be any need to tempt or attract them by drawing pictures *couleur de rose* ; they will be fully satisfied with the task before them, and prepared by hard toil to secure future comforts.

It requires no persuasion to induce conviction that such men, when well guided, will be easily controlled, and do justice to themselves and the Company, and that at no distant period, they will become owners themselves, and a blessing to the country they have adopted as their future home. Before long the first settlers will hold out increased inducements for others to follow, at the same time that they will aid and assist the latter, so as to facilitate their early and comfortable settlement. *Single* emigrants do not, as a rule, form a desirable class of settlers ;

being unable to work their farms without assistance, which cannot readily be obtained, in these mining districts, except at high wages, they are tempted to seek employment in the mines, or to cross over to the United States to work on settled farms. The interests, therefore, both of the country and of the settlers, would be best consulted by the introduction of emigrants in *families*, having within themselves a sufficient number of adults, or of boys able to work, to enable them to dispense, for a time at least, with extraneous assistance.

My services have been hitherto voluntary, and will eventually be placed at the disposal of the Association for a reasonable remuneration, to carry out their plans and take charge of their interests in the Pacific Colonies and in Europe.

Writing books on Emigration is a useless labor; they seldom, if ever, come under the eye of those whom they are intended to reach, and in general tend merely to serve the ends of speculators, who only make use of the emigrant to advance their own personal interests. If any good is to result from an undertaking, which has in view the immigration of a valuable class of settlers, it must be practically taken in hand, and conducted from beginning to end on some well-defined principle, and with reliable *data*, so as to leave no room for doubt or deception.

M. F. KLAUCKE.

OTTAWA, CANADA, January, 1867.

[Since this Pamphlet was in type, the following article, which appeared in the "Examiner," of New Westminster (British Columbia), of 27th November, 1866, has reached me; and the information it contains, concerning the last year's crop in the Colony, so thoroughly establishes the reliability of my own estimates in the foregoing remarks, that I have thought it advisable to insert it here.—
M. F. K.]

AGRICULTURAL.

Bancroft Library

The progress that has been made during the last year in Agriculture in this Colony, more especially in the upper country, so far away from the ordinary depots of supply, though it may narrow to a great extent the channels of the commercial stream below, is, nevertheless—in view of the great benefits conferred upon the best interests of the Colony at large—matter of congratulation to all. It is equally gratifying to look forward. There will be no lessening of the labors of those who have in the past year devoted their energies to the healthy and—as it has been demonstrated—very profitable occupation of cultivating the soil in this Colony. More land is being taken up for this purpose by men who have witnessed its advantages, the number of settlers thereby gradually increasing. And greater efforts—consequent upon the profits realized—will be displayed by the pioneer tillers of the soil in their next year's cultivation. So we have been informed by a gentleman who has visited the agricultural districts in the upper country. It has been too much the fashion to look with indifference upon agriculture as a source of wealth in this Colony; but the great results from small means that have recently been attained have begun to dispel the unfavorable impressions of former years, and a more general desire to settle is rapidly manifesting itself. Messrs. Colbraith & Co., whose ranch is situate a short distance below Soda Creek, have, during the past year, we learn, reared as much grain as will nett, they expect, the handsome sum of \$8,000. The price they are paid is five cents per pound. Mr. Bates has a threshing machine which finds employment in the district at the rate of a half cent per pound, and is of great advantage to the grain growers. The fecundity of swine at the Creek is shewn by the fact that, from a stock of about twenty-five, Mr. Hawkes has realized \$3,000 this year. They are driven to Quenellemouth, and command twenty-five cents per pound on foot. It is estimated that within a radius of twelve miles from Williams' Lake, 300,000 pounds of cereals have been grown. We shall refer to this subject again.

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APPENDIX.

No. 1.

Correspondence with the Government of British Columbia, in reference to the proposed scheme of Colonization.

(COPY.)

VICTORIA, V. I., 25th July, 1866.

