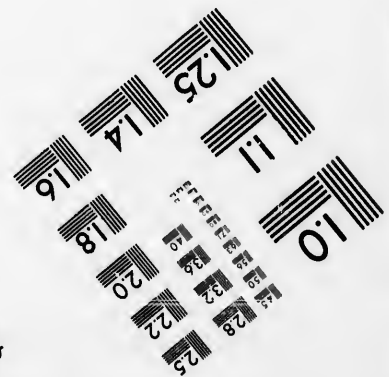
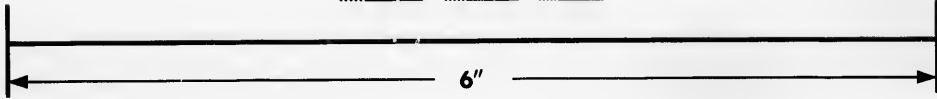
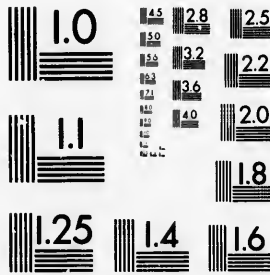


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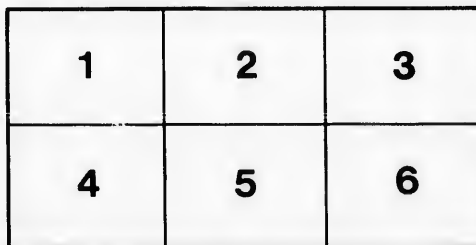
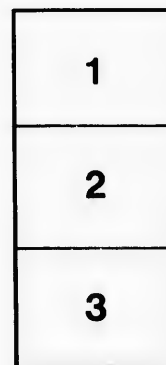
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OUTLINE OF A PLAN

FOR A

GENERAL AND CONTINUOUS

COLONIZATION SOCIETY.

BEING A SEQUEL TO

"HINTS ON THE TIMES."

BY

JOHN WRIGHT, Esq.

PRICE SIXPENCE.

LONDON:

C. DOLMAN, NEW BOND STREET; T. JONES, PATERNOSTER ROW.

DUBLIN: R. COYNE, 4 CAPEL STREET.

1847.

P R E F A C E .

HAVING formerly deeply interested myself in promoting the establishment of many existing Colonial Banks and Emigration Societies, and devoted more time and money in furthering such objects than most individuals, it is natural that, left as I have been without occupation for near seven years, I should have watched the defects of past systems, and dwelt on what would most effectually prove their remedy.

Passing much of my time with my son-in-law, Mr. F. Worsley, who cultivates a large farm in a parish of Sussex, probably more weighed down by poor-rates than most others in the United Kingdom; the relief from such burdens is so completely interwoven with an amended system of colonization, that we have seldom met without its forming a leading subject of conversation. After mature reflection, the outline of the following plan, suggested by him, seems far more likely to answer such purpose than any other, particularly if railway extension can be made to proceed in conjunction with colonial advancement in British America.

The system proposed will always be creative of its own wealth and future means of extension, and may consequently be carried out at small comparative outlay.

This simple mode of operations, combines economy with the advantage of concentration and facility of communication, being the first necessities for colonial advancement.

Successful railway promoters and directors, above all others, ought to encourage it, for they should bear in mind that the high wages they are here giving to railway labourers can but last a few years, and when ended will only render them discontented. Is it not therefore due to the labourer, who has so mainly contributed to the promotion of their wealth, instead of turning him adrift when his labour is no longer needed, to prepare the way for future reward in our colonies, where the extension of his employment may be interminable: and enable him (which is never likely to occur here) soon to become a respectable landed proprietor; and capable, under his change of condition, of rendering countless advantages to the land of his birth?

JOHN WRIGHT.

18, *Aldermanbury*,
May 24, 1847.

ON COLONIZATION.

AFTER my late observations on the enormous internal resources of the British Empire still undeveloped, it must appear almost inconsistent to advocate emigration as a means of national relief, otherwise than rendered necessary by the singular combination of circumstances now pressing on the country.

Among the principal of these causes is, that every difficulty, instead of facility, has hitherto been thrown in the way of bringing waste lands into cultivation, and not turning to the best account those actually in the course of tillage.

No one doubts, since the meeting of Parliament, of the good wishes of the administration to afford all relief in its power; but, after months spent in debating, many of their best plans for its accomplishment have been frustrated, timidity has prevented them from proposing others, and Parliament is about to break up, leaving the good intentions of ministers to be buried alive, and their political coffin, like the iron one of Mahomet placed between two load-stones, held, as it were, in a state of suspension between bigotry and the fear of Methodists on one side, and Irish landlords on the other. And, till Parliament again meets, all conjecture is buried in uncertainty, whether the corporeal existence of her Majesty's present ministers will be again reanimated to carry out the spirit of good intentions, or, on the Tartar principle of transmutation of souls, their actual execution, like the Catholic Relief, and Corn-law Repeal Bills—will not pass into the body of Sir Robert Peel, or some greater favourite of popular representation.

Happen what will, the public will be sure to benefit, while future history will consign to the ingenious inventor and successful operator that portion of merit which attaches to each.

With so many interests to consult, this state of things cannot however be altered with anything like sufficient rapidity to afford immediate relief. Emigration, out of all proportion to past years, has been, and will be resorted to as a matter of necessity; and from want of any combined system on behalf of government in balancing numbers adequate on one side for the cultivation of the soil, and, on the other, not to add to its burdens, thousands, particularly in Ireland, who, with such mutual advantage, might have been located in *British America*, are now as it were

rushing out of the country *to the United States*; and, like every thing else done in a hurry, or neglected till necessity for action becomes imperative, all is sure to be done ill.

Thus, while we are staking on one hand the future prosperity and importance of the country on making the British Empire the great workshop of the world, under an assumption that reciprocity in commerce with every foreign nation will fall at our feet, we seem to overlook, as it were, such national advantages of reducing speculation to a certainty, as in a manner seems nearly incomprehensible.

Really the inaction of government—with ships, people, and land at its command, under immeasurable control, and an expenditure that would be repaid tenfold—seems so inexplicable, that it can only be accounted for by a dread lest increasing the population and importance of British America will only accelerate its independence; or, on the system of half confidence, formerly shewn to the Catholics of Canada, that the accession of so many Irish may overturn the Government—though, through their loyalty in the last American war, and the sympathetic *émeute* (so correctly narrated by Sir F. B. Head), these beautiful provinces were saved from being now annexed to the United States.

Want of a fixed system of colonization has, in fact, been driven off so long, that the mode of emigration now pursued in Ireland is more, where calamity presses, like bundling its wretched inhabitants out of the country as so many cart-loads of pestilential rubbish. Under other treatment, both nature and reflection would have taught us to regard these poor outcasts as the most precious jewels of the realm; commerce, with all its ambitious and selfish views of gain, would have told us how, in an altered form, the pauper, here dependent on existence from poor-rate or burdens levied on his richer countrymen, might have been transferred to a colonial home with advantage, and so rendered a source of ever increasing national wealth to the land of his birth. Many even of the most enlightened members of Parliament have, and even still deprecate emigration, and assert there is no necessity for it;—this point I by no means wish to dispute; for there is little doubt, if all waste lands were brought into cultivation, and if the most approved systems of husbandry were pursued both in England and Ireland, as are followed in our select agricultural districts that,—particularly if the potato were to return to full bearing—the British Empire alone would support nearly double the number of its present population.

No one doubts the sincerity of ministers in wishing to see such a state of things accomplished; yet, owing to the difficulty of satisfying every interest that must be consulted, and

a thousand unforeseen impediments, more than a century may pass away before the strongest government can accomplish such desirable ends.

In the interim, all must admit that though emigration has gone on at the annual rate of 100,000 for the last twenty years, yet an increased population is treading on our heels in a ratio that exceeds all former records of the world; and machinery is every day becoming so perfect and productive, that, if our population were even now forty millions, and that classed in the most perfect proportion of conferring mutual benefits to each other, yet, with the steam engine always adding its influence to the labour of the manufacturing portion of the community, a derangement in our artificial state of existence will ever take place, and one member of society or another will ever be left in want, *or forced to emigrate.*

Indeed, reasoning against emigration is an absurdity, when all our trade with America is mainly owing to the vast numbers who have emigrated there from a country which has quadrupled its population since emigration commenced; and its approval, both by God and man, is best denoted, that with this enormous increase at home, the population of the United States and our own colonies, mainly derived from the Anglo-Saxon and Hibernian race, is now nearly equal to that of the parent state. In a few years it will exceed it.

Thus the good effects of emigration are notorious and palpable; they need no comment, and the only question is, How a system can be adopted which will still more benefit those who depart from our shores, and those whom they leave behind?

This problem seems best answered by asking ourselves—What would have been the increased benefits to both parties, had the United States still constituted a portion of our colonies?

Why, all our machinery, factory, and agricultural population united, could never have supplied the demand made upon their productive industry. Then, both countries acting in concert, prepared lodgment, and the certainty of employment, would have ever awaited the *prebespoken* work of the British emigrant. There would have been no need of workhouses, but for the aged and infirm; indeed a sufficiency of useful labour could have been only retained here by highly remunerative wages; and universal prosperity and employment would have existed throughout the whole community.

