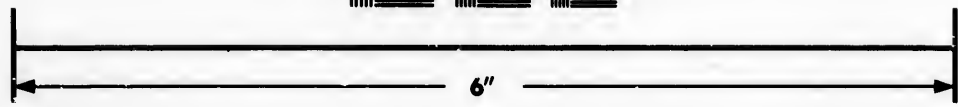
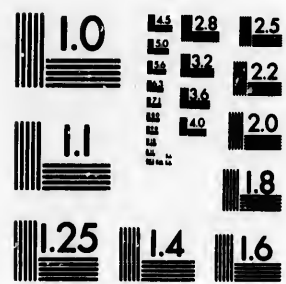


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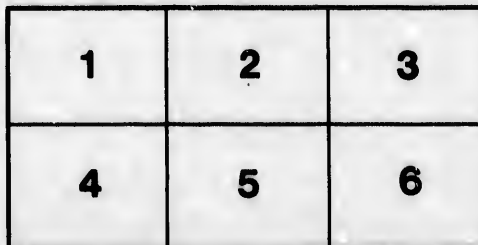
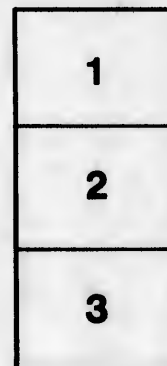
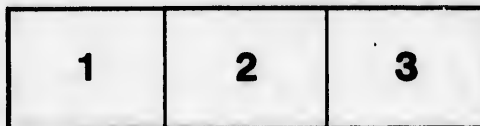
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THE
COLONIZATION
OF
BRITISH AMERICA;

EMBRACING

SUGGESTIONS TOWARDS A PRACTICAL AND COMPREHENSIVE SYSTEM IN
CONNEXION WITH RAILWAYS,

IN

A LETTER FROM CAPT. J. M. LAWS, R.N., TO EARL FITZWILLIAM.

WITH

A SUMMARY OF THE OPINIONS OF EARL GREY AND OF EVIDENCE
ON THE SUBJECT TAKEN BEFORE LORD MONTEAGLE'S
COMMITTEE ON COLONIZATION FROM IRELAND.

BY

WILLIAM BRIDGES.

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1848.

THE DAILY NEWS

WEDNESDAY, 1914

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THE COLONIZATION OF BRITISH AMERICA.

“Is there any mode of bridging over the intervening oceans so that our Colonies may be to the United Kingdom what the backwoods are to the United States?”—
Sir W. Molesworth.

COLONIZATION, the only real practical remedy for the perils of the nation, is now about to assert its paramount claims to the consideration of statesmen. Manifold quackeries have had their day, and we are now about to return to that most ancient of all panaceas, to replenish the earth and subdue it. It is most important, then, that what is done be not only done quickly, but done well; and it is in the hope that our suggestions have not been altogether ineffectual in impressing the minds of really practical men, and that a digest of our views on the great subject may be useful at this crisis, that we propose here to present a careful and comprehensive estimate of the whole question.

We have already affirmed that this moral charter of Colonization has also its Six Points; and it is to such economical points as these that the public mind is now beginning to be diverted from the vain pursuit of mere political rights and privileges, which all experience tends to demonstrate are insufficient greatly to promote or to consolidate the social well-being:—

First. A National System of Social Emigration.

Second. The opening up of Colonial fields, and the connexion of Colonial markets and centres of population, by that modern bond of society, the Railway.

Third. The physical preparation of the chosen sites of Settlements, by clearances, surveys, mills, roads, and bridges.

Fourth. The moral, sanitary, and what we would call the institutional adaptation of these settlements to the purposes of civilized life, upon the basis of municipal government.

Fifth. The convenient recovery of the necessary outlays for such purposes, from the traffic of the railways, and from the enhanced value of the land thus made attractive to capital and education as well as to labour; and

Sixth. The creation of the ways and means, on the security or basis of the property to be thus constituted.

I.

It may appear to many persons that to talk of Emigration as being the first point of Colonization, is as if we should say that six was the first point of half a dozen; for it most unfortunately happens that emigration, instead of a part, is regarded as the whole; and as emigration has too often been nothing better than a national eviction, a shovelling out of redundant millions, or, on the other hand, a portion of the ill organized and selfish processes of land-jobbing Corporations, Colonization has thereby acquired a bad name, and has been often tabooed by a superficial philanthropy. The truth is, that the evil is altogether to be traced to the apathy which has hitherto prevailed on the part of the public as respects the question. There has been heretofore no large colonial interest to press on the discussion of a practical scheme in the legislature; and Ministers, overwhelmed with a pressure of home topics and with the complicated details of the present most unsatisfactory colonial system, have had no leisure to initiate any comprehensive measure. Hence emigration has been left to ship-agents; and shiploads of miserable paupers, crammed together in unhealthy and crazy vessels, have been too often merely transferred from indigence at home, through the transition of a middle passage, to starvation and death in remote regions. To remedy this is the first point of all; but it is not to be remedied *per se*. A successful emigration is so necessarily involved in an attractive colonization, that they must proceed together, and act and react upon one another. Simultaneously with any large transplantation of families, there must be created the facilities for profitably accommodating and employing these families, and for profitably and advantageously employing the energies of men of all classes. This is the end, and yet it is not less the means. Gradation of classes must be maintained in the outset—so that we take not “degree” away, nor untune that string. Skilled labour, education, must accompany and control the issues of rude industry; and yet, to maintain and secure this combination and mixture of classes, the first flow of emigration must be directed and guided in its proper channel, so that this classified emigration may ever thenceforth be entirely voluntary. Let British America be made as attractive as the United States, by means of the combined labour of a carefully-selected emigration in the outset, and thereafter emigration would of itself occupy and extend the field.

II.

This brings us, therefore, at once to the second great point—the connexion of the existing markets, and the establishment of an immediate field of employment to the able-bodied and the willing, by the railway. As long as produce finds its way more readily from Canada to Europe and the West Indies, by the canals and railways of the United States, than over the rude highways of New Brunswick, or by the difficult and uncertain navigation of the St. Lawrence; as long as, from Boston, an unbroken line of railway stretches to the great northern Lakes, and New York is in direct communication in the same manner with the distant banks of the Alabama River, by railways traversing the States of New Jersey, Pennsylvania, Delaware, Maryland, Virginia, the Carolinas, and

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

III.

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

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

IV.

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

V.

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

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tile districts of the Ottawa and the Hudson, and to constitute the highway between the Atlantic and the Pacific; let us examine a few of the statistics now before us.

In the first place, then, as respects the mere prospects of traffic, the population of British North America now exceeds two millions; its imports last year touched upon four millions, and its exports upon three millions, sterling; and this trade is annually increasing in an enormous ratio.

The influx of emigrants into Canada last year exceeded 100,000—the tide having now set in, this amount will receive annual accessions. A hundred thousand passengers at 1d. per mile, for half the distance of a line from Halifax, through St. John and St. Andrews to Quebec, would amount to 125,000*l.* per annum, realising from passengers alone, deducting expenses, nearly 5 per cent. on a million of capital, leaving a wide margin from goods and local traffic for the necessary expense of a substantial railway.