SIR,—Last year, shortly after my arrival in this country, and the day after the departure of His Excellency the Governor of British Columbia, I had the honor, with that gentleman's introduction, to submit my "Emigration Plan" to your consideration. The Governor fully approved of its character and intent, but on the eve of his departure, did not feel himself competent to take immediate steps for its accomplishment by the Free Grant of twenty thousand acres of land, for which I applied, and which were to be located after the Company had been formed in accordance with my plan, a copy of the Prospectus of which I beg leave to enclose (shewing the outlines thereof); and as I had supplied my young friend, Mr. Samuel Smith, on his departure for London, with introductions in his behalf, to enable him to initiate the first steps for the consummation of said plan, in such a way as to give him an opportunity eventually to attain a desirable position therein, His Excellency the Governor expressed his readiness to receive Mr. Smith in London in order further to confer on the subject, and kindly suggested the expediency of furnishing him with a few lines to serve him for credentials. I am sorry to say that Mr. Smith has neglected to deliver them. My attention has been also attracted towards the views entertained by the Canadian Government regarding the Union of the British North American Possessions, and the consequent improvement and settlement of the Provinces bordering on the Pacific Ocean. I therefore deem it of importance, in the first place, to direct my steps towards Canada, in order to submit my plan to the Government of those Provinces, invite their attention to its substance and purport, and solicit their co-operation in as far as they may find it applicable and convenient to further their purposes. I am desirous, however, not to leave these shores without having obtained, as far as possible, some ground or material to place before my future constituents, and I would, therefore, after referring to our personal conversations, and the details and particulars I had the

honor to communicate to you regarding my plan, beg leave again to request your support for its promotion, by such concessions as you may have it in your power and may be willing to grant.

With sincere regard, I am,

Sir,

Respectfully, your obedient servant,

(Signed,) M. F. KLAUCKE.

Hon. Arthur N. Birch,
Administrator British Columbia,
New Westminster.

(COPY.)

VICTORIA, V. I., 6th August, 1866.

Sir,

Having had the honor of addressing a letter to the Honorable A. N. Birch, Administrator of British Columbia, dated the 25th ultimo, of which I beg leave to enclose the press copy, requesting his support for the promotion of my Emigration plan, by such concessions as he may have it in his power and may be willing to grant; and being, by letters received by last mail, induced to leave Victoria by next steamer, about the latter part of this month, while it will be of importance to me to be favored by the Hon. Mr. Birch with an answer previous to my departure, and as I have been informed of that gentleman's visit to the interior Provinces, I would beg leave to request your kind intervention to bring the object of my solicitude to his notice and kind consideration, at the same time submitting for the Honorable gentleman's perusal the enclosed copy, stating the points on which the execution and success of my plan rest.

I am, most respectfully,

Sir,

Your obedient servant,

M. F. KLAUCKE.

To the Honorable
Colonial Secretary,
British Columbia,
New Westminster.

COLONIAL SECRETARY'S OFFICE,

New Westminster, 22nd August, 1866.

SIR,

I have received and laid before the officer administering the Government, your letter of the 6th inst., with its enclosures, and His Honor has directed me to inform you that he has perused your Emigration Scheme, and proposed plan for utilizing the waste lands of British Columbia, with great interest, and cannot fail to see the great advantage the Colony would derive if it were successfully carried out.

The scarcity of agricultural labor at the present time is much felt in the interior of the Colony, and the Government is only too anxious to further, in every way possible, the promotion of any scheme which may tend to the introduction of a class of labourers so much required in the country; but unfortunately the plan proposed by you, of obtaining a free grant of a certain tract of land, cannot be carried out without the previous sanction of the Secretary of State, as the Imperial instructions prevent the free grant of Public Lands in British Columbia, and His Honor thinks it advisable, as you are about to visit England, in case you are able to mature your plan, in order to further the arrangement more quickly and satisfactorily, that you should apply, direct, to the Secretary of State, and lay your scheme for the introduction of farm labor into the Colonies before him, with a view of securing a promise of a free grant being made in favour of the Company.

I have the honor to be,
Sir,

Your obedient servant,

H. M. BALI.

Mr. M. F. Klaucke,
Victoria, V. I.

No. 2.

Memorandum supplied by Mr. Alfred Waddington, (projector of the Bute Inlet and Quenelle Mouth Railroad Company,) in relation to an overland route from Bute Inlet in British Columbia to Halifax, Nova Scotia.