These dreams of lost advantages are now, however, childish and futile; so without sitting down to blame those through whose obstinacy, illiberality, or stupidity, they were thrown away, the right course to pursue is to turn reflection and comparison to account, and see how, in another section of the same

hemisphere, gaining the second heat in the race of colonization, may not still counterbalance the bad jockeyship evinced by the loss of the first.

As my first observations are mainly directed to the *immediate* employ of Irish paupers now perishing from want, and the anticipation that when railway labour is discharged in England, a state of things will arise that can only be compared to disbanding the Pretorian guards in the latter days of the Roman Empire, which so rapidly hastened its downfall, it is quite clear, with all the demands pressing on government, and the total impossibility of satisfying them, from the unprecedented pressure on the money-market, combined with the *immediate* necessity of action, that *British America need only be spoken of as within the compass of our existing means.*

If we neglect such an effort, and leave the emigrants alone to their own slender means, nearly all—as is the case at present in Ireland—will pass in torrents to the United States, where they will, with the combination of evils that drove them away, treat such last necessity as solely attributable to the neglect of a paternal government. Such reflections will render them sullen and inveterate enemies of their mother country, beside abstracting their usefulness in promoting the advance of our manufacturing interest, on which we now mainly stake our national prosperity.

Australia or New Zealand, in point of climate, it must be admitted, may be preferable to British America, but to take out labourers there can never be done under £20 a head; and neither can government, nor the force of the greatest and wealthiest names in the United Empire, now as heretofore, command money for such extensive undertakings. Should peace, however, be happily preserved, and abundance again take up its abode in the British Empire, emigration will again flow to our magnificent South Sea possessions. All should recollect that the railways under construction will then be reproductively; with such additional wealth, England will find itself richer than ever. New vents for our commercial enterprise will be constantly on the increase, and which, under our acknowledged state of artificial existence, are, I am ready to admit, *of far more consequence than the export of our people.*

Now, while the pressure on the money-market continues, and no systematic plan of colonization is adopted by government, the British emigrant for the time being may look in vain for a new home, other than in British America, or the United States. And who should hesitate in endeavouring to place him in that portion of America, where, under proper direction, his services would at the same time be most conducive to our national prosperity?

It is therefore useless at present, with our limited means, to look to either Australia or New Zealand, with all their advantages of climate, till a period of greater riches returns. These favoured districts may, however, in the interim, *through individual enterprise and existing colonial societies*, be always increasing their importance as great marts to the monster workshop, by following out the plan adopted by the sagacious inhabitants of the United States, and precisely in the same way holding them out for settlement and naturalization to the *entire population of the world*.

This system, at all events, (for at least twenty years,) should exist on a perfect footing of equality; and in those thinly peopled islands, navigation laws and right of imports to the foreigner should be on a *perfect equality with ourselves*.

Such inducements would be considered an enormous boon to our continental neighbours, and at once diminish the jealousy ever increasing on the continent, particularly in France, Belgium, and Germany, where we are openly accused of the lowest selfishness in monopolizing every colonial market in the world.

Newspapers exist at Ghent and in the commercial towns on the Rhine (which while residing there I have often read with a smile), whose sole intent seems to be to expose and defame the commercial policy of England; and unfortunately such engines of malignity, combined with existing distress, have there gained too much credit with the trading community.

Belgium, since its separation from Holland, has been left without a colonial vent for its fabrics, and is openly expressing its anxiety to be again united to France as in the days of Napoleon; and so, at all events, have the benefit of entry into her African possessions.*

Have we any thing to fear from any such rivalry, compared with the enormous advantages of filling up islands now crying out for labour, and capable of containing at least a hundred millions of inhabitants?

Such a course would I am convinced, be the true and sound policy to adopt, and more effectually guarantee the blessings of peace than any other we could pursue.

Emigration of foreigners would never come rapidly; all would be English in the next generation, and too many settling in any one district could always be guarded against. These islands, generally speaking, are better calculated for natives of southern climates than ourselves—particularly those nearest the equator. Teachers of French, Spanish, and Italian, would instantly be

* Indeed, however absurd it may appear, it is asserted in Belgium that we clandestinely promoted its separation from Holland to increase our factories' exports to Java, not being even satisfied with our own colonies—so insatiable is the idea of our trading propensities.

supplied—besides Germans from the borders of the Rhine—and soon give these splendid possessions all those advantages of universal education and knowledge of modern languages so much admired in the United States.

How attractive would they then become to our retired heroes of the Indian army, who, after a long residence in India, would naturally prefer a warm climate; and taking the example of the successful transfer of Hill Coolie labour to the West Indies, the easy attainment of most useful and faithful servants would combine with a cheap and sound system of education to render these possessions a most desirable abode.

How many of our Indian officers would then transport the most tried and faithful of their former dependents, if not whole battalions of discharged soldiers with their wives and families!

Then would China also unfold boundless resources to the labour market, and the advantages gained there (*in no very creditable manner, to glut our trading propensities*) be fully atoned for by a useful and legitimate transfer of exuberant labour to where it was most wanted, and simultaneously re-act as an incentive to commerce without fire or the sword.

A constant intercourse between Australia and the East would be sure to ensue; and combined with the advantages of an enlightened Christian education, would probably soon accelerate the extinction of Paganism in India and China, as well as increase commercial intercourse with those populous countries.

The facility of gradually accomplishing such an advantageous transfer of human beings, seems indeed, on reflection, capable of immeasurable extension at little or no cost to ourselves. It is only to begin.

If universal settlement were encouraged as in the United States, labour from India and China would flow in as a matter of course. Then, in conjunction with French, German, and other foreign settlers, we should soon have the southern part of these colonies teeming with wine, silk, and oil, for which, from their position, they are so pre-eminently adapted; and while the experienced wine-grower of the continent, combined with British capitalists, directed operations, labour of the most steady and industrious kind would never be wanted from India or China to carry them into execution. While in their northern latitudes, cotton, sugar, tobacco, and coffee, could be produced to any extent.

We should then in right earnest rapidly create new worlds to trade with in the most certain manner, and without troubling ourselves about the precarious and visionary uncertainty of free trade with foreign nations; believe me, we should soon change speculation for a certainty.

If any thing, in fact, could tend to produce free trade, it would be by thus shewing both European and American nations, that we were rapidly laying the foundation of total commercial independence in our colonies alone.

This observation particularly applies to France, Spain, and Portugal, who, though now enjoying those inestimable staples of wine, silk, and oil, in so pre-eminent a degree—but above all, wine, for which our disbursements alone are annually at least eight millions sterling—still resist all overtures of free trade.

Some say it will come in time: but I am convinced nothing could accelerate it like encouraging, by enormous bounties, foreign wine-growers to settle in our South Sea colonies; and, as an inducement to settle there at once, reduce the duty on *all colonial wines to four pence a gallon*—it would then be about double what government now gains from the malt and hop duty on a gallon of beer.

What duty do we receive from our only wine colony, the Cape of Good Hope? why the paltry sum of about £50,000 a-year; whereas, with a duty corresponding to about two pence a gallon on ale and beer, or a *halfpenny a quart*, we realize the enormous annual item of more than £5,000,000.

In addition to this, should the potato prove an endless failure, the economy of barley will be a measure of far more absolute necessity than sugar alone can meet.

Thus situated, what minister would not be delighted to gratify the public with colonial wine at little more than the price of beer, if attainable at double the gain to the revenue, and so render it, as in France, the beverage of the poor as well as the rich, and not an article of mere luxury, as at present in England!

We may also be assured, that if the diminution of duty on any article of revenue could realize Mr. Rowland Hill's post office anticipations, and at the same time produce other enormous national benefits, it would be the proposed diminution of duties on colonial wine; and as its effects would be slow, it would never, with our increasing population, diminish the tax on malt and hops.

Besides which, there is another important reason for accelerating this measure: we at present want increased settlement of Europeans at the Cape of Good Hope, where, singular to say, alone among all our colonies, the Aborigines give us real cause of inquietude; and as no French, or German, or other foreign settler would have a fancy for becoming a Caffir, a numerous militia raised from the European settlers it would then attract, would soon supersede the necessity of a large military force.

All here stated should convince the mind that to pro-

duce never failing employment at home, and draw up our Southern colonies as trading points *commensurate with their colossal dimensions*; universal settlement and free entry for all nations till adequately peopled, should be resorted to, combined with *a large bounty on wine-growing*, and for which they are so peculiarly adapted—but probably New Zealand, South and Western Australia above all the rest. This change of system would serve gradually, if not rapidly, to produce such desirable ends.*

Our Southern islands present most singular facilities for settlement. United they have full 12000 miles of coast; and supposing it planted with towns at the interval of twenty miles each, and each coast town to contain 5000 inhabitants, averaging cities and towns together, at once 3,000,000 inhabitants to trade with would rush into existence, all placed on God's great highway—the ocean—and so, for a century at least, rendered independent of either roads or railroads for the extension of future settlement.

Coal has also been discovered on various points of these extensive shores, so that steamers stationed fifty miles apart, starting in the morning and returning in the evening, would keep the whole coast in a constant state of communication, and later beget hundreds of villages between them in aid of commercial adventure.