Now, from the preliminary Report on the project of a railway between Halifax and Quebec, by Colonel Simpson (the Government Commissioner in Canada), we learn that the tonnage arriving in Quebec averages 566,000 tons per annum, and that, from sundry calculations and data there set forth, we may expect the following result:—

Taking one-fifth part—that is to say, all the provisions, being equal to 830,769 barrels, and 100,000 tons of lumber, as likely to be diverted into this new channel:—

	Dr.	Cr.
Cost of transport on 100,000 tons of lumber, at 4-10ths of a cent. per mile	£60,000	
Freight received at Halifax for the same, at 7s. 6d per load.....	—	37,500
100,000 tons of coal brought back, cost 4s. per ton, at a profit of 15s. per ton	—	75,000
830,769 barrels of flour, at 2s. 6d.	—	107,694
Cost of transport 6-10ths of a cent. per ton per mile	67,971	—
50,000 tons of merchandise, brought back from Halifax at 27s. 6d.	—	68,750
	<hr/>	<hr/>
	£127,971	288,244
		127,971
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		£160,973

Much of the calculation in the Report is based on a comparison of the estimates for the English Great Northern, and the experience of the Philadelphia and Reading Railway in America.

Colonel Simpson limits this estimate to the interchange between the termini, and that interchange to the supposition of only 100,000 loads of lumber, and 75,524 tons of produce, of exports; 100,000 tons of coal and plaster, and 50,000 tons of merchandise from Great Britain; when in 1844 there were imported more than 20,000 tons of salt alone, and goods paying an *ad valorem* duty of 2,411,154*l.*, besides 50,384*l.* free.

It is a circumstance deserving of mention, that in the investigations opened in the United States, on the part of Canada, as to the cost and management of railways there, men of all classes, from the President downwards, gave every facility to the Commissioner of the Canadian Government, although the projected railway was especially designed as a military defence, and to obviate the necessity of resorting to the Ame-

rican soil for Transatlantic advantages; as a means, indeed, whereby the fortress of Quebec, inaccessible at present for five months in the year, would be brought within thirty hours' travelling distance of the great naval station and depot of the military strength of Great Britain on the British American continent.

These results, however, as respects the trunk line, are necessarily subject to further and more careful inquiry; but more ample data exist for coming to a conclusion upon most important portions of such a trunk: one of these, the St. Andrews and Quebec line, being in itself a trunk connection of the Canadas and the Atlantic, offering the most palpable advantages as respects the trade of Europe, the West Indies, and the whole of North America, being the shortest practicable route across British North America, and adapted to admit of the most successful competition with any similar connection through the States. This line, indeed, must form part of any steam connexion between Halifax and Quebec, whether across the Bay of Fundy, or by a continuous line through Shediac and St. John; a central line through New Brunswick having been found impracticable, while a continuous railway by the north of the province would involve an immense addition of distance, besides passing away from the centres of population.

The same Report from which we have above quoted states, with reference to this line:—"The survey between Quebec and St. Andrews was made in 1836, by Major Yule, an officer of the Royal Engineers; and I have authority for stating that the line of country was found to be highly favourable. The Company was incorporated in that year; but the action of the Company was stopped, by a remonstrance of the United States' Government, that the Railway Company was about to interfere with the disputed territory on the Maine frontier. Howison, in his 'European Colonies', observes:—"Of all the physical peculiarities of British North America, the most remarkable is the general levelness of its surface; for in her vast extent of territory comprehended between the coast of Labrador and the Rocky Mountains, there does not exist one range of hills, nor even a single peak of moderate elevation. The highest lands in that part of the globe seldom rise more than 400 feet above the level of the surrounding country, and, in many places, unbroken plains are found the same number of miles in circumference."

The actual traffic between the Bay of Fundy and Woodstock, by the circuitous route of the river St. John—which is more than 50 miles longer than the railway (80 miles) from St. Andrews to Woodstock—is, at present, as follows:—

Up traffic—	
Flour and salted provisions 100,000 barrels, at 2s. 6d.	£12,500
West Indian produce, equal to 20,000 barrels, at 2s. 6d.	2,500
British merchandise, equal to 20,000 barrels, at 2s. 6d.	2,500
Passengers, 60 per day, for 310 days, at 10s. each	9,300
	£26,800
Down traffic—	
Timber, deals, boards, &c. equal to 50,000 tons, at 7s. 6d. per ton	£18,750
Agricultural produce	1,500
Passengers, 60 per day for 310 days.....	9,300
	£56,353

Which estimate we may safely double, on the supposition of a railway being formed (and, in truth, it is highly probable that the extension of this line will be for many years the great emigration highway into the Canadas)—

Making	£112,700
Deduct expenses of working, 40 per cent.	45,080
	£67,620

ensuring a very large per centage upon the capital requisite to construct a line more substantial than any now existing in the United States.

Again, as respects a line from Halifax to Windsor, on the eastern side of the bay, opposite New Brunswick.

From estimates framed by Mr. Howe, M.P.P., of Halifax, we learn that, even in 1835, the traffic from hay, cattle, and merchandise; timber, cordwood, and bark; from general produce; and from travellers, reached 20,000*l.* per annum on the common roads. Half of this revenue (supposing that the railway offered the bare advantage of a reduction of price in that ratio), or 10,000*l.* would give 5 per cent. on 200,000*l.*, the capital proposed to construct the 45 miles; but to treble or quadruple this traffic, would be amply justified by the lapse of time since 1835, and the immense advantage which a railway would present.

We might enter into similar or analogous estimates with respect to the railway connection of St. John and St. Andrews, St. John and Fredericton, and other important links of the great chain. But, in fact, the traffic is by no means the most important feature of such enterprises; and the profit from the sources indicated is as nothing compared to the rental that must arise from the lease and settlement of the lands which the Government will be glad to concede to the founders of such a work; the income to be derived from the sale of timber, and the revenue from the ground-rent of villages, mills, harbours, and towns, which the progress of colonization and emigration inevitably tends to establish. Of these results, however, it is impossible, with any degree of precision, to form an estimate. Of their value every one will judge more or less favourably, according to his experience, and his consideration of all the probable moral and social consequences of the rapid progress of colonial civilization, contingent upon the formation of railways and the organization of public works. These results we can here only barely indicate.

It is right that we should, above all things, guard the colonist from supposing that, on this system, he would be paying, as in the Australian colonies, a fictitiously aggravated price for his lands, on the plea of an unknown amount of labour being transmitted and organized for his benefit: that for every pound he pays there are to be five shillings' worth of land, and fifteen shillings for the infinitesimal proportion of able-bodied labour transmitted along with him, and out of his advances, to the colonies; a fallacy and a deception most flattering to the ear, and with which our own ear was wont to be charmed, but to which the one sad fact is antagonistic, that the labour so transmitted cannot, by any human ingenuity, be preserved and concentrated for the benefit of him who paid for it; seeing that, for every 1,000 acres on this system sold for 1,000*l.*,

.....	£12,500
.....	2,500
.....	2,500
.....	9,300
	£26,800
.....	£18,750
.....	1,500
.....	9,300
	£56,353

there are 10,000 or 100,000 that were long ago sold for an old song, and to the reclamation of which, unless some altogether new system of allocation be devised, the labour so paid for is as likely to proceed as to any of the glittering Utopias of the Eastern Archipelago.