Reverting to the scheme of an International Railway, the distance by Tete Jaune Pass would be as follows:

From Liverpool to Halifax, say	2400 miles.
" Halifax to Quebec by steamer and railroad,	600 "
Thence to Lake Huron, " "	600 "
" across Lake Superior by steamer,	530 "
" to the head of Lake Winnipeg, by steam and railroad,	650 "
" by steamer on the North Saskatchewan to Fort Edmonton,	600 "
" up the river and across the plain to the Athabaska, and 30 miles up that river to Jasper's House,	225 "
" through the Pass to Fete Jaune Cache on the river Fraser	120 "
" by Steamer to Quenelle mouth,	250 "
" by railroad to the head of Bute Inlet	225 "

6,200 miles

against 8,200 by Panama, or 2,000 less. We should thus have the shortest possible route and the most practicable, through British territory from one ocean to the other, the finest harbours in the world (Halifax and Esquimalt), abundance of coal at the termini, and the most direct communication with all the Eastern world, whilst for the present the vast auriferous deposits of British Columbia would immediately attract the necessary population to settle the country, and furnish sufficient traffic to pay handsome dividends on the first portion of the line, till in a few years the whole face of the country would be changed, and communities and cities start into existence as if by magic.

When we consider the position of Victoria in reference to the mainland, the fertile regions of the Chillwater, Fraser and Saskatchewan rivers, the Red River Settlements and the Canadas, and view it as the terminus of a railroad and steam navigation from Halifax (Nova Scotia), on the Atlantic, and the centre of the trade of the East, one feels required to pause and consider the subject in all its bearings, before one can at all appreciate the influence this line of communication (possessing the only safe and approachable harbor between San Francisco and the Russian Territory, and the only practicable break through the Rocky Mountains,) is to exercise on the destinies of the world. With it, whoever owns Vancouver Island must command the trade of the Pacific and the East.

(By the foregoing data, with which my friend Mr. Waddington has favored me, it will be seen that from Halifax to the head waters of Lake Superior, the intercourse, through the British North American possessions, is already opened, to the extent of 1730, say 1800 miles, and that for the other 2,000 miles remaining, there is a navigable water communication for steamers, of about 1,200 miles, which leaves about 800 miles of railroad to be made. In the meantime the route over the

plain is perfectly practicable for waggons; all of which, at a comparatively small expense will constitute a complete overland route—free and open for at least eight months uninterrupted communication in the year—and which will suffice for the purpose until the Canadian Trunk Railroad can be further extended towards the Pacific, so as to avoid all possibility of an interruption all the year round. The construction of the railroad will thereafter, both in regard of time and expense be vastly benefited by the communications already existing.—M. F. K.)

No. 3.

Letter published in the "Daily Chronicle" of Victoria (Vancouver Island), in January, 1866, in relation to the maintenance of Victoria as a Free Port.

FREE PORT UNDER UNION.

EDITORS DAILY CHRONICLE:—It has not a little surprised me to find in your leading article of the 5th inst., under the head of "Our Exports and Imports," statements which seem to be at variance with the principle you generally and ably advocate regarding the Free Port of Victoria. You therein first very properly observe, "one of the causes for which the Colony has itself to blame, is the imposition of a per centage on all invoices of imported goods, in violation of the Free Port principles;" but towards its conclusion you say "Until we are sure of Union it will simply be commercial suicide to put any burdens on Commerce." The question of Union has nothing to do with that of a Free Port. The former is desirable to facilitate and simplify the general administration of a sister Colony belonging to the same country and government, and to lessen its expenses; the latter opens for the entire country, whether under united or separate administration, the road for a general commercial intercourse which will prove to be the most effectual means to attract population, to provide employment, and open the channels to wealth. To talk of Union and Free Port in the manner you do in said article, appears to me in the same light as if a moralist would say "You must be honest, except in special cases when you may further judge about it." The meaning, merits and results of "Free Trade" seem to be woefully misjudged in this Colony. The respective docks in London surpass, in the extent of ground they cover, the area of many cities of 100,000 inhabitants, and they constitute the greatest and most legitimate Free Port in existence; and to any one well versed in political economy it would not give much trouble to prove this to be