Now, who can call such ideas speculative? when, with redundancy of land, ships, and countless millions of human beings, both in India and China, over whom we could control the complete moving power, and with ourselves and all Europe ever ready to assist where money was to be made, should there be a difficulty in changing old systems for new ones, particularly if attainable at so little cost to ourselves?

Indeed it appears that God could never have given us such territorial vastness, but to be turned to good account; and surely we should strangely bury our talent, if we neglect to promote a work to which our present situation so palpably invites us.

Till times of prosperity and abundance of capital return, so much for our South Sea colonies.

As the tide of emigration in this free country, particularly in times like the present, can no more be checked than that of the ocean, *some cheap system* is now absolutely necessary,

* No persons are at present in greater distress than the wine-growers in Southern Europe, or to whom preconcerted emigration would be more acceptable. They are notoriously orderly and industrious; and as nearly all are equally conversant in the production of olive oil, raw silk, and the preparing dried fruits as well as wines, we should, by their introduction, add four most important exports to that portion of our Southern possessions best suited to the European constitution.

not only to gratify inclination, but to save thousands from perishing by want.

Cheapness of transit can only apply to British America or the United States. It is absurd to carve out plans for bettering the latter country, not only alienated from us, but about every third year threatening us with some acts of hostility;— these threats, under our temporary state of depression, and their feelings of exultation arising from the Mexican conquests, are now more likely to occur than ever. Beside, these intelligent people well know how to take care of themselves.

Some amended system for placing emigrants in British America is therefore imperatively necessary, and in times like these to be carried out *with vigour and the utmost economy*. Thus the nearest point of British America presents itself as the natural field of first operations, and which, I think, could be adopted with every prospect of success; and, after weighing all considerations in my mind, no location appears to me to unite such certain advantage (*however the word railway may now frighten the ears of the public*), than combining one with a plan of colonization from Halifax to Quebec.

This great work once finished, money would at a future day, when our leading lines of railway are completed, never be wanting to open increased communication through our fertile districts placed between Quebec and the Western extremities of British America, described by Captain Marryat as increasing every yard in salubrity and productiveness, as the extreme West is the nearer approached.

These beautiful provinces are already extensively peopled, and every day rapidly advancing to the acme of civilization. And, indeed, notwithstanding the state of the times, most important improvements are there actually progressing.

It only wants a railway between Quebec and Halifax, the nearest harbour to Europe now open in America, to render this finest and most interesting country in the world accessible *at every season of the year*.

These districts, now solely dependent for their winter communication with Europe by railway through the United States, entail on us a servile state of dependence, besides adding two days more of sea voyage, by landing either at Boston or New York. Make the railway proposed, and we should immediately have one grand continuous line all passing through British ground to our most Western boundary. All intervention and annoyance of Custom house officers, right of search, and taxation, would cease with it. Like reaching the Rhine after landing at Ostend, the mighty St. Lawrence would be the envied goal finally attained through a similar great highway of continuous riches and prosperity.

The advantages of this access are so vast in perspective, that it cannot be too soon commenced, particularly as the route by the St. Lawrence is closed for half the year, and when open is most dangerous and circuitous.

If, at the same time, a trial of the system of colonization hereafter advocated, could be carried out in combination with the railway, it would ultimately form the first link of a great North Western line, which, never varying from British territory, would, at a distant day, connect the widest, and ultimately the most important, part of America with the Pacific.

Its northern position should never be objected to when put in comparison with the States of the Union situated to the South of the great lakes, when one advantage is contrasted against another.

Though cold in winter, the salubrity of British America is proverbial, and its eastern provinces and islands even more so than the rest.

Though the States may give in their Prairies more immediate returns for labour than probably any country in the world, yet, with first settlers, they are generally productive of ague, bilious fevers, and other enervating diseases.

The Canadian States ultimately afford equally beneficial returns for agricultural labour, though retarded from the clearance of timber; but as this timber at present constitutes an immediate source of wealth, its clearance is every day increasing the reversionary riches to be derived from the production of human food.

With the risk of the perpetual failure of the potato, it is impossible to bound a perspective limit to the advantages of uninterrupted communication by railways connecting Halifax, ever open in winter, with the extreme of our western colonies in British America, and accessible to Europe at all seasons of the year. No river in so cold a country could rival a railway; and what between the carriage of timber, minerals, and agricultural produce, if a large tract of land along each side *was conceded with it*, even without carrying a single passenger it must highly remunerate. With the present extraordinary wealth of Russia in view, placed far more northerly and disadvantageously for outlets, and the Baltic perpetually closed in winter, what can limit the ultimate prosperity of British America?

The enormous store of bullion now possessed by the Russians, affords the best criterion of the wealth of northern nations. A few years ago they were considered a barbarous horde, and their country little better than a barren waste, while their known poverty was so great, that, during the war, the most unimportant military movements could not take place without

a subsidy from England; and when they afterwards appeared as borrowers in our money market, they could not obtain a loan under a perpetual interest of near ten per cent., and subjecting themselves to the repurchase of their obligations at double the amount of the original receipt.

How is this extraordinary change accounted for? Why, the foundation of it all merely rests on the same productions for which British America is so pre-eminently qualified; and with a railway to Halifax under every advantage of commercial exit, corn, flax, hemp, timber, and provisions to export, it will soon attract every other source of riches. Such exports occasioned the wealth of Egypt of old; and to whatever country in succession the Almighty decrees the transfer of wealth and grandeur in the round of perishable empires, he has only, through the productiveness of its soil and the industry of its inhabitants, to make gold, and all considered most precious, fall prostrate at its feet.

Nations arrived at the acme of power by deeds of arms, puffed up and exalted by advances in science and mechanism almost exceeding human comprehension, then start with amazement in viewing the advance of a despised rival; and if not consigned to perdition, they must then see in a correct light all their vain signs and mistaken symbols of wealth, when reduced to the necessity of buying food from the foreigner.

This fictitious state of prosperity, once so dazzling and deceptive with Greeks and Romans, productive of every indescribable luxury and the excess of human gratification, justly exemplified the delusion of national elevation grounded on such false pretences, while the germ of real elements of greatness and national prosperity passed successively to France, Germany, and Britain.

It would be saying too much, that we and our immediate neighbours are receding in like manner; but it is impossible to mistake the signs of the times, or to blind ourselves to the conviction that North America and Russia, with such natural elements of wealth combining in their favour, are henceforward destined to take a lead in all that attaches to national wealth and greatness. With such advantages, can the migration also of the mechanic be prevented, and the carrying with him the science of his craft?

We may possibly after a time introduce free-trade principles throughout the world; but so selfish and protective have all foreigners naturally proved themselves in their commercial treaties when factories were once encouraged and established, that *to ourselves and our colonies* we must mainly look for creating an increase of trade.

How is this to be done? Treaties with other nations can never accomplish such a course of events: it can alone be effected by making our splendid colonies—by nature, even superior to the land we live in—*equally attractive to every class of society*, and enable every emigrant, both of high and low degree, to write home to his friends that he has bettered his condition by the change.

How easily a combined system may verify such assertions, and that with no more pecuniary advance than will be tenfold repaid; while the neglect of such timely opportunity will be little short of our sounding the retreat from the summit of national importance and dominion.

What powerful reasons for clinging to British America, as the surest preservative of our national independence; besides the opportunity of making emigration not only a relief from exuberant numbers, but converting it into the factor's best and safest hope of support!

The successful working of the Ridant and Welland canals, has opened the dawn of prosperity destined hereafter to develop the enormous advantages of the Canadas. Giving them a free legislature is every day adding to the love of country in the estimation of its inhabitants; indeed, were a systematic plan of colonization to follow in the wake of so much good already accomplished, would not this country, so largely endowed with every advantage, soon be pronounced superior to our own? Would not its self-importance become so great, as population increased, that, with the innate love of self-government common to mankind, but, above all, to those springing from the Anglo-Saxon race, it would be so much above the power of control, that concession of its complete independence would be impossible to refuse?

That is the important question; and no one whose opinion is worth having, returns from these districts without, to say the least, feeling the most lively apprehension that an increased development of their enormous resources must ultimately lead to such a finale.

Every successive parliament, meeting with a perpetual reiteration that government can take no part in any systematic plan of colonization, with such palpable facilities at hand, really betrays an apprehension that doing too much *may be the undoing all*. Were I minister, I own the probability of such results would operate as a perfect balance question in my mind; and an eye of care and watchfulness would be ever fixed on the scales that held the weight of independence on one side, and the advantages of commerce on the other..

Indeed, so certain should I feel that the scale of independence would ultimately kick the beam, particularly *if any immunities*

were curtailed, that the question of independence can be solely viewed as the work of time, and that time so short that it might even occur in our own days;—a *very long protraction of it is next to impossible.*

Is it not, therefore, already—without our risking strife or bloodshed—time to pave the way for such a finale? Financially speaking, the Canadas are a serious outgoing to the British nation—though, as a vent for our redundant population, and as an impetus to trade, they afford enormous advantages. But if, by a wise and binding treaty, both politic and commercial, a severance from the mother country could relieve us from so enormous an outlay, *and still strengthen our future bonds of amity*, who should hesitate to advise it? Were it only held out that, in addition to the free constitution already existing, the independence of the Canadas was to be announced whenever the most promising of the junior royal princes, having attained an age to mount a throne, *was to be proclaimed sovereign of the Canadas*, how gratefully would such an announcement be received by both contracting parties! particularly if at the same time, a treaty reciprocally advantageous in commerce, and offensive and defensive in war, was made between the colony and its founder.