Whatever we would, on the principles here set forth, charge for the land, would be for actual labour impressed upon the land, and *after* it shall have been so impressed; after railways and roads and markets shall have given it a real and sensible increase of value; and when land so improved and adapted for social purposes shall be cheaper at 5*l.* or 100*l.* an acre than an Eldorado in the wilderness shall be worth a penny, or a rural allotment at a minimum price, embracing the mere promise, but no possible assurance, of a supply of labour, shall be worth a pound. Not that we undervalue the general principle elaborated by Mr. Wakefield, that land is worthless without labour to improve it, but that we see no possibility, in theory or practice, of the purchaser on that system securing anything but a homeopathic proportion of the labour flowing in and dispersing itself over square miles of territory.

Let us only add, to meet the only possible objection that has been urged to these propositions, that this enhanced, but legitimately and not fictitiously enhanced price must be made convenient to the purchaser by being spread over a period of years, either on the principle adopted by the British American Land Company, or upon that of the Building Societies, or upon a principle of life calculation.

VI.

But, for all this, one thing is essentially requisite—the ways and means—the sinews of this war with old Nature. Three years ago, three months ago, this was an infinitely difficult question; but every day the inducement to men of capital to regard colonization and colonization railways as the most practical and profitable, as well as the most useful and national, of all investments, is becoming apparent; and the reaction of enterprise, which followed the railway mania, is only thoroughly to be counteracted by an expansion of the railway field—not, we trust (though we see symptoms of it), to be succeeded by a colonization mania as reckless and perilous as the past apathy was unworthy.

Provided, as is now probable enough, that the first successful efforts of the St. Andrews and Quebec Railway Company, and the rapid completion of their first section to Woodstock, shall secure the necessary extension of their works to all parts of the province, the question will gradually be solved; and the development of the colonies and the relief and permanent happiness of the mother country will proceed *pari passu*. And we have some hope, we say, that private enterprise will now be speedily secured for the complete establishment of the great chain of railways of which the proposed short section is the first and, perhaps, most important, link, and which only our political difference with the United States, adjusted by Lord Ashburton, prevented from being carried into execution twelve years ago.

The following plan was suggested as an alternative, or rather conjunctive, proposition some time ago, when universal distrust seemed to render the greater undertaking unlikely to be carried out by private capital. It is not the less interesting and valuable now; for *mutatis*

mutandis, the principle is equally applicable to all new countries, while the specific indication of towns and termini gives it a practical application and significancy which any abstract proposition would not present. The proposal we refer to is set forth in a letter lately addressed to an eminent and philanthropic nobleman, by one of the most practical leaders of the railway world; to which we cursorily referred on a former occasion, and which we are now permitted, in conclusion, to present *in extenso*; which requires no commentary or commendation from us, and which we safely leave to tell its own story to all interested in this most "momentous question":—

" TO THE RIGHT HON. THE EARL FITZWILLIAM, MILTON, PETERBOROUGH.

" 20, Sussex-square, Hyde-park, June 30, 1848.

" My Lord,—The absolute necessity imposed upon England by the conditions of the present crisis, of making some more benevolent, more effectual, and, at the same time, less expensive, provision for the increasing surplus population of the United Kingdom than that of the workhouse, induces me to trouble your Lordship with a plan that has suggested itself to me, calculated, I humbly submit, to meet this, the most important end of legislation.

" In viewing the almost boundless field which the Almighty has spread for the use of man in our three North American provinces, now brought within a ten days' steam voyage of this country, and surrounded by the most ample and independent means of supply, it must strike one with wonder that no Government since 1815 should have done more than collect and print information in Blue-books upon the subject, at an expense exceeding the entire funds with which William Penn and his enlightened followers, amid dangers and privations endured for half a century, laid the foundation of their now flourishing settlements. Removed as we now are, from the risk of such privations and hardships, the British Government, by the judicious application of means at their disposal, without a tax of one farthing, except on those who would cheerfully bear it, so long as was necessary to provide reproductive employment, might in ten years effect tenfold that great result, and place two millions of British subjects in a position of self-reliance and independence in those colonies, thereby ensuring employment at home to half a million more, in supplying them with clothing and implements in exchange for corn, meat, and timber, the produce of colonial industry; for every British subject is a customer to England to the extent of 100 times as much as the continental consumer, and to the very amount which it costs us to maintain per head our redundant millions, in a state of demoralizing unproductiveness, in the workhouse. With such elements of commercial greatness as are apparent in the comparatively enormous consumption of British produce by British colonists; observing that, with a vastly disproportioned population, our colonial markets, and markets founded by British colonists, absorb an amount of produce equal to three-fourths of that exported to the densely-peopled countries of Europe and the Mediterranean, and more than double that consumed by all the rest of the world; it is evident that by due concentration of wealth and labour in the colonies, through the obvious agency of the railway and contingent works of public utility; by substituting, for the present desultory and pernicious system of emigration, an Imperial system of colonization worthy of Great Britain, involving the application of all moral and institutional means of social elevation, we shall speedily render ourselves independent of the fluctuating markets of foreign countries, and create a market of our own, transcending in value and amount our present commercial intercourse with the rest of the world.

"The combination of principles by which these beneficial results might be most readily, securely, and economically attained, appears to be—

"That, in order to give immediate and profitable employment to various classes of emigrants, and to promote the development of the physical and economical resources of those colonies, investments be made, in the manner I shall immediately indicate, in connecting the scattered nuclei of commerce and agriculture by substantial railways, combined with public works and institutions; and that, with a view to the recovery of such investments and to maintain a uniformity of system in the disposal of the national domains within a certain distance on either side of such railways, a cultivation tax be imposed upon all lands already granted to individuals.

"As respects the ways and means and *modus operandi*, I would suggest,

"1. That the revenues and property and the faith and credit of the three provinces be pledged to the State for the annual interest upon five millions of Exchequer-bills, to be issued by the British Government for the immediate railway connection of Halifax, Windsor, and Margaretville; St. John, St. Andrews, Woodstock, Grand Falls, and Quebec; or 500 miles of railway at 10,000*l.* per mile, including three first-class steamers for crossing the Bay of Fundy.

"2. That such railways, constructed under the superintendence of the Government, be rented and managed in sections by private enterprise, the provinces being pledged, as above, to make up the interest to 4 per cent., in the proportion of

Canada, on	£3,000,000
New Brunswick	1,200,000
Nova Scotia.....	800,000
	<hr/>
	£5,000,000

"3. The advances to be spread over a period of five years, or at the rate of one million per annum, and to be redeemed in fifteen years—the Imperial Government being the first mortgagees for the capital amount, and the provincial Governments the second mortgagees for the amounts of interest they may have severally been called upon to contribute.

"4. That the colonies be bound to give immediate employment and shelter to thirty able-bodied men and their families per mile of railway, equal to 150 souls per mile, or to a population of 750,000 for the whole distance; this number to be made up to 2,000,000 within a limited period.