one of the principal causes of that great capital's unprecedented rise in population and wealth. As soon as a system of collecting duties is introduced in Victoria the port is closed as a *general* emporium of trade; whatever is imported has to be consumed in the country—a system which must drive general commercial establishments, not by choice but by necessity, out of the country. A natural rivalry between Victoria and New Westminster, in reality, does not exist. These two rising cities by assuming false positions can only injure themselves by rendering their commerce doubtful and untenable. Victoria with Esquimalt (which is included in the port of Victoria) is the most accessible and proper port for a general commercial emporium in this section. Looking at the map and considering its natural qualifications, nobody will doubt that nature has given it a meaning and a calling which no art or connivance will succeed to change; but ignorance or other deplorable causes may hinder it from advancing to its important destiny. New Westminster is admirably situated for a *distributing* port. If those interested in the welfare of the two Colonies will recognize the real relation of both cities and render mutual support in bringing them to their true position, they will advance their own and the general interests. If New Westminster persists in trying to become the only general commercial emporium in the British Pacific, one of these days Burrard, Bute, and who knows how many other more available inlets will enter into competition and give the world to understand that their's is the seaport. But if New Westminster, under the auspices of Great Britain, seconds the Free Port in Victoria, for her own interest's sake, her position will from that moment be unassailable as the most available *distributing port* on the mainland; and what more can she expect under Union? Victoria would still retain her superiority as a harbour for foreign trade. New Westminster will become the seat of the undivided internal trade of British Columbia, and will greatly improve by this policy. No matter what other routes may be opened from the coast to the interior, no matter what cities or towns may spring up, the present route by New Westminster must be benefited in proportion to the general increase of population over the vast extent of the Colony of British Columbia. Vancouver Island, with all its capabilities, never can bear any comparison to British Columbia, nor if it tried could it curtail its prosperity. New Westminster, hand in hand with Victoria, like sisters "to the manor born," will become the indisputable and only port of entry on that part of the continent; there is no occasion, much less necessity, for any other. All other smaller ports will more conveniently be supplied by coasting traders. In Europe and other parts of the globe, ships will be on the berth for Victoria and New Westminster—as a matter of course—and cargoes or parts thereof can be cleared for New Westminster, the resident merchants of which need be in no wise dependent on Victoria or under the necessity of paying commission, profits, or interest to her merchants; while in Victoria, the commercial world would find a free port convenient, and the cheapest market and exchange for all their

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commodities. A professor, able to prove that such a Free Port market in its immediate neighborhood can be injurious to New Westminster's interests, has not yet been born. Treaties of reciprocity with other States will not affect the question in theory or practice nor hinder the respective interests of both markets from their healthy operation. I have letters from San Francisco inquiring for articles wanting in that market, which never would have been written if we had a customs tariff. Such intercourse can never exist if foreign commodities have to pay duties on entering here; it will simply be impossible to extend or retain our commerce if a tariff is imposed. Perhaps it may be urged that the inhabitants of Vancouver Island would escape much of the taxation imposed on the people of the main land by a tariff, and therefore would not pay their share to the government. But in reply I may say that the expense of keeping the two systems apart on the Island would be far in excess of the revenue collectable from a tariff. It might pay to separate the Free Ports from the rest of the Island, as the London docks are managed, when Victoria and the Colony, instead of six to eight thousand, have a population of hundreds of thousands. To establish a general flourishing trade a perfect free port is indispensable, and it will prove one of the most effective means of encouraging a desirable immigration of all classes of society. When the proper time arrives, measures can be taken to confine the Free Port to Esquimalt or part thereof, by incurring the necessary expenses involved in doing so, taking due care that they will be amply compensated by the duties paid on goods entered for home consumption on the Island, including Victoria city. Until then and for ever it will be to the interest of New Westminster not to be deprived of a free selection of all they require at their very door without paying duties for what they do not, and the principal importing houses in Victoria will find it to their interest to connect themselves more closely and intimately with New Westminster commercial establishments. Should the inhabitants of British Columbia be unwilling to consent to Vancouver Island being so situated as that her people should pay less under an institution which brings prosperity to all, let a certain tax be imposed to constitute a fair compensation. There would not be found a reasonable individual to grudge it. I have frequently heard the argument advanced that "Esquimalt ought to have been selected for the city site," but on closer inspection I believe it will be found that Victoria's present position is by far preferable, affording a convenient margin for extension, and leaving Esquimalt's inevitable destiny, to be developed in due time. There is no occasion, and I have no desire to publish my name, but I request you will not withhold it from any respectable individual who differs from my views and is willing to convince me of error, or to give me an opportunity in case of any doubt of my argument to prove the convictions formed by experience, my aim being exclusively directed to the promotion, as far as I am able, of the public interest.

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