In this enlightened age, while emancipating every denomination of the subjects of the crown from the penalties and disabilities formerly attaching to all but those who ranged within the pale of the established religion, was it equitable to hold the family of the Sovereign alone bound by the prescription of bygone ages? Was it just, in all that attaches to the two most important points of our existence—viz., the choice of religion, and the selection of a partner for life—to restrict the family most entitled to privilege from alone gratifying natural inclination, and the exercise of private judgment.

Few reflect on the consequences which former precaution and prejudice, supposed to be unalterable in their decrees, have thus imposed. Monstrous as must appear the injustice of such measures on due reflection, who would dare attempt an alteration till the tyranny and selfishness of representative or democratic governments is better seen through, and the one-sided bargain exposed, that asked everything from the Sovereign in favour of the subject, *while it conceded nothing in return?*

How few think, when commenting on the hubbub which the Montpensier marriage has occasioned, from what source all this clamour really took its rise—why, from none other than that of intolerance, which, proscribing the Protestant succession of British sovereigns from intermarrying with Catholic families of their own standard, with the true spirit of the dog in the manger, excluded France from alliances we could not contract our-

selves. But for this, what would have prevented Prince George of Cambridge from being the suitor of the hand of Isabella; thus allying two nations in a bond of union which, in mutual national benefits, holds out greater results than could well be found in any two other kingdoms in Europe?

Should the Montpensier marriage vest, as heretofore, the right of succession in a Bourbon, instead of involving us in a quarrel for the rights of succession, about which we take not the smallest interest but that of being outwitted, how easy would it be, *but for this remnant of intolerance*, for Her Majesty to reconcile past differences with the King of the French, and strike a bargain for a marriage *in futuro* between one of her smiling infants and the grandchild of her former ally and friendly mentor.

It is easy to suggest such a rational idea on paper, but how revolting, generally speaking, would it be to English ears! Yet no one can deny that by separating Church from State, without any way prejudicing the religion of the country, the sovereign of England, like those of France, Belgium or Prussia, might then, with far more efficient control, remain a ruler over a greater diversity of religionists (in proportion to the inhabitants,) than is found in any other country in the world.

While such restrictions, however, remain, and which are in a manner next to impossible to remove, should Her Majesty, with all the blessings that God has bestowed upon her in a family promising to be as numerous as her divers kingdoms in all quarters of the globe, (and on which the sun is said never to set,) let her useful and prolific life pass away like that of her grandfather, in warring with his finest colony? or, like him, risk leaving a family which in their youth were perhaps the handsomest and most promising ever seen, either to die in sterile celibacy, or, in compliance with the unnatural law of the land, make those ill-assorted or improvident marriages, the results of which are notorious to every one? We can now see how far more wisely George III. would have acted, had God gifted him with the sense to form a proper estimate of the irresistible power of British descendants when excited by their inherent impulse of independence; restricted as he was in forming matrimonial alliances for his numerous children, to have anticipated sedition and created new kingdoms for his progeny in that magnificent country which now bids fair to take the lead in the future destinies of the world.

What power and prosperity would now attach to the British Empire if, instead of driving the United States to such acts of desperation, they had been (as Portugal once was,) united to us by a commercial treaty of long duration, cemented by orderly monarchical institutions, and its sovereigns selected from

the then youthful and splendid family of Her Majesty's grandfather. It is also a fact well known, that when American independence was established, and monarchical institutions were supplanted by republican, the then Spanish minister of the day forewarned his royal master, that if claims to independence were not anticipated in Spanish America, the same fate would soon await those then happy and prosperous colonies. To mitigate this evil, he recommended, in anticipation of the rising spirit of the age, and to be beforehand with its inevitable doom, the division of Spanish America into various kingdoms, and allotting them among the different members of his family.

Such advice, however, with the Spanish, as with the benighted British monarch, was equally disregarded, and the anarchy and disunion since exhibited in South America, present, without further comment, the most striking contrast of what, with timely concession, might have been their enviable fate.

Now look at the present position of the Canadas, and even admit, that while the St. Lawrence is open, though by a most circuitous and hazardous navigation, they possess for six months probably one of the finest river communications in the world.

Railways are now, however, superseding water communication universally, but above all, in regions where rivers and canals are frozen up for half the year; and as the active citizens of the Union have already constructed railways, and have many more in contemplation, connecting those inland seas which divide Canada from the United States with the ocean—(and whence flows all the vast produce of the teeming West)—our position, *until met by similar advantages*, can, at best, be only estimated by the following comparison:

Suppose in a town of great commercial resort, two large hotels erected by the side of each other, in the construction of which, the owner in one instance overlooked the necessity of an entrance-hall and stair case; unwilling, however, to alter the construction of his house, he first proposed to his more thoughtful neighbour to knock a hole in the wall on the corresponding level, and by paying a moderate tribute, make one entrance common to both. Why, the necessary consequence would naturally be, that with an industrious and intelligent host in the hotel *commanding the entrance*, and a hall well lined with bowing waiters offering any thing and every thing to each successive applicant for hospitality, the inn *without the entrance* would never be thought of till the other was replete; and unless a separate entrance was made, ruin would ensue, or submission to a partnership on most disadvantageous terms.

Now till a railway connecting Quebec with Halifax, and *passing solely* over British Colonial ground—avoiding both the annoyance of Custom Houses and the persuasion of Yankee

eloquence to retain every useful emigrant for his own benefit—can we ever be said to be on terms of equality, or in any way likely to hold our own, particularly when, instead of the *bounties and immunities* heretofore given to our Canadian Colonies, they are every day becoming subject to *fresh curtailment*.

The point, on reflection, admits of no argument, and no time should be lost in constructing a railway connecting these two important points; for if neglected, independence or a partnership with the United States will be the inevitable consequence, while if we make a continuous railway from the Canadas to Halifax, all such danger may pass away.

Difficulties will be made, that the country between Halifax and Quebec is hilly, and many parts unproductive, and that, without the aid of government, money could at present be never found for such an extensive undertaking.

My answer to this is, Let only the Railway be started from Halifax, *let a mile or two of land on each side be conceded to the undertakers for colonization*, advantages of communication would so outweigh all others in making the adjacent land of enormous value, and be so obviously seen through, that all existing proprietors of the land along the line would too gladly exchange it for shares in the undertaking; and as their gain would be obviously increased by adopting such a choice, if voluntary consent could not be obtained, a forced sale should be resorted to, under the usual legislative enactments.

My belief, however, is, that this line would even in itself prove profitable *as a railway only*; for before it proceeded twenty miles from Halifax, it would either cross an extensive iron and coal field, or approach so near to the collieries now open at Pictou (but, from the ice, only accessible by sea for seven months in the year), that the proprietors of them would naturally soon construct a railway to connect them with the main line: self-interest alone, under such circumstances, would command it.

As the railway led on to the isthmus of the Bay of Verte, the land for the pasturage of cattle, and the growth of oats, barley, potatoes, and roots of all sorts, is hardly to be surpassed in any country in the world.

Now if the failure of the potato *is to be considered permanent*, common sense tells us that the provision trade hitherto constituting the main wealth of Ireland *goes with it*. In proof of this assertion, bacon, the sole viand formerly attainable by the poor, is now retailed at more than a shilling the pound.

How would the provision trade, hitherto so profitable to Ireland, be here reinstated, if a colonization company, located on each side of the contemplated railway, could be

established! All these advantages would be shared in common with New Brunswick and the whole route; besides which, when the railway once reached the isthmus of the Bay of Verte, and communicated with the Bay of Funday on one side, and the gulph of Canada on the other, a commercial position would be reached possessing innumerable advantages, without referring to the torrents of wealth that would flow down it in the winter, if opened by rail with Quebec, and our still more fertile possessions in a more westerly position—forming, as described by Captain Marryat; the very garden of the western world.*

No hesitation should therefore exist, that if the attainment of adequate capital *is possible*, the proposed system of colonization should be attempted along the sides of the contemplated railway, offering both private and national advantages *superior to any other* that could be conceived. And if pecuniary difficulties were apprehended, by giving ample time for completing the railway, loss to first shareholders might safely be guarded against by liberty to hold the land on each side of the railway *actually made*; and if it were then found impossible to go on with the undertaking, to be compelled to sell off the railway as far as constructed to any other parties willing to undertake the contract, or surrender it to government at a fair valuation.

Putting it in that way (and which is solely referable to possible difficulties in the money market), nothing but dishonesty, or the grossest mismanagement, could, at all events, entail loss on the first adventurers, for *the resale* of the land on each side of the railway *actually made* could not fail to repay all previous outlay, even should the future construction of the railway pass into other hands.

The facilities to carry out this plan of such vital importance—to render British America as well worth living in, and possibly more so, under all its difficulties, than the mother country—will be greatly increased, or, more properly speaking, all difficulties removed, if the expectations now universally anticipated from Mr. Galloway's new mode of railway traction are realized.

