

than four thousand miles. True, the human race is but scanty in this immense region ; but the Hudson's Bay Company's settlements are commercially important, and furs are the chief object of their profitable trade.

These are our North American colonies. If the government of this country would direct its mighty energies to their gradual but steady colonization, what beneficial advantages would result, both to the colonies themselves and to our rapidly-increasing and only partially-employed home population !

If we turn to that **EAST** with which we commenced this view of our Colonies, we shall find, in addition to India, which we have already noticed, the large **ISLAND OF CEYLON**—containing a superficial area of nearly 25,000 miles—but of great importance in all its resources of trade and commerce. There, lofty mountains run in continuous chains, with the most lovely valleys **the** sun ever shone on, between them. There, the hills are clothed to the very summits with gigantic forests, from which issue magnificent cascades and dashing cataracts. There, the lovely valleys, placid rivers, and rippling brooks are fringed **with turfy** banks, and all the beauteous verdure of the tropics. Ceylon has been aptly called “ the Malta of the Indian Ocean.” Its commercial capital, Colombo, is a mile and a quarter in circumference, and is well defended. Its maritime capital, Trincomalee, is, as Nelson described it, “ the finest **harbour** in the world.” Its climate is salubrious and delightful; its productions, animal, vegetable, and mineral, are profuse and perfect. Its population, both native and European, is healthful, contented, prosperous, and happy. The state of general education and of religious instruction could not well be more satisfactory. The population is **upwards of** a million souls; and its products are numerous and beautiful, valuable and important. And there are we, respected, honoured, and beloved !

PRINCE OF WALES'S ISLAND, or **Pulo-Pinang**, when compared with the mighty Ceylon, of which we have just been **speaking**, is small indeed ; but it is of considerable importance, **whether** viewed in connexion with the Anglo-Eastern Empire, or separately as containing commercial stations, and political maritime positions. The island is picturesque, **vegetation** is splendidly **luxuriant**, and the mountain forests are magnificent. Small villages and **Malay** tones are scattered over the island

becoming valuable and numerous; and Swan River is at least a promising colony.

Another portion of New Holland has been erected into a British colony, termed **SOUTH AUSTRALIA**. Its site is well selected, its climate decidedly **fine**, its natural products numerous and of a good quality, and several thousands of Europeans are now occupied in establishing a colony which shall one day justify the honest pride of every Englishman.

The quality of the soil, the extent of navigable waters, and the salubrity of the climate are all most cheering circumstances to those who take an interest in British colonisation.

VAN DIEMAN'S LAND covers an extent of 24,000 squaremiles, or fifteen millions of acres, and is itself nearly the **size of** Ireland. **The country** is mountainous but **diversified**; the coast is well supplied with bays and **harbours**. Hobart Town, the capital, is an extensive and well-built place, and its Mount Wellington and **Derwent** estuary protect and embellish it. Its exports have indeed wonderfully increased in ten years **from £14,000 to £420,000** per annum. This is another of those colonies which are satisfactory in their past history, but which present prospects yet far more brilliant-and there are we !

If we **turn to AFRICA**, we shall **find** that in that continent of the Sun, where it exercises the most power, and appears to be least congenial to the health and longevity of man, still British colonies of a grand and imposing character are to be found. There too are we! **In SOUTHERN AFRICA**, the colony of the **CAPE OF GOOD HOPE first** presents itself to our notice, with a sea-coast of 1200 miles, and an area of **200,000** square miles. Its chains of mountains are magnificent. The capital, Cape Town, has been built along the shores of Table Bay. Its pastures are of a character highly favourable. It is well wooded with large timber, and watered by upwards of one hundred rivers and streams. The soil is fertile, and it has produced three crops of Indian corn in one year. The Boers have of late, indeed, manifested some dissatisfaction with the Colonial Government; but that has been but a temporary evil, and the population is steadily proceeding in the work of a good and permanent system **of** colonisation. The salubrity of the country admits of no question; and the commerce, staple products, and property are all in an ascending movement.

The MAURITIUS, or ISLE OF FRANCE, contains 676 square miles, is one of the most picturesque and romantic islands in the Eastern hemisphere, and possesses many bays, arms of the sea and promontories. Its soil is exceedingly productive ; its climate very salubrious ; its dependencies numerous and valuable ; its population 40,000 ; and the excess of its revenue over its expenditure gradually improving.