"By the above plan, thus indicated in outline, it will be obvious to your Lordship that the Government will not be called upon for a farthing of MONEY; and, independently of the experience of the United States, I need not insist that the credit of the provinces of British North America, and the mortgage of the railway, and of the lands to be thus intersected and indefinitely enhanced in value, must be an ample security for the annual payment of interest and replacement of capital. Nor will the local Government be ever called upon to pay anything like the interest of five millions of money. The first advance of one million, upon which the interest would be 40,000*l.*, divided amongst the provinces, will suffice to complete the construction of more than one remunerative link of the chain of railways, such as that from St. Andrews to Woodstock, or from Halifax to Windsor; the returns from which, set against the interest above-named, will go far to balance the obligation of the provinces; and there can be little doubt that, by the time the amount has been expended, the interest payable by the provinces, if it ever extended beyond the first year or two, will be reduced to nil, and the returns afford a sufficient dividend to the lessees of the undertaking.

"The burthen, therefore, whether on the Imperial or the Colonial Governments, will

be, in fact, nothing more than that of their patronage and encouragement of a great national work, which cannot fail to tend as much to the aggrandisement of the parent State as of the colonies; and the obvious benefit to the commercial interests of this country will be realised of tying together the three provinces of British North America, of opening up a daily communication between Halifax and Quebec, and, during the winter months, of making every part of Nova Scotia and of the Bay of Fundy equally available for the reception and subsequent transport of the mails. That the employment likely to be afforded is rather understated may appear from this, that the North-Western Railway Company actually expend at this moment upwards of a million a year in rates and wages; and that no less than 16,000 men are employed from day to day on the portion of the Great Northern now in progress of construction. It is to be remembered also, that the national territory opened up for settlement by means of the proposed railways will ensure a permanency and expansion of reproductive employment, which is not necessarily involved in the formation of a railway at home. Let me also advert to the fact that at least one-half of the sum proposed to be expended would be required for the iron to be used in the works—thus at once creating a market for two millions and a half of British manufacture.

“Permit me, in conclusion, to observe that my own experience teaches me what must be also well known to your Lordship, that the only possible remedy or preventive of social disaffection is to afford proutable employment to the mass of the people; and it appears to me that the respect for law and order which has characterised the British population, at a time when all Europe has been in a state of ferment and transition, gives the people of these islands an additional claim for some immediate, practical, and comprehensive effort for their amelioration on the part of a paternal Government.

“With these sentiments, I have undertaken to submit to your Lordship the suggestions above set forth, to which I invite your early and earnest consideration.

“I have the honour to be, my Lord, your Lordship's very obedient servant,

(Signed)

“JNO. M. LAWS.”

The early and earnest consideration here besought, we have reason to believe has been promptly accorded; and we feel confident that the proposition, tending as it does to solve the economical, which is the paramount, difficulty of the question, will not be hastily overlooked by the powers that be. We have been induced to present it to public consideration, not with the view of adventitiously forcing the matter upon the attention of Government, through the medium of the press and of public opinion, but with the conviction that the genius of the English Government requires the concurrence of mature public opinion before undertaking any vast scheme of national economy. If practical and comprehensive colonization has not been fostered and effectively promoted by late Colonial Ministers, whether by Lord John Russell, Lord Stanley, Mr. Gladstone, or Earl Grey, we believe that there are many other circumstances to account for this besides simple disregard of the question, of which all Colonial Ministers are so lavishly accused.

APPENDIX.

OPINIONS OF EARL GREY, AND SUMMARY OF EVIDENCE ON THE SUBJECT OF THE RAILWAY COLONIZATION OF BRITISH NORTH AMERICA, BEFORE LORD MONTEAGLE'S SELECT COMMITTEE OF THE HOUSE OF LORDS.

I.—Opinions of Earl Grey.

1. The despatches to and from Earl Grey, in relation to this subject, to which we would first of all direct attention, extend over the past year, the first bearing date the 31st December, 1846.

2. The despatch of the 31st December authorised Lord Elgin to advance the sum of 50,000*l.* in the establishment of villages for the reception of emigrants, the situations to be selected in localities which would afford immediate employment for the people, at wages. Each village was to consist of a sufficient number of log-houses to accommodate 300 souls; and to each house a garden, sufficient to occupy the tenant's spare time, but not to relieve him from working for wages; and cheap and simple wooden buildings were to be erected to serve for a church and a school.

3. Insuperable difficulties to such a scheme presented themselves, from the fact that, in Canada, straggling grants of land, with here and there an intervening frontage for a road, precluded the possibility of finding a compact site for the establishment of these villages.

4. On the 29th of January, 1847, Earl Grey countermanded the advance above authorised; and, on the 25th February, Lord Elgin expressed his satisfaction at such a course, and enclosed a statement from the Attorney-General of the Province, exhibiting the insurmountable obstacles to the village system.

5. On the 12th February also, Mr. Buchanan, the emigration agent at Quebec, submitted to Lord Elgin that 25,000 souls might be at once employed in the construction of a railway from Halifax to Quebec, to be guaranteed employment for two years at 2*s.* per day, and a grant of 50 acres on the route of the railway. Such a road, he added, "as a great and national work, is admitted by every one connected with the colony to be of the first and most vital importance, not only to the colony, but to the mother country; and it will, when completed, tend more to advance the interests and prosperity of this noble appendage to the British Crown than any other measure. It will serve to open out a large and valuable tract of country for settlement. A portion of the money which is now being expended in providing temporary relief for the distressed in Ireland, and elsewhere, might be advantageously employed in this work; and, by the settlement of these poor people along the route of the railway, they would soon be able to provide for themselves and their families permanently by their labour on their own lands."

6. Mr. Buchanan further pointed out, with reference to parties who might possess small capital, that "families of this class, if supplied by Government with a free passage to the port of landing in the colony, would be placed in a position at once to enter upon the occupation of land, and to permit the field for labour to remain open for their more destitute fellow-countrymen."

7. Earl Grey expresses great doubts as to the practicability of a patriarchal scheme of colonization from Ireland, embodied by Mr. Godley in a memorial to Lord John Russell; that the District Councils, in whose support much reliance was placed, would be neither able nor willing to render aid and encouragement; and that no commensurate advantage would arise from giving a public Company 6*l.* for every emigrant carried out and settled on the land.

8. Lord Grey strongly recommends that, if any assistance be afforded towards colonization, it may be in the shape of encouragement to railways and public works. "Assuming," says his Lordship, "that Parliament were prepared to grant such a very large sum of money for this purpose, I cannot but believe

that more would really be accomplished towards encouraging emigration by applying it to the construction of great public works; such, for instance, as railways, by which employment would be provided for a large number of emigrants in the first instance, and a great extent of land would be rendered far more accessible, and therefore available for settlement, than it now is. The demand for labour thus created would, I am inclined to think, create a spontaneous emigration to a large extent, and of a more healthy character, than the adoption of such a scheme as has been suggested."