By this method, the ordinary locomotive engine is retained, and the post-horse system, of sending back an ineffective animal to the stable and taking out an efficient one, is strictly adhered

* The country between the ideal line of railway, as delineated in the map, from Quebec to Lake Superior, and lying between it and the Lakes, is alone nearly the size of England proper: it is among the richest and most inviting in the world, and represents the same degree of north latitude as that between Paris and Genoa; and however cold in winter, it is as hot in summer. No country in the western hemisphere is so advantageously placed as a concentrated nucleus for future extension.

to, whereas any derangement in stationary engines arrests the whole line.

Its powers are best described by Mr. Gooch, the chief engineer of the Great Western Railway, who has witnessed them in a practical form on an incline of one in nineteen, near the Maidenhead Station; and his written opinion of its probable advantages has been given in the following words:—

(COPY.)

Great Western Railway.

*Engineer's Office, Paddington.
March 25th, 1847.*

MY DEAR SIR,

The following is the result of the experiment I made with Mr. Galloway's locomotive engine, in which the driving wheels are placed horizontally, and act against the sides of a centre rail.

Weight of engine . . .	20 tons.
Ditto of load . . .	13½ „
	33½

This weight was taken at a slow speed up an incline of 1 in 19, with a pressure on the boiler of 60lbs. in the inch; and calculating the power of the engine and actual duty performed, we have as follows:—

With steam at 60lbs. in the boiler, the average effective pressure in the pistons, after deducting back pressure, will be about 50lbs. in the inch. Then the area of the two cylinders $308 \times 50 = 15,400$ lbs., and double stroke of piston equal 32 inches, and circumference of driving wheel, 116 inches.

Therefore as 116 inches : 15,400 : : 32 : 4,248 traction power on the rim of the wheel,

And gravity per ton . . . 1 in 19 = 118 lbs.

Friction ditto : 7 lbs.

$125 \times 33\frac{1}{2} \text{ tons} = 4,187 \text{ lbs.}$

Resistance overcome.

Therefore $4248 - 4187 = 6$ lbs., the total loss from the friction of the working parts of the engine, which is as small a loss as can be hoped for in any class of engines. And from the facility of applying screws to increase of the weight, with driving wheels to any required amount, there is no difficulty from slipping.

I am, yours obediently,

(Signed) DANIEL LOVELL GOOCH.

To Capt. Fitz Maurice, M.P.

As Mr. Gooch acts under the immediate control of Mr. Brunel, I have no doubt his words convey the opinion of his talented employer; but after the disappointments attaching

to the atmospheric system, either Mr. Brunel, or such eminent engineers, would, without practical experience on a regular working line of railways, be wrong in giving a decided favourable opinion, for fear of misleading the public on the one hand, or crushing an invention of such superior utility on the other.

Having had the pleasure to form Mr. Galloway's acquaintance when I took out the patent for the screw propeller for Mr. Smith, and when against the advice, and coupled with the severest ridicule of nearly every scientific man I consulted, *with the exception of Mr. Galloway*, I could not be otherwise than struck with his superior judgment, while conclusions as to a final result were only to be drawn from the *model form* of the invention. *But even had he* tried to dissuade me from embarking in the adventure, so fully satisfied was I that a practical trial would correspond with the performance of the model boat, that nothing would have stopped me from constructing at my own expense the first steam-boat with an engine; and the success of which led to the building of the Archimedes, and paved the way to the universal adoption of this most important invention.

The trial of this system at Maidenhead, precisely corresponds, as I conceive, with my construction of the small sea boat alluded to, being the first on the screw principle that ever sailed the ocean. It now remains for a regular practical trial on a working line of railway, to make the next stage of advancement correspond with the performances of the Archimedes Steamer.

Should this third stage of trial answer, it will warrant its future introduction in a complete practical form.

Mr. Galloway showed me in model his new mode of locomotive traction, before this most simple result of his inventive genius was exhibited to others; and, as with the screw propeller, so certain was I on first inspection, that the expectations it then inspired would be realized in practice, that had not my ability to afford pecuniary aid been extinguished, no person would have deterred me from aiding Mr. Galloway, as I did Mr. Smith, in bringing this result of his inventive genius into practical use. Happily, he found as warm and efficient a supporter in the Hon. Capt. Fitz Maurice, M.P.; and, as far as it has been tried, all practical proofs correspond with those of the model. I well recollect meeting Mr. Brunel after the Archimedes had sailed to Bristol, and whose then favourable opinion of the success of the screw system led to its adoption in the Great Britain steamer; and I have now every reason to think his opinion is as favourable on the merits of Mr. Galloway's invention.

Of course, it would be madness to try it in combination with the system of colonization now advocated, *till its practicability*

on a regular line of railway has been fully tested in England; but in passing from Halifax to Quebec, its advantages would be inestimable: for, independent of overcoming all gradients, so as to render either cuttings or embankments unnecessary, there can be no doubt that this mode of traction would in no way be retarded by frost. The centre rail would act as a complete guide to each succeeding carriage of the train, by horizontal wheels being attached, and thus the ordinary iron rails as now constructed would be relieved from the onerous pressure of the vertical driving wheels of the engine. Beside, there can be no doubt that wooden rails or blocks of granite (as on the Commercial Road leading to the East India Docks), would, under so safe a guide to direct their course, answer every purpose for the rotation of ordinary supporting wheels of both train and engine. And as no cuttings would be necessary, snow drifts in winter would be of little consequence.

These would be most enormous advantages under our present pecuniary pressure; and as I have little or no doubt, with so cheap a mode of constructing a railroad, where land and all the raw material but iron would be had for little or no cost, that a railroad thus constructed could be made for far less than an ordinary macadamized road, and every ten miles of advance be more than paid for as it progressed by the re-sale of land on each side of the railway.

Should these expectations be ever realized, how completely would such means change the character of colonization! indeed, with all the uncertainty hanging over our heads in this proud country, thought but yesterday as it were to have attained the height of human power and prosperity, many would see the hand of the Almighty so evidently raised to shift the scene of all that is indicative of future greatness in a westerly direction, that they, even with affluent means at their disposal, would, beside the emigrant driven hence from starvation, adopt the new favoured country *even by choice!*

How would this excitement be increased! how would the sons of Young Ireland, with their ardent and sanguine imaginations, then cheerfully part with the last remnant of their mortgaged acres, to which they naturally cling like all people in the same condition,—though in doing so, they evidently retard the progress of public improvement.

Let them reflect what a fine unencumbered estate their last remnant of property might still purchase in British America, and what comparative happiness would ensue if they there took up their abode. While steam boats render its attainment far more easy and certain from the West of Ireland than England was formerly reached from the same point, when the length of a voyage was solely at the mercy of the winds.

If, added to this, continuous railways and steam boats (and which is no exaggerated statement) enabled them within a month of their departure to select their location on any spot varying between the point of landing and the western extremity of Lake Superior (and ultimately the Oregon shore of the Pacific) who, with such facilities of movement, would longer contend against difficulties here?

In these districts order and protection of property is preserved; religion of every denomination flourishes, and is protected *without distinction of sect or creed*;—there the religion of Christ, which he so distinctly declared to be not of this world, is not linked, on the Siamese principle of England, with the state or temporal institutions; there, livings are not advertized for sale—and amassing riches through their traffic is altogether unknown.

The clergy of all denominations receive, between the Colonial Government and their parishioners, remuneration adequate to their wants; and if, in addition to this, honors and titles and the ordinary rewards of merit, whether in the law, army or legislation, were put upon the same footing as here, and in a country which renders *our church and feudal institutions impossible*, who, with his fortune to make, or restore, should hesitate in his choice? particularly if their hopes were crowned by the expectation of seeing themselves in a few years the loyal subjects of *a son of our devoted sovereign*.

Both with Old and Young Ireland the repeal cry would be deadened; those who advocated it *without* ulterior views of separation, would soon see their folly; while those who secretly desired it would with far more certainty foresee the consummation of their ambitious views in an independent monarchy in Canada.

The Canadas have arrived at that point of advancement and civilization, that it only wants some such expectation to be held out, to prevent emigration passing so profusely into the United States. In fact, can the Canadas be much longer retained as our colony, while the railways, running direct between them and the Atlantic Ocean, give the key of the door commanding both exit and entry solely to the Yankee? *The annexed map, which shews the railways that exist and those that are contemplated, will best explain the necessity of independent communication.*

If we do not give similar facilities, believe me, with *soft sawder* on one side, and the boast of warlike prowess, acquired by the conquest of Mexico, on the other, no stone will be left unturned to persuade the Canadians to dissolve partnership with Victoria; and, without waiting for the Gazette to announce a new partnership with Messrs. Polk and Co., would it not be

far better for Her Majesty and her amiable consort—restricted as they will hereafter find themselves, from advantageously intermarrying their numerous offspring with the powerful nations of the continent—to become the founders of new kingdoms in America; and, if the foundation stones were cemented by a commercial treaty of a century's duration, how acceptable would it be to the trading community here, to say nothing of the enormous saving which withdrawing the military occupation of Canada would occasion.

By still retaining New Brunswick and Nova Scotia as colonies, if a railway passed through them we should take the best bond of security for the due fulfilment of any treaty with the Canadas; while in Halifax we should even possess the Gibraltar of America, with the advantage of the finest port on that side of the Atlantic, possessing unlimited command of coal for our steamers, on which the future command of the sea will ever be mainly dependent.

