

cable to all these provinces, by passing any auxiliary Act to give effect to it that might be required; and as New Brunswick contains two-thirds of the ungranted lands of British North America, and the present inhabitants are confessedly unable from their own resources to accelerate the settlement of them, and as, moreover, these lands constitute a domain from which it would be impolitic and unjust to exclude the English people by denying to them the full privileges of their Constitution, while the Americans, with their popular institutions, are making such spirited advances in their immediate vicinity, I hope that the opportunity may not be lost of maturing a sound system, by which the country may be settled in perpetuity as a British possession; and I should anticipate that, by completing at once the grants to settlers, on the plan I have proposed, they would acquire that influence which would ensure attention to their interests. The failure of the New Brunswick Land Company may partly be ascribed to their inexperienced management at the outset, and the large sums they were required to pay in money for their land, but also to their neglect to give titles to the settlers for their lands until wholly paid for, by which they failed, until lately, to acquire any political influence or weight in the country, or a participation in the advantages derived by other settlements of inferior importance.

But I look for higher advantages from the municipal organization which I have recommended; not only would the elementary forms of the English Constitution be planted in the provinces, with the habits of self-dependence they alone can engender, but the investment of private capital in the settlement of the provinces would be encouraged; and as the regulations or bye-laws under which such associations would be formed would vary with the dispositions and views of the parties, free scope would be given for those experiments which would develop the resources of the country as well as improve its institutions.

It is thus that in New England every township is the seat of some manufacture suited to the locality, and which is the source of the prosperity of the people of every class, by creating a demand for employment and local market for produce; while in New Brunswick, it is remarkable, that, with the exception of the encouragement given for the erection of mills for sawing lumber, and some grist mills, there has been scarcely an attempt made to establish any kind of manufacture; the peasantry being dependant in many cases on their own rude contrivances for the most ordinary conveniences. Where roads are established to markets, and the means of carriage are possessed, they are enabled to exchange their produce for such things in the towns; but there are many coarse articles which might be profitably fabricated in their settlements, and some, which, in time, from local advantages, might become valuable as exports. Indeed, where associations were formed in England, there might be an advantage at once in making provision for carrying on certain trades; constant employment would everywhere be given to shoemakers, as well as to carpenters and blacksmiths; and in the progress of the settlements, where a sufficient extent of pasturage had been acquired for the maintenance of sheep, and in situations where they thrive well, the introduction of cloth manufactures on a small scale, has been found to be useful in affording to the farmers an opportunity of exchanging their wool for wrought fabrics, as a substitute for their "homespun" cloth; leaving such undertakings to private enterprise in the progress of the settlements and the augmentation of their resources, I should rely on the success of the measures I have advised for the ultimate development of the varied resources of the Province, and the prosperity of the people.

In reference to the observations of the Assembly, in their resolution as to the undertaking, by Her Majesty's Government, of some

works of magnitude, on which emigrant settlers might be employed, I conclude that the allusion is intended to apply to the projected railway through these provinces, for which an exploratory survey is now in progress; and having perused the Report which Lieutenant Henderson has made of his explorations, in concert with the late Captain Pilon, the obstacles opposed to the carrying a railway across the heights of land which divide the Lower Provinces and Canada, can by no means be considered to have been surmounted. As, however, the practicability of traversing the provinces in various directions with railways has been practically tested, and as the facilities in constructing them in a wooded country are shown to be such as greatly to reduce the expense, it remains to be considered whether the commencement of such a work should be delayed until the completion of the survey in progress; and if in the present year the detailed survey of certain parts of the line were to be accomplished, as, for example, from Halifax to the Bend of Petitcodiac, and from thence to Fredericton, or through the level tracts of the northern districts, the progressive settlement of such lines of railroad, by means of the employment they would afford, would justify a guarantee of a *minimum* rate of interest for the capital invested. This principle has been adopted by the Assembly in two cases, and it is strongly recommended by the consideration, without much risk to the Government, that the annuitant is thus directly encouraged to embark his capital in such adventures, to the exclusion of the gambling speculator, and the artizan enabled, safely to invest his deposit where he may find profitable employment and a means of settling his family. That the Assembly would authorize a free grant of the land for such works as they did in favour of the project of a military road, may be confidently anticipated; and the progressive settlement of these lines would render the resources of the country accessible, were it only at first in the supplies of timber for the European markets from the recesses of the forest. That such railways would, from the intercourse that would grow up, become sources of profit to capitalists, may also be looked for, even though it should be necessary to connect them on either side of the hill ranges by cutting a military road through the passes. It is evident that this conviction has actuated the Saint Andrews Company, who are about to commence their railway from that place, in the prospect that the export of timber alone, with the passenger traffic, will render the investment profitable.

The construction of railways on piles has been recommended in Mr. Wilkinson's Report, and is approved by other engineers as adapted to these provinces; and as plank roads have been found economical in Canada, the expense of these structures in a wooded country would be comparatively small.

It only remains for me to add that the House of Assembly has placed £3000 chargeable on the Emigrant Fund, at the disposal of the Executive Government to relieve destitute and diseased emigrants who may arrive, and assist them to their destination; and if Her Majesty's Government should determine to act on any of the foregoing suggestions for the settlement of emigrants in the province, your Lordship may rely on the active co-operation of this government in giving effect to these views; and any funds entrusted to it for the settlement of emigrants would be faithfully and economically administered, with the assistance of gentlemen who are well acquainted with the country. As some of the views I have entertained are interesting to the other provinces, I propose to enter into communication with Lord Elgin on the subject of them.

I have, &c.

W. M. G. COLEBROOKE.

The Right Hon. the Earl Grey, &c. &c. &c.

[To be concluded in next Gazette.]

All Letters must be Post-paid.

Printed and Published at the Royal Gazette Office, near the Province Buildings, by JOHN SIMPSON, Printer to the Queen's Most Excellent Majesty.

Wednesday, July 7, 1847.