ST. HELENA contains but 30,300 acres, and is alone celebrated, as the grave of a man who could never understand the genius of liberty, and who uttered to the last the most unmerited calumny against Great Britain. The inhabitants are healthy, and about 5000 in number. The climate is salubrious ; its soil is watered by clear and wholesome springs ; and, before the overland route from India to this country was established, St. Helena was a spot of some note. It is still useful as an English colony, and there can be no question of its abandonment, but it is a heavy annual charge to the mother-country, and its revenue bears no proportion to its expenditure.

ASCENSION is contiguous to St. Helena. It is small, and is of volcanic production : but its turtle is its chief recommendation except during war, when it is a by no means unimportant possession.

In WESTERN AFRICA we possess that gloomy and unsatisfactory colony, SIERRA LEONE. Let it not, however, be forgotten that the British colonies on the western coast of Africa are inferior to none in moral, political, and commercial interest. They are, in fact, an indispensable link in the maritime empire of Britain.

GAMBIA, CAPE COAST CASTLE, (celebrated as the grave of the poetess L. E. L.) and ACCRA, are likewise to be included in the foregoing remarks ; and although we deeply deplore the mortality which from time to time has swept away excellent governors, and admirable merchants and colonists, yet abundant reasons can be supplied why these colonies should never be resigned by Great Britain.

Before we turn to our European colonies we must not forget our new colony of NEW ZEALAND, and our more recent settlement at HONG KONG. With regard to the former, our sway is not modern, and it is divided ; recent events have, of course excited anxiety and apprehension, and we have yet much to do

before we can encourage settlers to proceed in great numbers to New Zealand. But climate, soil, natural productions, are all in favour of this young colony, and we shall watch with intense interest its rise and progress. Of **HONG KONG** we know but little ; it is one of the results of our Chinese conquest.. Will it be one of the most satisfactory ? Is its climate **healthy**, and suited to our European settlers ? This, at least appears doubtful. The Chinese evidently regarded it with suspicion, and its cession to England was no proof in its favour. It is by no means impossible that at some future time Hong Kong may be abandoned, and that a new colony may be demanded of the Emperor of the Sun in exchange for that apparently unhealthy settlement.

The British colonies in **EUROPE** are few, but valuable.

GIBRALTAR is the key to the Mediterranean, and is not the least remarkable possession of the British Crown.

MALTA and its adjacent island Goza are the **two** colonies most envied by Europe. It is not that the length or breadth of Malta is great--nor that its productions are important--or its population **numerous**,—but it is commanding in its position, acts as a constant sentinel over European powers, preserves the Mediterranean from becoming the seat of conspiracy and intrigue against British interests, and enables us to assert our power, and to maintain our influence, in the south of Europe.

The same observations will apply to the **septinsular** cluster of the **IONIAN ISLES**, extending from the Albanian coast, to the southern extremity of the **Morean** peninsula. The seat of government is at Corfu ; the length, of the island is about thirty-five, **its** breadth about twelve miles, and its climate is nearly tropical. But besides **Corfu**, there are Cephalonia ; **Zante**, the glory of the **Levant** ; Santa Maura, a mass of mountain ; Ithaca, a shapeless combination of huge rocks ; Paxo, with a port of good anchorage, and Cerigo, where Ptolemy was once the lord.

And last, far, far removed from the spicy groves and aromatic **odours**, from the glowing scenery and the rich forests of the lands of the mountain and the flood, to which, in these observations on our colonies, we have directed the attention of our readers, is situate, in the North Sea, **our** colony of **HELIGOLAND**. There, **at** only a few miles' distance from the mouths of the Elbe, the Eyder, the Weser, and the **Jahde**, has England placed **a** sentinel to watch over her commerce and protect her navy.

There England has her noble lighthouse, serving as a beacon to the world; but there she keeps up a good school of pilots, and maintains her supremacy and her glory as still "Mistress of the Waves." Thus it is, and thus may it ever be, that **wherever** commerce is to be conducted, trade to be carried on, **manufactures** to be placed, mankind to be **civilised**, Christianity to be extended, education to be promoted, and the great family of man to be improved, there are we !

We ought, perhaps, to say something of **FERNANDO PO**, or **ADEN** in the Red Sea, and of the **ISLAND OF SOCOTRA**; but these are scarcely entitled to notice, and cannot with **propriety** be denominated colonies. Some also would include Guernsey Jersey, and the smaller contiguous isles, as well as that of **Man** where the laws and customs are peculiar. But all of these are rather dependencies of the British Empire, than colonies, in the **usual acceptation** of the term.