Should the stepping stone of debarkation for the British emigrant once centre at Halifax, how soon would screw steamers universally take out the poor as well as the rich! for the consumption of coal for ten days only would be far more than compensated for by the saving of provisions for forty; and that dreadful purgatory entailed on the poor emigrants, of passing often sixty days with a tribe of women and children on the deck of a vessel under every species of discomfort, in a voyage to America, would be reduced to a fractional proportion.

These vessels might instantly return with a full cargo of either sawn timber or provisions to Her Majesty's Dock Yards—ingredients now indispensable; and instead of all the parade of experimental squadrons, what trial could be so efficient or nationally useful, as government steamers practising with steam out and sails home, especially when in returning they would always have the gulph stream in their favour?

Should private enterprise, therefore, not give all this accommodation in the most satisfactory manner, *is it too much to expect the aid of government*—now so beset, to provide for the necessities of the poor—would not mingle with it?

The following is the proposed plan of working out the system of colonization, whether dependent or *independent* of the contemplated railway; or its adoption by government or any company acting independently or in concert with it.



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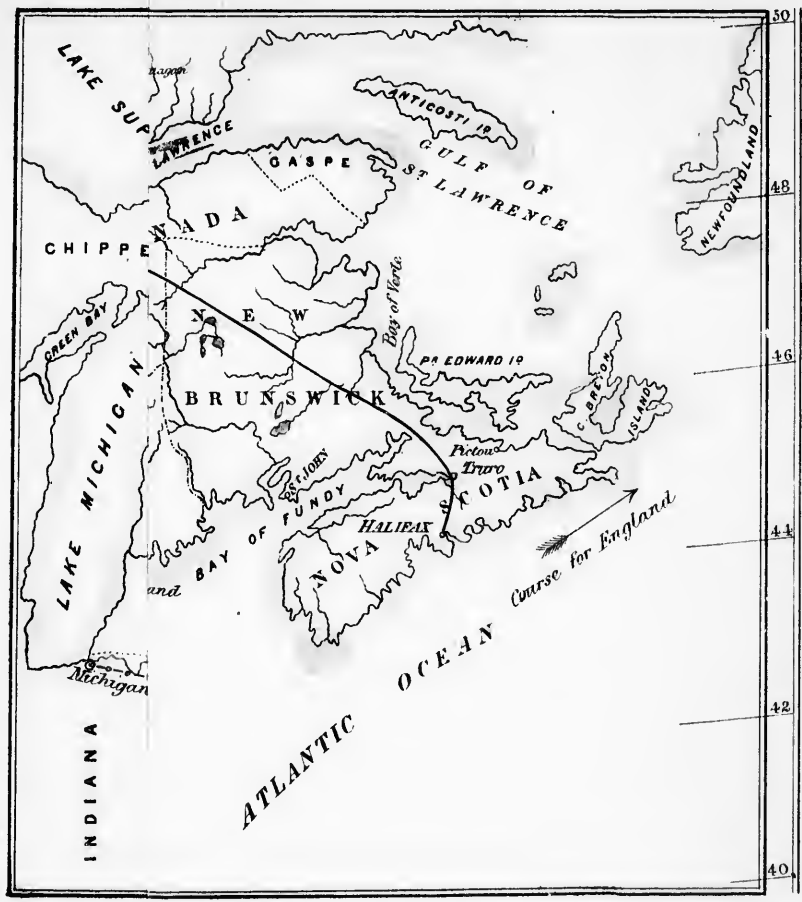
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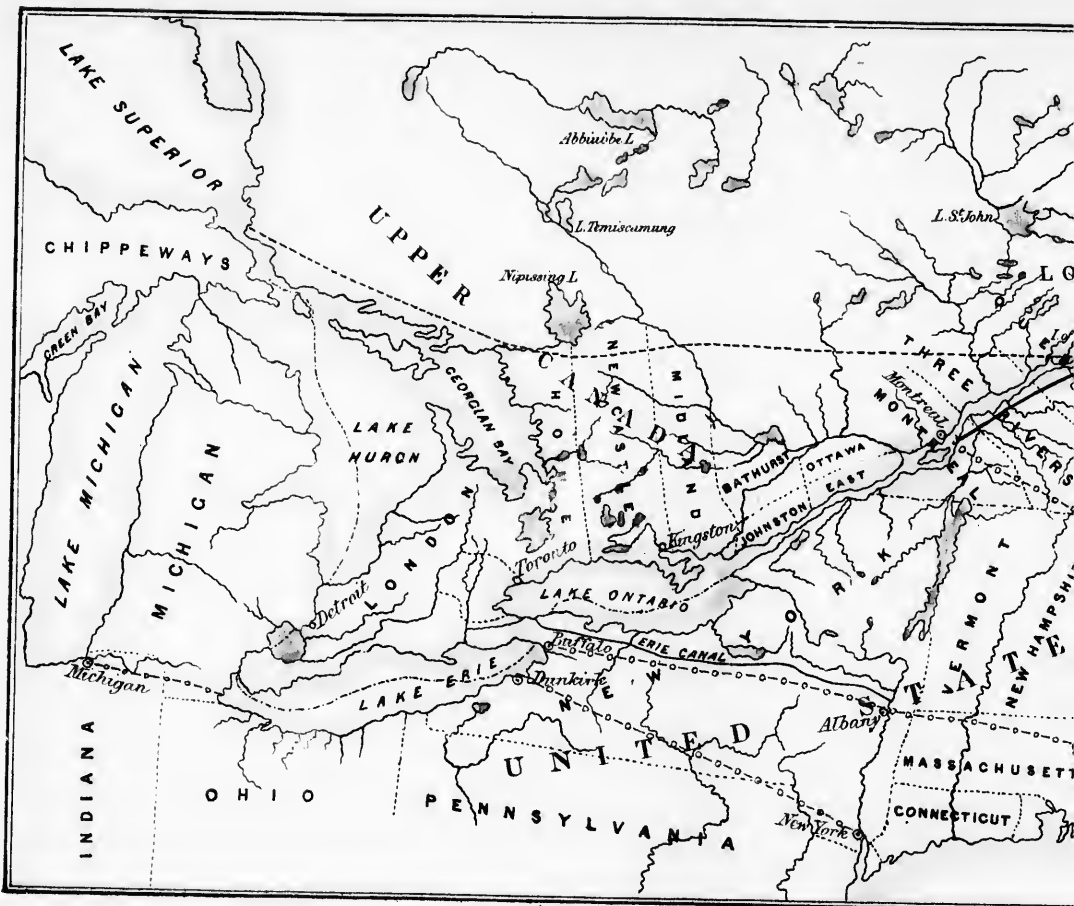
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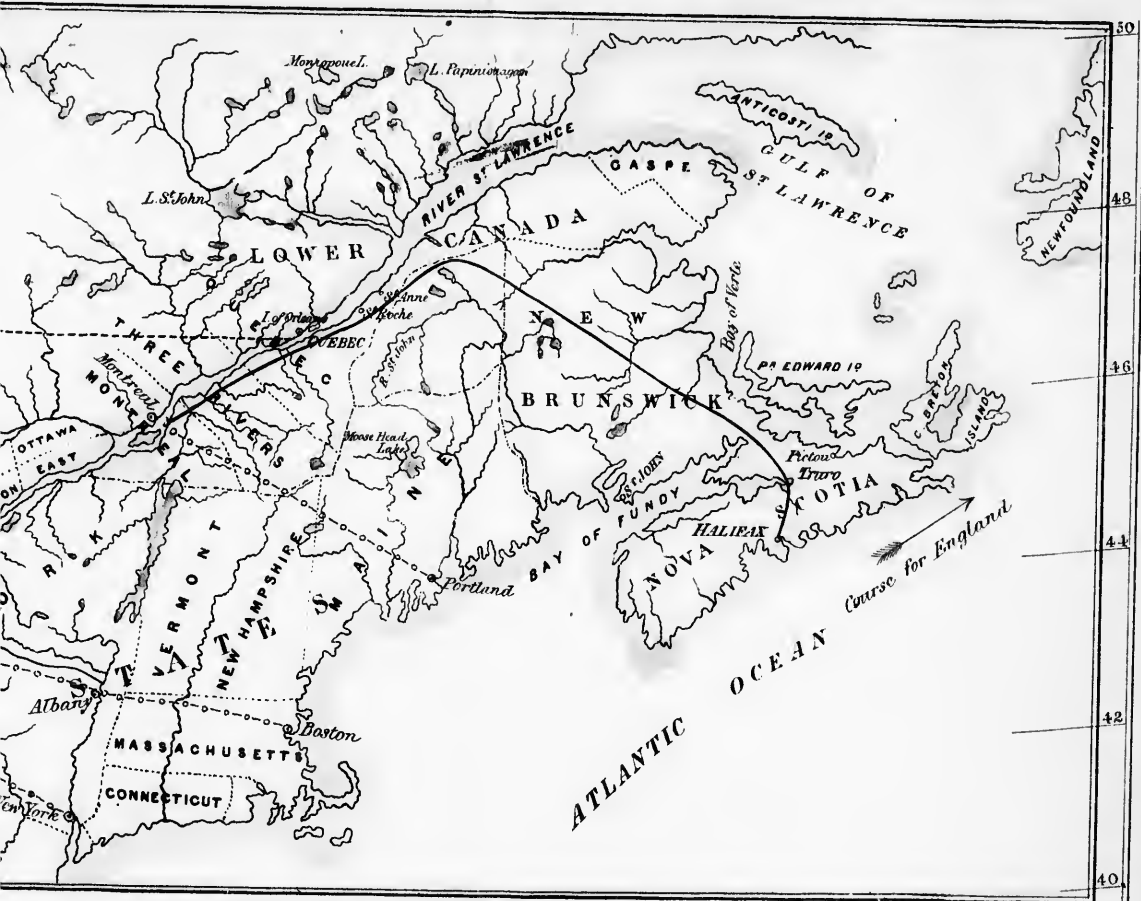
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A MAP SHEWING EXISTING & PROJECTED LINES OF RAILWAY IN

British America tinted Red. United States tinted Green.