9. The want of the means of intercommunication Lord Grey wisely affirms to be the main cause of the hardships and privations attendant upon young settlements, and of their slow and unequal progress—hardships and difficulties and great waste of labour, "incurred entirely in consequence of the want of some means of giving increased efficiency to labour, by combination, and by the division of employments. We hear of days wasted, perhaps in the busiest part of the season, in carrying to a distant forge, to be repaired, some necessary implement of agriculture, which, in England, would be taken to the village shop, and be again ready for use in an hour; of bread being scarce, where corn is cheap and abundant, because, from the distance of mills, and the badness of the roads, it takes many days of toilsome labour for men and horses to carry a small quantity of corn to be ground, and to bring it back in the shape of flour." "Hence, too, the want of adequate means of religious instruction for scattered settlers, of education for their children, of medical assistance, and of all the main advantages of civilized society."

10. A railway, then, in the opinion of the present Minister for the Colonies, is the first requisite for successful and *civilised* colonization. A railway first; then such an enhancement of the price of land (and a railway at once enhances the *value* of such land) as shall supply a preparation fund—a fund which shall not only replace the outlay in the construction of the railway, but supply the attractions of civilised life to the settlement.

11. Thus Earl Grey observes:—"It is difficult to understand what natural obstacle prevents such a territory from being occupied, not by individuals, but by societies properly organised for mutual support and assistance, carrying with them, as they advance, all the means and appliances of civilisation. For this purpose, what seems to be most required is, to carry further than has yet been done, the principle of making all who obtain land pay for it at such a price as at once to afford the means of effecting those improvements, by the construction of roads and bridges, and by erecting schools and other public buildings, which are necessary for its regular and systematic occupation. If no public lands were alienated, but at a price sufficient to pay for such improvements, and if the money obtained from their sale were so expended, land would only be purchased where the improvements were already in progress, while the settler, receiving in return for the enhanced price he paid for land, not only the land, but the advantage of those works by which its profitable occupation is facilitated, would not in reality pay more, perhaps not so much, for the mere land, as when it is disposed of at a very low and almost nominal price. Where the previous improvident alienation of large quantities of land presents an obstacle to the adoption of the system of selling land in this manner, precisely the same results are attainable by the imposition of a moderate tax upon all land, whether wild or reclaimed, and applying the proceeds to the same sort of improvements. Such a tax is not felt as any practical burthen upon settled land, but presents a powerful bar to the acquisition or retention of land which cannot be turned to some account."

12. Acting upon these principles, he concludes:—"I am of opinion that the mode in which colonization may, with most prospect of success, be promoted, is by the application of any money which may be hereafter granted or advanced by Parliament for this purpose, in opening land for settlement, by making such improvements as I have described, or by constructing public works of a more important character, such as railways and canals."

13. On the 1st of April, 1847, he desired Lord Elgin to reserve the 50,000*l.*, formerly authorised to be invested in villages, in lieu of which a sum of 10,000*l.* was to be voted for the relief of sick and destitute emigrants who have flocked into New Brunswick in such numbers as to swallow up half the whole provincial revenue for their care and maintenance.

II.—Evidence of J. R. Godley, Esq.

1. John Robert Godley, Esq., is the son of a landed proprietor in the counties of Leitrim and Meath. He resided for five months in America, in 1842, and has devoted much attention to the subject of systematic colonization.

2. Mr. Godley was the chief promoter of a system of colonization, set forth in a memorial to the Prime Minister some months ago.

3. Mr. Godley's memorial to Lord John Russell was very numerous and influentially subscribed by the landlords and nobility of Ireland. The suggestions it embodied were—that emigration is absolutely necessary as an auxiliary to any measures that may be adopted to relieve the Irish population, either by re-productive works in Ireland, or otherwise; and that the disordered relations of landlord and tenant in that unhappy country cannot be permanently corrected, unless in connection with such a large emigration as shall pave the way to the consolidation of farms, and reduction of excessive competition in the labour market; that a little emigration is, in truth, a dangerous thing, at least completely inoperative, except as respects the comfort of the emigrant himself; that public works in Ireland, of themselves, only tend ultimately to reproduce and enhance the evil they temporarily remedy. It was suggested, therefore, that a Company should be encouraged to undertake a scheme of colonization by large bonuses—5*l.* per head for every emigrant family settled in the land, and 1*l.* per head for passage-money.

4. The principles propounded also embraced what we might call a sort of Roman Catholic patriarchalism. Each body of emigrants to be accompanied, and spiritually governed, by a priest, with an endowment by the State, to be repaid by an Irish Income-tax.

5. Irish emigration to America, Mr. Godley wisely holds to be a necessary alternative of Irish migration to England—the great moral and physical evil of which can hardly be exaggerated.

6. The United States at present are more attractive to emigrants, in consequence of their superior advantages as respects the means of intercommunication by railways or otherwise, and by a command of capital, and the possession of towns and cities, securing the appliances of civilized life. In British America, even the most promising settlements exhibit a rude and barbarous prosperity.

7. The formation of the Rideau Canal had been useful in, first of all, affording employment, and, secondly, in opening up land for settlement. The first thing to be done was to encourage other works of the kind; and, in a word, that, towards any system which should embrace social organisation, every settlement should possess the five pre-requisites of roads, bridges, mills, schools, and churches.

8. With the present public economy of Canada, even the moderate average immigration of 40,000 souls per annum would not be profitably or advantageously absorbed in British North America.

III.—Evidence of George Pemberton, Esq.

1. Mr. Pemberton settled in Canada in 1816, and his evidence is the result of 30 years' experience as a merchant in the district of Quebec, where he was largely engaged in the export of timber; a landholder to a moderate extent; and a member of the Executive and Legislative Councils. He also visited many parts of Upper Canada, the United States, New Brunswick, and Nova Scotia, and had given a good deal of consideration to the subject of the condition of emigrants.

2. One of the first practical improvements in the management of the emigration system was the appointment of emigration agents, who have been of much use in securing a superior class of vessels for the poor emigrants, and also in putting emigrants in the proper channel to obtain employment. By these and other similar agencies, little difficulty had been found, except in the cholera year of 1832, in providing employment for those who reach Canada. Many arrived in a state of destitution, but, by industry and economy, had become independent farmers.

3. The natives of Ireland are found to be the best adapted for works requiring great strength. All laborious undertakings in Canada and the United States are carried through by Irish labourers; and they are better adapted for settlers, when without means, than any other class.

4. Many emigrants pass on to the United States, where there are more extensive public works; and, therefore, Ohio and Michigan, and the new settlements of the Western States, have hitherto swallowed up much of the emigration, which, being once attracted thither, has there also generally found a home.

5. But the provinces of Canada have, in some respects, great advantages over the States; the climate is healthier, and the inhabitants suffer less from fever and ague, except in swampy districts.

6. There are vast tracts of land in the Ottawa favourable for settlement, and equally productive with the lands in the United States; and where the winter is of about the same duration as in Quebec, extending over five months in the year.

7. The statement set forth in Lord Durham's Report as to the great difference of energy and development manifested on the United States and British sides of the boundary line, are held to be greatly exaggerated and too highly coloured. The progress of Canada, since it was ceded to England, has been equal to that of the thirteen *old* States of the Union, but not to the rapidly-advancing new ones in the West, such as Ohio, Illinois, and Missouri. In 1759, the population of the two Canadas was 70,000; it is now 1,400,000—an increase of twenty-fold; and the town of Toronto will favourably compare with Buffalo—its population, which was but lately 1,000, having rapidly advanced to 20,000. If public works were duly encouraged, Mr. Pemberton asserts that its natural advantages will speedily put British North America on a level with the United States.

