

that war, if this railway were constructed, instead of being absolute ruin to us, would cut the other way. It would be actually in our favour instead of against us.

I will now pass from that part of the subject and touch upon the facilities which exist for carrying out the railway. I have before me a report which was made by a great friend of mine, Major (now Colonel) Robinson, who surveyed the whole line at the instance of the Imperial Government. He sent his report to the Governor-General of Canada, who transmitted it home with a very flattering despatch, in which he satisfactorily proves not only that the line is perfectly practicable, but that it would be one of the cheapest lines which could by any possibility be constructed. He estimates the total cost of its construction at £3,000,000 (as this pamphlet which my friend Mr. Fitzwilliam has before him mentions), or about £7,000 per mile; and as the best proof that this estimate was ample, a line of railway from St. Andrew's to Woodstock, on the western border of new Brunswick, similar in all respects, has been constructed and pronounced to be the best-finished line in America, much under that estimate." Now, that is the estimate that Major Robinson, in his report, laid before the Imperial Government; probably, therefore, Major Robinson's estimate would be ample. But, as I said before, I do not feel myself competent to enter into the commercial view of the question; I only wish to point to Major Robinson's report as affording very good evidence that the difficulties offered by the physical construction and lay of the land are not by any means insurmountable, but, on the contrary, every facility is offered to the line.

Now, in a political point of view, the facilities afforded are very considerable. On the 30th of May, 1849, Mr. Hincks, in the House of Assembly of Canada, moved a series of resolutions, the last of which, if you will allow me, I will read to this meeting,—“ That if Her Majesty's Government should undertake the construction of the said railway, either directly or through the instrumentality of a private company, it shall be lawful for the Governor in Council, on behalf of this province, to undertake to pay yearly, in proportion as the work advances, a sum not exceeding £20,000 sterling, towards making good the deficiency (if any) in the income from the railway, to meet the interest of the sum expended upon it; and to place at the disposal of the Imperial Government all the ungranted lands within the province lying in the line of railway, to the extent of ten miles on each side thereof; and to undertake to obtain, pay for, and place at the disposal of the Imperial Government, all the land required within the province for the line of railway proper, stations, and termini.” An Act of Parliament was passed upon that resolution being carried (and I believe it was carried unanimously), granting to Her Majesty £20,000 a year if she should undertake the construction of this railway, either by herself or through the instrumentality of a private company. Now, I will not read the other resolutions which bear upon this subject, but I will merely