- Railways in United States formed or under construction
- Projected line from Halifax to Quebec and Montreal
- Ideal line of Railway between which and the 43rd & 47th degree) the Land is equal to any other



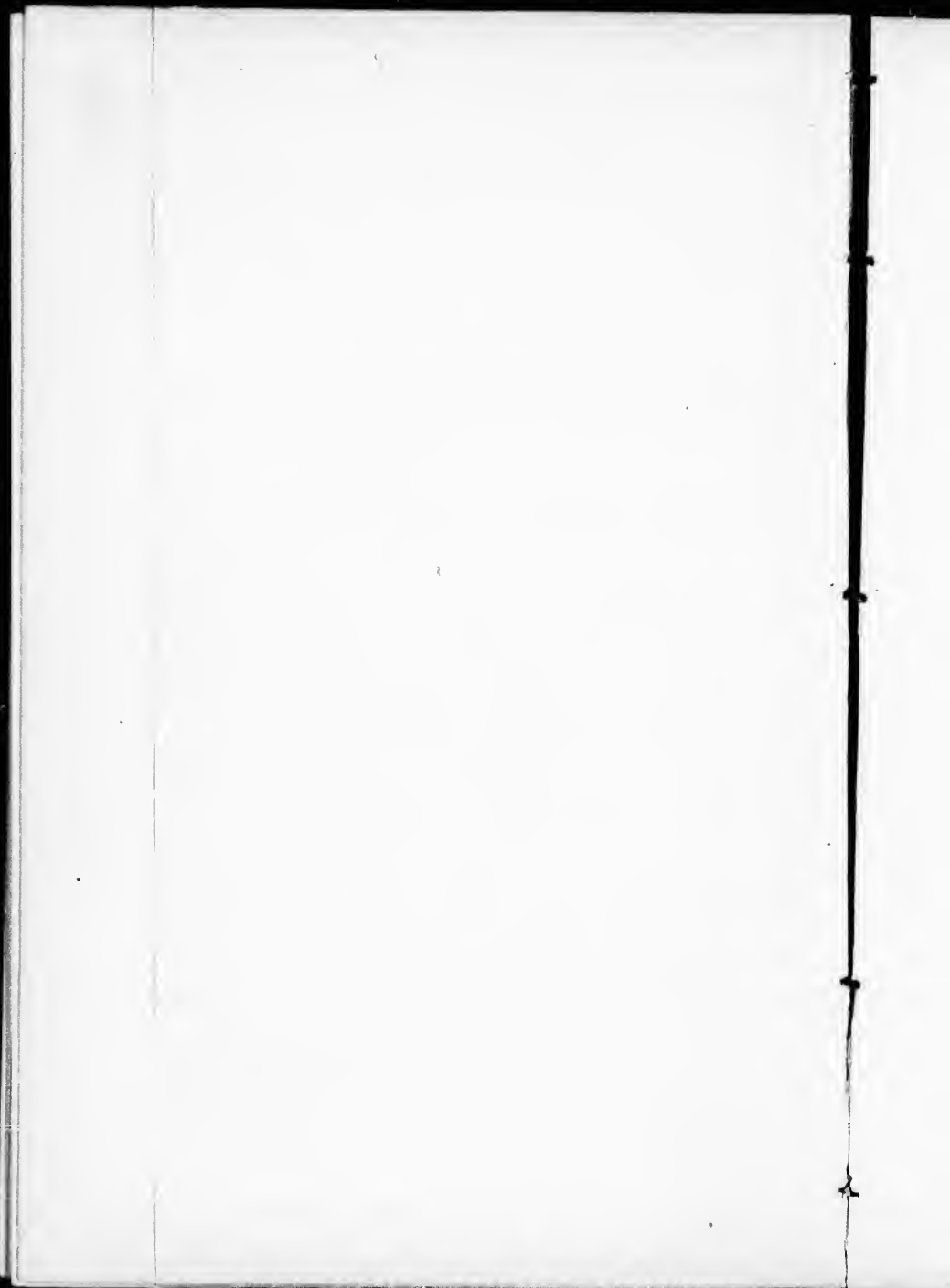
MAP OF RAILWAY IN THE UNITED STATES & BRITISH AMERICA.

Lines tinted Red. United States tinted Yellow

States formed or under construction.

Halifax to Quebec and Montreal.

*any between which and the Lakes (that is to say between the
the Land is equal to any in the world.*



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OUTLINE OF A PLAN
FOR A
GENERAL & CONTINUOUS COLONIZATION SOCIETY
UNDER GOVERNMENT CHARTER,

*And supported by the constituted Authorities of every Parish in Great
Britain and Ireland.*

CAPITAL, £1,000,000.

IN 100,000 SHARES OF £10. EACH.—DEPOSIT, £1.

SUGGESTED BY

FREDERICK CAYLEY WORSLEY, Esq.,

THE best locality for a first settlement, if looked at in a great national point of view, would be on each side of a railway extending from Halifax to Quebec.

It is proposed that the government should give the land along the line *wherever unceded*; and, where already ceded, the present owners of land to be paid for it *in shares of the company*, at a just valuation.

The society to commence the railway at Halifax on £100,000 capital being subscribed, and to be bound to perform ten miles of the line.

If on finishing ten miles, the sale of the land on each side should not realize sufficient funds to proceed farther, and the society decline going on with the undertaking, the freehold land on each side to remain its own property, but the society to be then compelled to give up the railway to any other parties willing to proceed with the undertaking, on the same terms; and all claim to a right of *more land* to be transferred to the new company.

Every succeeding ten miles of the railway to be liable to the same conditions.

At every advantageous locality a station to be placed, and a small town erected, with a good hotel, public-houses, and other buildings calculated for agricultural labourers, mechanics, and others usually inhabiting a country town in England.

To insure throughout handsome and architectural towns along the line, a regular plan of building to be submitted to government, by which all purchasers of land for future buildings will also, within a given range, be bound to adhere.

In the event of the construction of a railway not accom-

panying the operations of the society, then it will select, for reasons assigned hereafter, either Prince Edward's Island, Nova Scotia, Lake Breton, or Newfoundland.

The plan of the society is simply as follows:—

To unite the different parties naturally interested in emigration, and to do collectively what has been done with so much success by intelligent individuals in the United States, namely, *improve lands* for sale, and then *resell them as quickly* as they can be turned to a *fair profit*.*

Those naturally interested in the success of colonization consist of the party *wishing* to emigrate, the parish *wishing* to be relieved of its burdensome poor, and the government *wishing* to remove the redundant population of the mother country to its own colonies; to these may be added, the capitalist *wishing* to make a profitable investment by uniting the resources of the above interests, under the systematic direction of an organized body.

In the first place, the interest of the emigrant must be provided for by securing him greater advantages under the protection of the society than he can by any possibility obtain as an individual.

Secondly—The parish must be guaranteed against the possible, but improbable return, of their parishioner, and his becoming again burthensome to the parish.

Thirdly.—Government must be assured of the well being of the emigrating community before they can as a party sanction a Colonization Society on so permanent and extended a scale.

Fourthly.—The capitalist must be convinced the investment is sound, before he will advance funds or engage in the management of the society.

To secure the interest of the emigrant,—the greater proportion of whom have not sufficient means to provide for their out-passage and maintenance for the first year—the society proposes to prepare a home for his reception in the colony previous to his leaving this country, and to take him there, free of all expense, provided he can place in the hands of the society £10 as a guarantee that he will work for and agree to the rules of the society for a stated period, say one year, during which period he shall be provided by the society with lodging and maintenance, or, if preferred, paid wages at a *maintenance price*, taking the cost of provisions in the colony as data; after this period his money to be returned in full, with a division of all profits arising from his labour after six per cent. on the capital of the company has been paid to the society. And to insure the

* This system has seldom failed to yield a return of twenty-five per cent. after allowing for all expenses, and frequently far more.

emigrant from the *possibility of loss*, full security to be given for his deposit on the lands of the society; such security to be invalid should he not agree to the rules of the society, &c.

N.B.—This pledge to the society is of the greatest importance, and would at once put an end to the imposition, hitherto so fatal to colonization societies, of the emigrant immediately quitting the lands of the society after the expense of preparing a home for him in the colony, and removing him from the mother country; it would also preserve untouched the small capital of the emigrant, to be applied advantageously as soon as he had become familiar with the wants of his new station in life: and his being at once provided for by the society would secure him and his family against the misery now so frequently the lot of the emigrant, on his first arrival in the colony; and his division of profits would give him an interest in the improvement of the society's property that would secure his best exertions.