8. Railways have been the chief of the public works to which the States have owed their wonderful progress; and now, in order to open and maintain a constant communication with Upper Canada in the winter, the capitalists of the Union are uniting with the merchants of Montreal in the construction of a railway from Portland, a port of Maine, to Montreal. The Americans undertake the moiety to the boundary line, of 140 miles, the remaining 140 through British territory to be coterminous with one now in operation from Lake Champlain to Laprairie, opposite Montreal. Forty miles of this line are already under contract.

9. It is laid down that such an undertaking, if a line be not formed through New Brunswick, must prove most injurious to all commerce below Montreal, as the trade of Quebec, and the rest of Lower Canada, will proceed to Portland; and, at the same time, the proposed Anglo-American line would be preferred even to that between New York and Albany, seeing that, by means of canals (which have been fostered by a grant of a million and a half from Government), produce from Upper Canada must always find its way cheaper to Montreal than to the head of the Hudson. Part of Maine is very mountainous, but fair levels have been found.

10. But the average cost of single iron railways in Massachusetts has been 10,000*l.* a mile (the import duty on British iron, the American being inferior and brittle, has added to the comparative cost), and by the adoption of a more economical system there is a wide field of competition open; while, besides the

exports to Great Britain, a railway from Quebec to the Bay of Fundy would involve the supply of New Brunswick and parts of Maine—a vast district, and year by year increasing in importance.

11. The proposed continuous railway from Halifax to Quebec, though of national value, would not, in Mr. Pemberton's estimation, advantageously compete with that through Maine, in consequence of its great length and expense; but the shorter line from St. Andrews to Woodstock and Quebec would not only do so, but immediately afford a stimulus to New Brunswick colonization and progress, while, from its large existing traffic, it would pave the way to the profitable formation of the greater trunk, to which it would be a most valuable feeder, and would be immediately remunerative to capitalists. At present, all the main supplies come from above Montreal, and from the Lake district of the Union.

12. While Canada and New Brunswick possess vast capabilities of increase (in New Brunswick alone there are 12,000,000 acres of ungranted lands), the greatest goods' traffic will, according to Mr. Pemberton, consist in the summer transit by the lakes, the canals, and the St. Lawrence, seeing that in New England less goes by railway to Boston than by water to New York.

13. In the United States, most of the lines have been constructed under the Government guarantee of a minimum dividend. But the profits have always far exceeded the return guaranteed; so that the public Treasury has never been called on to fulfil its obligation.

14. The works in British America, which have hitherto not only given constant employment to emigrants, but have been the origin of many flourishing settlements, are the Rideau and Welland Canals. On and in connection with these, many labourers have been enabled, in the course of two or three years, to save money and become owners and farmers of land. But the Rideau is finished, and the deepening of the Welland, and all other public works, would, it was expected, be completed in the beginning of October; everything, therefore, concurring to urge on the undertakings now under discussion.

15. Besides the railways specified, there are numerous promising matters of speculation and investment in Upper Canada. A railway, for example, from Kingston to Lake Huron, would make a difference of 1,000 miles in the distance between those important districts. Between Toronto and Lake Huron, in the same manner, there is at present no road, while either a canal or a railway connection would be practicable, and would beyond anything, tend to develop the resources of the fertile lands of Western Canada. Bytown, not long since a wilderness, has, by means of the Rideau Canal, become a flourishing, peopled town. Greater effects might be produced by the same facilities in Canada West, which alone would sustain a population equal to that of all Great Britain. The imports of Canada have more than quadrupled since 1816.

16. Mr. Pemberton put in an estimate by Mr. Stevenson, the chief Crown Land Clerk of Bytown, exhibiting the probable results of an experiment in the colonization of a million acres; the sum of which is, that the cost of this quantity of land, at 1s. 6d. per acre, would be 75,000*l.*; and adding to this the expense of survey, we have a primary outlay of 90,000*l.* The charges of taking out 5,000 families, at 10*l.* each, their implements, rations for a year at 10s. per week, and clothing at 2s., and an allowance of 30s. each at the end of the year, would amount to 223,500*l.*; while the value of their labour, at 22s. per week, might be estimated at 286,000*l.*

17. The present system of land sales in British America is held to be one of the greatest obstacles to a healthy colonization, and has driven many to the United States. All land sales are under the control of the local Executive, who, unfortunately, endeavour to get as much ready money as possible for the land, without regard to the interests of immigration or settlement—have imposed heavy duties on timber, and injuriously affected the timber trade, which has already the difficulty of the Baltic commerce to contend with—the duties levied being $\frac{1}{2}$ d. per cubic foot of white pine, and 1d. per cubic foot of oak and red

pine—and thus encouraged squatting, in lieu of legitimate settlement. The lands are put up to auction at a minimum upset price of from 2s. to 20s. per acre; out of which very little indeed goes to form a fund for improvement—or what we must regard as the grand preliminary PREPARATION—without which, land, at any price, is valueless; and the Canada Company, too, owning vast territories on Lake Huron, at the same time dispose of large tracts at a price varying from 10s. to 25s. per acre in the wilderness.

18. There is no wild land-tax or tax on absentees. Large grants of uncultivated lands are in the possession of individuals; blocks of 20,000 to 40,000 acres have been sold at 6d. per acre, and remain still in a state of nature; and thus in every possible way we find squatting, land-jobbing, and other detrimental practices. The great grievance of the clergy reserves has been somewhat modified in consequence of the efforts and policy of Lord Sydenham; but the township corporations (in whose election the squatters have an equal voice) moderately tax the colonists, while the whole proceeds of the land sales go into the common fund of the province—scarcely a pound being laid out in roads through the district of the timber trade—though they have lately begun to contribute to the construction of slides over the Rapids. Seeing that large tolls also are levied, it is obvious that a considerable portion of the proceeds of sales should be devoted to the improvement of the district, though Mr. Pemberton thinks that objections would be raised to reserving any portion for the employment of emigrant labour.

IV.—Evidence of M. H. Perley, Esq.

1. Mr. Perley is a native of New Brunswick, his family having been settled in the colony for six generations. He has been four years Emigration Officer at St. John, for the province, and Commissioner for Indian affairs.

2. Of 9,600 emigrants who reached New Brunswick in 1846, 9,000 landed at St. John, 9,500 were from Ireland, only 60 or 70 from England; 4,500 proceeded to the United States; 5,000 were absorbed locally.

3. The progress of emigration is as follows:—in 1843, 392 persons; 1844, 2,600; 1845, 6,000; 1846, 9,600. The progress of population during the last 65 years has been—1783, 12,000; 1803, 27,000; 1834, 120,000; 1846, 200,000. [The population of the whole of this vast colony being thus about equal to that of one of the parishes of London.]

4. The imports in 1842 amounted to 200,000*l.*; in 1846, to 600,000*l.*, or 3*l.* per head of the population.

5. The area of New Brunswick is about 19,000,000 acres, of which not 7,000,000 are located; 12,000,000 ungranted; little more than half a million cleared, or 1-37th of the whole; the quantity of land sold in 1846 was 48,995 acres.

