

Commons—a Report of a Commission appointed by the Court of Directors of the East India Company to inquire into the practicability of Railway Communication throughout India—a report which makes light of all presumed difficulties, and sets forth the facility will be published, and a due proportion of the capital stock set apart to meet the application for shares, intended to be £5 each; at the same time pointing out a secure mode for transmitting the periodical payments to the Bankers appointed by the Trustees of this Institution.

Further information may be obtained on application to Messrs. Bourdillon and Sons, Austin Friars, London; or to Messrs. R. & G. Benton, Upper Priory, Birmingham, Solicitors to the Society.
London, April 27, 1846.

London, May 5, 1846.

At a meeting of artisans, held this day, for the purpose of considering the propriety of promoting the formation of an Association, to be styled "The Royal North American Land, Railway and Emigration Society," on the principles suggested in the printed Circular hereunto annexed, dated London, April 27th ultimo,

MR. CHARLES ROSSITER IN THE CHAIR,

It was resolved unanimously,

First, That the rapid increase of population in this country renders some well-arranged plan of emigration urgently necessary to the well-being of all classes; and that the British Colonies in North America offer the most satisfactory inducements to settlers, owing to their proximity, climate, natural productions, and geographical position, as well as the known attachment of the present inhabitants to the institutions of the parent country,

Secondly, That in the opinion of this meeting the propositions contained in the circular referred to, if carried into effect, will supply the great desideratum of the working classes—a safe and profitable field for the investment of their savings, now accumulated to the astounding sum of thirty six millions! (for which no adequate means of employment have yet been found)—and will thus lay the foundation of a great social improvement in the condition of the industrial portion of the community, thereby rendering the propositions highly deserving the support of the working classes throughout the empire; as it appears to this meeting that nothing would more encourage habits of industry and frugality among the labouring community than a safe and eligible opportunity for investing their savings in landed property, so easy of access, under the protecting power of the British Government.

Thirdly, That the parties present at this meeting be a Committee of Correspondence, with power to add to their number, for ascertaining the opinions of the working classes and all others throughout the country as to the probable numbers that may be expected to support this Institution, the capital of which will be divided into small shares, payable by easy instalments.

C. ROSSITER, *Chairman*.

We, the undersigned, do hereby declare our concurrence in the resolutions above mentioned, and our desire that a Society, to carry out the objects expressed therein, should forthwith be established.

NAME.	ADDRESS.	OCCUPATION.
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*Extract of a Letter from the Provisional Committee,
Dated Great Winchester Street, May 14, 1846.*

We think it well to address you with the view of eliciting whether, and in what way, the Governments of the Colonies will extend their patronage in aid of the proposed scheme of the artisans and others, branches of the operative classes, for accomplishing an extensive and independent emigration in connection with a Railway, so necessary as a medium of communication, and thereby facilitating a speedy, judicious and profitable settlement on the waste lands, and so by peopling the Colonies, not only provide for a large body of the redundant population of this Country, but give political strength and stability to our valuable Colonies.

When about three years ago the citizens of London, including almost all the great banking and mercantile houses, sent a memorial to the Government, praying that they would take into consideration a national plan of emigration, the reply was to the effect that the Government was not competent to such an undertaking, and that it must depend on individual enterprise, but that they would grant all proper aid in furtherance of Societies honorably established for promoting the welfare of the people. Such being the known sentiments of the Government, we have been induced to take some trouble in the formation of the Society here alluded to, the objects of which are fully explained in the foregoing printed document.

It may soon become necessary that a deputation from this Country should proceed to the Colonies for the purpose of making a final arrangement with the Local Authorities, and to obtain more detailed information as to the difficulties which may occur in the formation of the contemplated Railway, as well as the most eligible route.* In the meanwhile we wish it to be known that such an Association is in progress with every prospect of success, from the keen interest evinced in it by the working classes themselves; much however will depend on the actual support which the Local Legislatures may give to further the undertaking, and we wish to

* An exploration has since been undertaken by Officers of the Royal Engineers, by directions of Her Majesty's Government.