We have said enough. To recapitulate even the titles of our colonies is a source of honest satisfaction and of national pride **and** to feel that when we carry to anew settlement the British **flag** we at the same time plant the standard of science, the arts, letter **civilisation**, morals, and religion, is a motive for exultation and for joy. But as our influence is great, so are our **responsibilities** to man, to society, to our colonies, and to Heaven. God **forbid** then, that when we point to our northern and our southern, to our tropical and to our arctic possessions, and exclaim "**They** are we !" it should be supposed we are **indifferent** to the **conditions** on which we are there. No ! if we were there ; absolute and tyrannical rulers;-as masters **indifferent** to the **happiness** and prosperity of our dependents-as colonists **sacrificing** the welfare of the natives to our love of lucre-as **nominally** Christians **indifferent** to the moral and religious education of the people--as mere grinding taskmasters, hard exactors, and **strong-headed** proprietors of the soil ; then, most heartily would we exclaim, God grant we may soon be there no longer! But it is precisely because in British ships we export British **civilisation** and liberty-the liberty of **time-honoured** institutions, as of a limited monarchy, that we exclaim right joyously and in sincerity, as we point to our list of noble and glorious **colonies**-**Yes—THERE ARE WE!**

THE NAVIES OF THE WORLD. .

“**Others** may use the ocean as their road,
 Only the British make it their abode ;
 Whose ready sails with every wind can fly,
 And make a **cov'nant** with the inconstant sky :
 Our oaks secure as though they there take root,
 We tread on **billows with a steady foot.**”—**WALLER.**

AT a time when we hear a great deal about the decline of the British and the increase of Foreign' navies-when France is putting forth her utmost exertions to create a powerful and **efficient** steam marine, it **may** not be uninteresting to pass in review the comparative naval force of those great powers which have at any time disputed with us the **su-premacy** of the ocean. Let our enemies underrate us as they **will** England is still as strong on her native element as ever ; and although it is to be hoped that the evils of war may long be averted, **yet—**

“ Come the three comers of the world in arms
 And we shall shock **them.** Nought shall make us rue,
 If **England to-itself** do prove but true;”

The safeguard and well-being of our possessions beyond the seas-our very existence as a nation depends on the extent and character of **our** marine.

Without a powerful navy, the means of colonization would be withdrawn **from** us ; our trade and commerce crippled ; our foreign possessions and our native shores left unprotected **from** aggression ; and our place as an independent kingdom blotted out **from** the map of the world.

Great Britain never held a higher rank in the scale of nations than at the present time.

From the pillars of Hercules to the rock of St. **Helena—from** the Cape of Good Hope to the ice-bound shores of Labrador, England's voice is heard, and her supremacy acknowledged ; and she issues her edicts to the world and rides over the ocean without a rival for its sovereignty. Even our enemies (and many there are who look with a jealous eye on our growing greatness) are **free** to admit **the** universality of our power, **presence,** and influence. The language of England is indeed everywhere ; her influence is everywhere ; her possessions are

everywhere ; in short, she commands the globe. “ Not a **port**” (says an American **traveller** in his recently published journal)-“ not a port have **I** visited, since I left America, that I did not see the flag of England. It was the first flag I saw on entering **the** waters of France ; it was the only one **floating** in the ancient **harbour** of Rome, at Civita Vecchia. **Again I** saw it in the deserted harbour of the **Piræus**, where once rode the fleet of Themistocles. I first saw the dome and minarets of Constantinople **from** beneath a cloud of cannon smoke, that issued from British line-of-battle ships, saluting the Mahomedan ally of Britain. The first object that met my eye, on scaling the summit of the Pyramids, was the cross of St. George, which some English traveller had planted there. Beyond the cataracts, on the borders of the desert of Nubia, the only sign of civilization that **I** saw was the English cross flying from the masts of a traveller’s boat. Here, on the extreme verge of civilization, I stood before the emblem of the universal presence of that nation ; and in those lawless regions, it gave me a pleasing sense of security to find myself so near a representative of that power beneath whose **ægis** there is protection, for the most humble fugitive, **from** violence **and** oppression.”

Mr. Lester, another American writer, in his recent work on England, . pays the following well-merited tribute to what he justly terms “ Great and Mighty England !” .

“ Her power seems omnipresent ; her ships circle the pole, **and** put a girdle round the earth ; her cannon look into every harbour, and her commerce flows into every nation. Looking out from her sea home, she has made her fleets and her arms her voice. Strength and unity **of** character, skill, daring, and an indomitable **valour** exerted through these engines of power, have raised her to her present proud elevation.