6. Mr. Perley submits a table of particulars relative to the lands granted and ungranted to each colony; but, as printed in this Blue-book, there is an evident mistake of between two and three millions of acres in each column. We, therefore, interpolate in this place a table, compiled from Mr. Perley's official Reports, which embraces the whole of these particulars, with additional information.

AREA AND CAPABILITIES OF NEW BRUNSWICK.

County.	Acres Granted.	Acres Vacant.	Total Acres.	Acres Cleared.	Population in 1840.	REMARKS.
Restigouche	156,978	1,109,581	1,266,560	5,579	3,161	Lime and marl. Good soil. Extensive fisheries in Bay Chaleur. Interior unexplored.
Gloucester	332,902	704,538	1,037,440	11,681	7,751	Wheat averages 64½ lb. to the bushel. Favourable for fisheries. Large exports of oysters and dried fish. Exported 30,000 tons of timber from Miramichi in 1845; 5,563 new tonnage, registered 1845.
Northumberland	986,168	1,933,832	2,980,000	25,322	14,620	Good harbours and extensive fisheries. Fine grazing and agricultural land. Trade in grindstones and flagstones. Shad fishery. Railway proposed from Dorchester across the Isthmus to Shediac, opposite Prince Edward Island.
Kent	386,398	640,002	1,026,400	20,413	7,477	
Westmorland..	577,440	301,000	878,440	not stated.	18,360	Excellent freestone, gypsum, and timber. Exported (with outlays) 245,000 tons of timber in 1845, besides deals, planks, &c. Large exports of fish and oils. Possesses steam saw-mills, grist-mills, founderies, breweries, &c.; 21,833 new tonnage, 1845.
Albert	223,700	199,860	433,560	25,000	5,660	Undulating country, with ridges of granite. Good valley land. Admirably adapted for fisheries. Abundance of sea manure.
St. John	309,147	105,573	414,720	not stated.	25,716	
Charlotte*	317,245	466,115	783,360	35,135	18,178	Abounds in salt, gypsum, and marl. Iron ore; extensive seams of rich caking bituminous coal. Large lumber trade. Agriculture neglected. Good alluvial land.
King's County..	626,752	187,168	849,920	69,452	14,464	
Queen's County.	514,204	477,076	961,280	43,089	8,232	Promising settlements. Excellent soil in valley of Tobique. Fine slate. Large deposit of iron at Woodstock. Abounds in timber of the finest quality.
Sunbury	377,078	405,002	782,080	12,262	4,260	
York*	940,914	1,230,686	2,201,600	44,818	13,995	Town of Fredericton, capital of province. Several very promising settlements.
Carleton*	811,402	4,480,598	5,292,000	49,553	13,381	
	6,606,329	12,301,031	18,907,360			* Traversed by St. Andrew's and Quebec Railway.

7. The ordinary prices of provisions in New Brunswick are 30s. per barrel of best flour; bread, 2d. per lb.; beef, 3d. per lb.; mutton, 4d. per lb.; potatoes, 1s. 3d. per bushel.

8. The duties of the Emigration officers consist in inquiring into and redressing complaints as to treatment of emigrants, in aiding them with advice and assistance in procuring employment, and in registering and supplying the wants of employers of labour up the country. In the course of this duty he assists them also with occasional funds, and this out of his own pocket—the emigrant tax of 5s. per head going into the general revenue.

9. The general management of emigration has greatly improved since the Passenger Act of 1842 was passed; but, nevertheless, he had to conduct thirteen prosecutions last year, to conviction, for bad provisions and other offences; this proportion forming one-tenth of the arrivals.

10. The sum of 40,000*l.* was last year granted for local road-making, being about one-third of the revenue, which is principally derived from customs; and as, during the some period, there was extensive employment connected with ship-building, laying of gas and water pipes, and erection of saw-mills, a thousand families readily found employment.

11. An emigrant commences with the use of the spade, earning 25s. a month, which is advanced to 5*l.* or more as he learns to wield the axe; thus, in the course of a year or two, he may save money to buy a farm of 100 acres, and gradually to become independent. By contract or piece-work, the road-maker may earn 25s. per week. At the end of three or four years, a settler may afford to employ one man; in seven or eight years he may perhaps hire a few more, on the present system.

12. Two settlements—one English and one Irish—the “Harvey” and the “Teetotal,” had been formed within the last twelve years; the former in 1835, by 44 families, who, last year, gathered 15,000 bushels of grain and other crops; the other, by 35 families, in 1842, who realised 7,000 bushels; the aggregate value of buildings and crops being now 4,000*l.* and 2,000*l.* respectively. They were all paupers at the commencement—had “blazed” their way into the wilderness; and now, after twelve years, the Harvey-road has been extended right and left between Fredericton and St. Andrews.

13. There are gravelled mail-coach roads between St. John, Fredericton, and Quebec, and from Miramichi to Fredericton. The road from Dalhousie to Fredericton is 225 miles; as the crow flies, only 100. Heavy goods proceed by water; the river is a mile wide at Fredericton, and the St. John and its tributaries embrace 4,000 miles of navigation. The roads and clearances have mainly been carried on by piece-work. There is no fund for clearing lands or for “preparation;” out of 2s. 6d. per acre, there is indeed no margin for a preparation fund.

14. The churches and schools are not paid for by the legislature, but the gaols are; a gaol to every village; 12,000*l.* is voted annually for education. The district, when it can afford it, builds a school, and gives 20*l.* for a master, when the Government adds 20*l.*

15. Lands are generally disposed of at the auction minimum price of 2s. 6d. sterling an acre. At present, the purchase is often made out of first savings; the owner continues to hire himself out for wages; the second season, perhaps, he gathers a crop, chops down some trees, and shelters himself in a log-hut, and is safe. But the system of land sales, the application of the land fund, the objectionable practice of making roads by statute labour—four to twenty days’ work being supplied by proprietors, according to their means—all these things deter and repel settlers of a superior class, and all require re-organisation; and, in order to do this, the local legislature would gladly listen to Imperial recommendations. Application must be made for an auction by any one desirous of purchasing a particular lot; he must pay for the survey, if unsurveyed, or 3d. per acre, before the same is put up. The sale must be advertised one month before the time fixed; and the purchase-money, after all, goes into

the general revenue, and not for roads or improvements. There is no wild land tax.

16. All this narrow and limited colonization would receive an expansion and stimulus from "reproductive" works—embracing, pre-eminently, railways, as no tolls are levied on ordinary roads and bridges, which, therefore, make no return. The three legislatures concurred in recommending the survey of a line from Halifax to Quebec. The survey for a military road between these places was made in 1844, under Colonel Holloway, the estimate for which was 2,500*l.*, being more than that for a wooden railway in an easy country. [The survey for a railway from Halifax to Quebec was undertaken in 1846, in consequence of certain correspondence, representations, and movements initiated in London.]

17. But the St. Andrews and Quebec Railway Company was incorporated in 1836—the survey being made by Government at the cost of 10,000*l.*—a grant made by the advice of Lord Glenelg, who then also notified that "when the survey should be completed, the Government would take into their consideration the further proposals made to them for an advance of money in aid of the undertaking." The proceedings of the Company were arrested in consequence of the disputes with the United States. On the settlement of these by Lord Ashburton, proceedings were resumed, and the Company reconstituted, with larger privileges, embracing a grant of 20,000 acres on the first section between St. Andrews and Woodstock, and a guarantee of 5 per cent. interest on the portion of capital to be raised in England; 50,000*l.* has been subscribed in the colony.