ascertain from them what extent of land would be granted, particularly at each station of the Railway, exclusive of the Line of Railway itself, supposing them to be from 20 to 30 miles apart; whether and to what extent they will assist by an annual grant of money during the formation of the Railway; and also whether they will take into their charge a large portion of the capital to be raised here, allowing interest thereon to the Directors of the Society for the benefit of the Shareholders, which fund might be represented by an issue from time to time of Debentures* for the payment of the Contractors and others, which would no doubt be perfectly available provided the Government agreed to receive them in payment of duties, &c. In addition to the land already mentioned contiguous to the Railway Stations and the Line of Railway itself, it will be necessary to ascertain what other grants of Land may be calculated upon for the furtherance of the Society, with a view to an extensive emigration.

BOURDILLON & SONS.

* In any Act of Parliament for the incorporation of a Railway Company engaging to carry out, under proper guarantees, a great national undertaking, provision might be made for the payment of the interest on deposits within the Province, whereby the depositors would have the benefit of public security for their funds until invested in the Railway.

Brief remarks on the advantages which will arise from such a work as the proposed Railway from the Atlantic to Quebec, being effected by any combination of the working classes as a Land and Emigration Society, instead of an independent Company.

The first good effect in planting such a Railway will arise from its being the cause of an immense outlay for manual labour in the Provinces, and that it will be the interest of the Society to incur the expense of conveying into those Countries a new set of workmen every year, and to encourage them to locate their families on the lands belonging to the Society. If the formation of the Railway should be placed in the hands of an independent Company, that will not be the case, on the contrary their interests would be best served by stipulating with the first workmen they took into the Country to remain in their service until the work was finished; or suppose the Railway to occupy five years in planting, and that it should involve the average employment of 4000 labourers, the increase of the Inhabitants in the Colonies by the workmen only, would be 16,000 in one case, whilst in the other it would be only 4,000. The Society too would be interested in engaging such workmen as might have families, whereas the independent Company would prefer single men. Hence if the families should average four members each, the consequence might be an additional increase of Inhabitants in favor of a Society being the planters of the Railway, of no less than 48,000 souls, making altogether 64,000 in the period of five years.

From this and other causes so large a passenger traffic across the Atlantic will arise, that the Society would become interested, either to establish Packets on their own account, or in promoting it by others to the probable extent of two or three Packets in each week. This would facilitate the emigration of artisans, tradesmen and agriculturists, unconnected with the Society, far beyond any influence which might attach to the proceedings of an independent Railway Company, whose advantage in fact would consist in being able to accomplish such a work with the least possible number of hands.

No system of Emigration can be carried into practice to the same extent and with an equal chance of success, as that which can be profitably connected with a Railway; no new country can so rapidly be brought into cultivation, and increased in population and strength, as that wherein a Railway can be made a profitable undertaking. These elements of success are strikingly apparent in Nova Scotia and New Brunswick, whilst in this country we have hundreds of thousands of hands to spare anxious for such a task, and actually possessing within themselves not merely enough, but many millions of unemployed capital* beyond what is sufficient for the undertaking, and requiring no other aid from others, than honorable guidance and protection.

* The deposits in Savings Banks and Friendly Societies, invested in the Public Funds, amount to £35,000,000 Sterling.

RAILWAYS IN INDIA.

The age of Scepticism is past. This is emphatically the age of Faith. The quacks and mountebanks of the last half century are the "approved good masters" of the present. The wild schemes—the monstrous chimeras of our boyish days, are the great facts of our manhood. Human science has lived down the incredulity of mankind: its time has come, and its greatness is acknowledged. We no longer doubt—we no longer question. Experience has taught us that it is greater weakness to believe too little, than to believe too much. The faith of the most credulous has been left far behind by the truth that is now palpable to the senses. We see and hear every day, more things than were ever dreamt of in the philosophy of our youth.

A very few years ago, and the expression of a belief, save in broadest jest, that the present half-century would witness the completion, or even the commencement of a line of railroad connecting the river Hooghly with the river Sutlej—the seat of vice-regal authority in India with the frontier of the Lahore empire—would have raised a doubt in the minds of all present as to the capacity of so wild a dreamer to manage his own affairs; and now we have before us a sober document, ordered to be printed by the House of