After the period of his engagement to the society, the emigrant to become in every respect a free agent, with a priority of claim on the lands of the society, should he wish to purchase a part of their improved property.

Secondly.—With respect to the parish, it is evident, though deeply interested in the permanent removal of their burthen-some poor, they cannot, in justice to the rate-payer, assist in their removal without a guarantee against the return of their parishioner. To provide against this contingency, it is proposed to place a portion of all funds advanced by the parish under trustees named by the government, who should then guarantee the parish for a stated period, say ten years, against the return of the emigrant; on these conditions the parishes would, with safety and benefit to themselves, advance a sum equal to that placed in the hands of the society by the emigrant (*viz.* £10), and thus, by a comparatively small outlay, at once free themselves from his parochial demands.

N.B.—The parish payment to increase in proportion to the number of individuals in each family, say £5 for the wife, and £1 for each child.

After ten years, should the emigrant not return, then the guarantee fund to lapse to the society in payment for their expense in removing the emigrant.

Thirdly.—The society supported by the parish payment of £10 for the removal of each emigrant, and by the use of the emigrant's £10 for one year, would engage to advance another £10 on each colonist, and thus at once would be provided £30 per head for the working capital of the society.

The society would then select moderate tracts of land for purchase—say from 1000 to 10,000 acres of the best quality, placed in the most healthy situations, commanding *good outlets*

for produce, where fuel and water are at hand, and where there is command of building materials.

Such a tract being acquired under the choice of an inspector, or pioneer of the society, they will proceed to erect farm buildings, cottages, and such houses as best accord with the necessities of an agricultural village.

When these buildings are sufficiently advanced, a colony of such settlers as have subscribed to the rules of this institution, and assorted according to the wants of an agricultural district, will be sent out.

After the expiration of the term agreed upon for the emigrant's labour, his deposit to be returned to him, either in money or land, at his option; but should he quit the lands of the society, or refuse to work during the stated period, the sum he may have advanced to lapse to the society to pay his passage and maintenance.

As it is also conceived there are many landlords and charitable people who would wish to name and provide emigrants, who could not themselves advance the sum required, emigrants so nominated, who had faithfully adhered to the conditions of the society, to be entitled to the same benefits as if they had advanced the qualification themselves; but should they not do so, then the amount to lapse to the society.

Taking England and Wales only, and saying nothing of Ireland, where poverty drives as many to emigrate as from all other parts of the British dominions put together, there are said to be 15,535 parishes: assuming that with Ireland there are 20,000 parishes, and suppose only two persons emigrate from each, 40,000 emigrants would be annually removed to our colonies, with a renewable capital of £1200,000.

The Society will clear and cultivate lands on its own account till resold; and, beside cottages, will build farm houses, shops, and the usual description of buildings found in a rural district, all of which will be held on sale so as to have its outlay always reverting into hand for fresh operations.

The society will also accept larger deposits if required, and assist farmers, shopkeepers, and mechanics, anxious to emigrate with only small means at their disposal, and so continually aid them in turning that industry to account in a new and rising country which over population here, in all grades of society, has rendered unavailing.

The Company will never make larger dividends on its capital than six per cent., but will add all extra profits to the stock of the Company, in aid of further operations of a similar nature, or give occasional bonuses; first reserving one third of all extra profits beyond stipulated wages, to be paid to such emigrants as had adhered to the rules of the Society.

To assist the emigrant in the purchase of land, and enable the Colonization Society always to have its money reverting for fresh operations, it should act in concert with a Loaning Society.

Banks cannot supply this deficiency, as loans granted by them are, and should only be, made for a limited period.

The only loaning societies calculated to lend money for a continuous period, would be Colonial Life Insurance Societies, which, like similar institutions in England, would lend *the average devoted to mortgage investment* to similar mortgages in our colonies, varying from £50 to £500.

The insurance department might either be conducted separately or *in conjunction* with the Colonization Society.

In the latter event, setting aside part of the capital, say £20,000, as a guarantee fund to first insurers, would be a most ample security, which might be gradually repaid, with interest, as premiums from insurers came in, and a bonus of at least 50 per cent. on the guarantee fund paid back to the colonization department, should it not be blended with that of insurance. After which the society, it is conceived, would be most advantageously conducted on the plan of mutual insurance.

The Equitable Insurance Company, acting on the mutual system, has now an accumulated capital of £15,000,000 divided between the funds and mortgages, and averaging $3\frac{1}{2}$ per cent., and has given bonuses to the insured of more than 300 per cent.

In the contemplated society, an interest equally secure could be commanded at $5\frac{1}{2}$ or 6 per cent, making the accumulations to the insured far greater, with a saving of at least one third on the premiums paid.

A Life Insurance office established on this system, and insuring lives in England and Ireland in the usual manner, would be entitled to every encouragement, not only as a benefit to the insured, but as constantly accelerating the reduction of poor-rates.

Indeed, seeing how the facility of obtaining money on mortgage from the leading life insurance offices has promoted universal improvement here, it will probably end in most of these institutions extending such advances to our colonies, and thus obtain 6 per cent. interest, instead of $3\frac{1}{2}$ or 4.

Advances made on real estate, with such facilities of export and communication in British America, would even be better secured than here, where land may be said to have arrived at its summit value; whereas, the value of land so situated in British America, must ever be on the ascendant.

Beside which, as a Colonization Society, founded on the proposed basis, could always form a correct estimate of the emigrant's industry, as well as of the land he might purchase, it could, without risk, safely guarantee the regular payment of interest on any sum lent on mortgage.

REASONS for Selecting Prince Edward's Island as the first Model Colony on the proposed plan, should the Society not act in concert with making the contemplated Railway.

First.—In our present relations with the United States, its insular situation, like that of the mother country, effectually guarantees its possession to the British dominions.

Second.—With the exception of Newfoundland, the shores of Prince Edward's Island, (being about the same distance from England as Nova Scotia), may be reached in a shorter voyage than any other British colony—the time required by steam vessels from Liverpool being but ten days, and from the West of Ireland it is calculated eight days will suffice.

Third.—As abridging the time of such a voyage would, it is conceived, be a source of economy, by lessening the consumption of provisions, and it would also be an inducement to the most respectable class to proffer their services to this Society; the Company therefore propose to purchase or charter a large screw steamer, which, under sail, might always return with a profitable cargo—but it is hoped, as all vessels of war will probably adopt this method of propulsion, that the government will be induced to devote the trials of a system still susceptible of so much improvement to so useful an employment—the return of sawn timber or salt provisions to the dockyards of the royal navy would naturally be a remunerative cargo.

Fourth.—All emigrants, when once landed in Prince Edward's Island, could be immediately placed in their future home without further expense to the Association; indeed a few hours after disembarking.

Fifth.—In Prince Edward's Island, good springs of water are found every where; the land is, generally speaking, of such superior fertility as to have acquired the name of *the granary of British America*; it produces in the greatest abundance all the qualities of grain, grasses, potatoes, and roots known in England, also hemp and flax; and hops are generally considered of a superior quality. As before stated, it is proverbially healthy, and ague is there unknown, and there are said to be more persons in the proportion to the population, of an extreme old age—even above 100—than in any other country of the world; the air, though cold in winter, is so pure, healthy, and bracing.

Fish is so abundant on the shores of Prince Edward's Island, that cod fish is sold at three shillings the cwt. or about a farthing per pound, and all other fish in the same proportion (an incalculable advantage to the poor and first settlers). It is also attainable in all parts of the island, as no part of it, owing to numerous bays and creeks, is more than eight miles from

the sea, though the island, according to its surface on a map, measures one hundred by thirty, or nearly 2,000,000 acres.

Of this quantity about 200,000 are cultivated, about an equal quantity are occupied by inlets of the sea, and of the remainder the greater part is considered fit for cultivation.

So placed, nothing can excel its position for outlets of produce. Standing within the Gulf of Canada, a central point of British America, and actually in sight of New Brunswick and Nova Scotia, and also within easy communication of Canada and Newfoundland, no spot could be placed better for extended operations of a *model agricultural colony*.

Besides the advantage of abundance of wood, both for fuel and building purposes, should its supply of such fuel be ever exhausted, it can be easily replaced by the abundance of coal in Nova Scotia, the principal mines of which, at Picton, are directly opposite the south side of Prince Edward's Island.

Independent of the advantage of fish, as an article of food, the fisheries are of so much consequence in a commercial point of view, both here and at Newfoundland, and draw such a concourse of fishermen from all nations round these islands, (always in communication with each other), as hitherto to afford a ready market for agricultural produce, which will be rendered doubly advantageous by the enormous price those articles now command here: and should it be found desirable, the Society will erect curing establishments on the most approved principle, to ensure ready markets for animal produce.

The usual mode of disposal of land in Prince Edward's Island, would make its acquisition extremely easy to the society.

The cold in winter in this island is less severe than in Lower Canada, while the summers are hotter and the weather more settled than in England, and the harvest is usually finished by the middle of August at the latest.

As the island *is about four degrees south of London*, the shortest day in winter is about one hour longer than in England, while the summers are so far hotter (as in the South of France) ~~as~~ to ripen melons in the open air.