18. The settlement of the boundary, and the concession to the United States caused a diversion of the route beyond the Grand Falls—the centre of the line—where it will intersect the trunk line from Halifax, if that should proceed, or otherwise carried on to Quebec. The length of the line from St. Andrews to Quebec is 320 miles. Either line would pass through rich lands in New Brunswick. The larger line would employ more labour; the smaller line would be commercially profitable, and involve the future construction of the greater line, as the progress of settlement should warrant it, the remunerativeness of the latter being, at present, very problematical. Woodstock and the Grand Falls are flourishing settlements. The port of St. Andrews is open at all seasons for vessels of every size, and the outer harbour is magnificent. This line being made, feeders would follow from every port, and would pave the way to the profitable construction of the great trunk.

19. The railway connection of Canada, New Brunswick, and Nova Scotia would vastly increase the demand for labour—would effect great social, moral, and political benefit—would make the three colonies one country—*counties*, so to speak, and part and parcel of the United Kingdom. Without railways, Great Britain will lose America. At present the long line would not pass through any important towns; but Halifax is the nearest port to England; and, on the development of the colonies, produce, even during winter, would, in time, be transported by Halifax, instead of through the United States. [A movement has commenced both in Halifax and New Brunswick for the formation of a line from Halifax to Windsor and Annapolis, towns on the eastern shore of the Bay of Fundy, and opposite to St. John and St. Andrews. This line passes through one of the richest and most highly cultivated districts of North America, and would, with the exception of the short passage across the bay, open up a continuous and *immediately-remunerative* railway connection with Canada, by way of the St. Andrews line; serving also for the rapid transmission of troops and stores through Nova Scotia, New Brunswick, and Canada, and especially to the United States frontier.]

20. The indirect would be still greater than the direct effects of railway constructions in the employment of labour. The land in the neighbourhood of the line would increase from the value of 2*s.* to at least 20*s.* per acre, and for every labourer employed upon the line, at least four would be employed in the formation of settlements growing up on either side; in the foundation of towns; the

construction of roads and bridges, of forges, foundries, and furnaces; and the erection and use of saw-mills.

21. The means of intercommunication would give a powerful stimulus to the fisheries, the coast on the Bay of St. Lawrence being peculiarly fitted for fishing colonies, and calculated to give inexhaustible employment to fishermen from England and Scotland. The north-east coast is generally level, the soil sandy and argillaceous, admirably suited for the growth of wheat, and nowhere rising more than 300 feet above the level of the sea. Wheat in Restigouche and Gloucester counties, had been produced of the weight of 65 lbs., and even 68 lbs. to the bushel; and the large growth of timber over the province is evidence of the general richness of the soil. The mineral resources of the province, which railways would develop, embrace iron, coal, salt, gypsum, granite, freestone, grindstones, potter's clay, fire clay, &c.

22. In order to pave the way to a better system for the colonization of the unlocated lands in the neighbourhood of the railways, and to prevent the practice of land-jobbing, an Order in Council had been passed to prevent all sales within two miles on each side of the St. Andrews and Quebec Railway.

23. It had been suggested to construct this railway entirely of wood, the rails and sleepers being chemically indurated by Payne's process, using a guide-wheel instead of a flange to maintain the carriages on the line, involving equal durability and efficiency, with infinitely greater economy than the iron rail.

V.—Evidence of J. B. Uniacke, Esq.

1. Mr. Uniacke has been a member of the Provincial Parliament since 1830. His father was Attorney-General of the province.

2. The emigration into Nova Scotia, chiefly to Cape Breton and the eastern counties, is very small—in 1845, 650; in 1846, 698. Much of the land is in the hands of grantees, many of them official; or possessed by squatters on sufferance. The emigration is mainly composed of the friends of existing settlers. The emigration, at present, could hardly be increased to more than 1,000 annually. Colonization is not a favourite subject in the colony. The Irish, French, German, and Scotch keep distinct; but there is little sectarian separation.

3. The Irish make good emigrants. They can live as well in Nova Scotia on 10d. a day as in Ireland; and, as their wages are 2s. 6d. sterling a day, they are soon enabled to save and buy land.

4. On the collieries in Cape Breton, wages reach 5s. 6d. a day. Cape Breton coal finds a market in the provincial settlements in the United States and West Indies.

5. The Halifax and Quebec Railway, now under survey, would greatly tend to open and develop the country, by throwing unsettled lands into the market. Of this line 115 miles would be in Nova Scotia, extending from Halifax to Bay Verte. It would tend to make Halifax a great seaport town; it is accessible at all seasons, and possesses a very fine harbour.

6. As regards comparative distances and freights from Halifax, and from the ports of the United States, in the event of the formation of railways from the coast to the St. Lawrence, Mr. Uniacke's evidence exhibits the following calculations:—Halifax to Montreal, 700 miles, 28 hours; Boston to Montreal, 350 miles, 14 hours; Boston, 500 or 600 miles further from England; Halifax to Boston, one week's sail, or 40 hours by steam.

7. The freight of a barrel of flour from Cleveland to New York is 5s. 1d.; to Boston, 6s.; to Montreal, 2s. 11d.; Montreal to Quebec, 3s. 1d.; Quebec to Halifax, by railway, 3s. 4d.; Montreal to Halifax, 6s. 5d.

8. The transit duty through the United States is 2½ per cent., which, with a railway through New Brunswick, would counterbalance the above difference of charges.

9. There is a more friendly feeling on the part of British America towards

the Western States than the Eastern, and a railway would probably tend to bring the trade of the Western States, the granaries of Ohio, &c., to Halifax, and this even with the competition of United States' Railways.

10. The opening of a railway would give such an enhanced value to the alternate reserved territories of the Government as would pay for the cost—would throw lands into the market for sale and lease on more reasonable terms, and would open markets in every direction for agricultural produce, and for coals.

11. No coal has been found north of the St. Lawrence; the coal of British America competes favourably with that of the States, even under a transit duty of 4s. a ton; it is sold at the mines at 32s. a ton.

12. Mr. Uniacke acted as the honorary Secretary to the Committee of the Halifax and Quebec Railway at Halifax. A public meeting took place in Halifax in November, 1845, when resolutions were passed in support of the project, and Lord Metcalfe promised his hearty co-operation.

13. As a military road, the railway was, above all things, desirable. At present the transfer of troops to Quebec involved the harrassing march of a fortnight. A railway would connect every military post. A line of fortifications would be required to protect the boundary.

14. Mr. Uniacke strongly recommends that a portion of the wages of all labourers should be reserved, on the savings'-bank principle, to purchase land.

15. The reserve lands, it had been calculated, would more than pay the expense of construction, if the preliminary investment and preparation were adequate. Lands would become immensely valuable at the termini, and towns and settlements would arise. Towns do spring up to the United States under such circumstances. The Erie Canal dates only from 1825, and now it passes through a line of cities on its banks.

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