“ **Her** navy embraces six hundred vessels ; besides these she has fleets, and steam ships and packets, so constructed as to be easily converted into war ships. In the short space of two months, she could send one hundred and fifty more steam frigates well equipped to sea, making in all seven hundred and fifty war vessels ; so that she could stretch **a line** of battle ships from Liverpool to New York, each separated only four miles from the other. Of what other naval power on the face of the globe could this be said ?”

Can such a nation be approaching dissolution, now in the pride and strength and dignity of maturity ? To suppose so, would be to **suppose** an event possible certainly, but so extravagantly improbable as to be in direct contradiction to all the natural laws which govern and direct the material world. Are the evidences of her decay to be found in her

armies or her navies? No ! for victory has perched upon her crest wherever she has been compelled to engage in the " tug of war." We must also remember, that a new and most powerful element-steam-power-has but as yesterday come into play, and is performing a most important part in the drama of our national history.

Look at the already immense number of powerful steam-ships that swarm in the waters of the Mediterranean, and enter every port upon its beautiful shores ; that are found careering in every sea of Europe, **from** the Frozen Ocean to the Bay of Biscay and the Black Sea ; that have long since driven every other mode of transit out of the Euphrates and the Red Sea ; that **penetrate the Indus almost** to its source ; **that** ascend the Canton river, in spite of every obstacle, besides myriads of war junks, and batter down the walls of the ancient celestial cities ; that are surrounding every island and entering every harbou in the West Indies ; that swarm along the shores of North America, from the Gulf of St. Lawrence to the Isthmus of Darien; and that regularly transmit the rich produce of the mines of South America, from all its principal ports on the east and west side to the great commercial metropolis of the world--crowded, busy London. Look at all this, and see what an **element** she has to sustain her in her onward march for empire. At no period did Great Britain possess such a foundation for naval strength within her bosom as at present. She now possesses **3,500,000** tons of shipping and numbers **160,000** seamen in her commercial navy, while a fleet of seven hundred steam-boats (more than is possessed by all the rest of Europe) prowl along her shores.

No country, either in ancient or modern times, can be compared with England in the extent and efficiency of its naval power.

**The ships-the ships of England-how gallantly they sweep
By town and city, fort and tower, defenders of the deep!
We build no bastion 'gainst the foe-no mighty wall of stone;
Our warlike castles breast the tide, the boundless sea's our own !**

**The ships-the ships of England-where'er the surges roar,
Along the dark Atlantic, by the wild East Indian shore,
Where icebergs flash destruction down, or sultry breezes play--
The flag of England floats alone, and triumphs on her way.**

CHARLES SWAIN.

That England is still stronger on her native element than the whole world in arms, we shall now proceed to show. In 1793, when she entered upon the greatest naval war ever recorded in history, she was little more than half as strong comparatively as at present, and yet she crushed every power in battle and made their fleets her own.

GREAT BRITAIN.--The British Navy in **1793** consisted of one hundred and fifty-three line-of-battle ships, hulks, and those on the stocks building. Of the Foreign Navies then existing, we have obtained the following account, which may be considered as entitled to every credit, being as accurate a statement as can be produced under the circumstances.

We take into consideration here only the higher rates ; for it has been truly observed, that however brilliant the actions of smaller vessels may be, the true strength of a navy is in its line-of-battle ships.

LINE-OF-BATTLE SHIPS.	
France	86
Spain	68
Russia	36
Holland	28
Denmark	24
Portugal	13
Turkey, Naples, and other minor powers in the Mediterranean .	13
Total%	153
British	153
Balance in favour of Foreigners	115
Total%	268

Here we perceive that in **1793**, while England possessed one hundred and fifty-three sail of the line, the other maritime powers could muster **two** hundred and sixty-eight. But a comparison at the present day presents a very **different result** :

LINE-OF-BATTLE.	
France	45
Russia	50
Egypt and T&key	19
America	10
Naples's	1
Holland	8
Spain	3
Portugal	2
Denmark	6
Sweden	10
Total	154
British	125
Balance in favour of Foreigners .	29
Total	154

Account of the progressive increase of the Royal Navy, from Henry VIII.'s reign to the close of the last war, 1814 :—

Year.	Ships.	Tons.	Men voted.	Navy estimates, No account.
1521	16	7,260		
1578	24	10,506		
1603	42	17,055	8,346	
1658	157	57,000	21,910	..
1688	173	101,892	42,000	..
1702	272	159,020	40,000	£ 1,056,915
1760	412			3,227,143
1793	498	333,136	78,000	5,525,331
1800	767	668,744	135,000	12,422,837
1808	869	892,800	143,800	17,496,047
1814	901	966,000	146,000	18,786,509