

discreetly selected in this city, besides the thirty-three composing the committee at Quebec; and on laying before the committee a copy of what I had addressed to your Lordship, what I had done was unanimously approved of, and regret was expressed that I had not communicated earlier to your Lordship the difficulties we had struggled through, in expectation of having that countenance and encouragement from the Imperial Government which we so much need. Whilst the Provincial Government here (for the few individuals composing the Executive Council lay particular stress upon the distinction, that their Excellencies the Governor-Generals (our gracious Sovereign's representatives),—who encouraged me to this arduous undertaking, according to my proposal, and urged me to forego all other business to carry it out,—are not the government,) have set with folded hands, and done little, or comparatively nothing, that was not in previous progress, towards developing the immense resources of this fine province, our republican neighbours, by artifice and specious representations, have obtained from the Provincial Legislature an Act for making a railroad from this city to Portland, and are gradually laying the foundation for drawing away the traffic and wealth of this province and the Far-west from Great Britain, which prompt measures alone can avert. In many views that project is pregnant with many difficulties to this province, and no real good, when an infinitely superior line of railroad from this capital will run through 740 miles of the richest British territory in America, hitherto neglected and most imperfectly known, the beds of coal mines over which the road may run supplying fuel and constant back freight, when merchandize and other loading is not at hand; and I am most anxious that your Lordship and the Imperial Government should have the most accurate intelligence, in order to see the vast importance of speedy action in this undertaking, and of the evils which threaten its neglect.

The sterling loyalty of the committee shows brightly, when at different meetings an earnest wish has been repeatedly expressed, that we may commence operations upon the line so energetically, with the sterling support of the Imperial Government; that the shareholders of the Portland line may be deterred from meeting the pecuniary calls made by the directors, as there would be no traffic to pay for two lines through the eastern townships; and, after all the best information I could gain, it was proposed, at first, to proceed from this city to Melbourne, thence to Point Levy opposite Quebec, and on to Halifax. About forty-five miles of this Portland Road, it is officially stated, will be finished this summer, and the company might then purchase that road to advantage; but that, in my opinion, would be only like a feather in the scale, against avoiding the results which the completion of that road threatens in the opinion of all the most intelligent British residents that I have met.

The amount which I estimate will be required for the construction of the railroad from this city to Halifax, according to my proposal to the Government, is 1,652,400*l.* The locomotive engines, carriages, &c. would be extra for the distance, 740 miles. The Legislature of New Brunswick, having the application of the Canada, New Brunswick, and Nova Scotia Railroad Company now before them, the committee now solicit, in consideration of the pecuniary difficulties so extensively prevailing in England, from his Excellency Sir William Colebrook and the Legislature, banking privileges on the sterling amount expended on the road within the province for a given period, that the work may be commenced, with the least prudent delay, this summer. For this purpose I addressed his Excellency on the 15th current, and proposed, on obtaining the Act, to proceed immediately to England, to see different friends, for the purpose of raising the necessary funds. Numerous small capitalists here and along the road intend investing their means in the shares, 20*l.* sterling or \$100 each; and the committee propose allotting such number as, with the proposed assistance of the Imperial Government, will effect its construction, with a branch to Fredericton, and a continuation of the line to Chedabucto Bay, whence the mail steam ships may sail weekly to Ireland, Milford Haven, or Liverpool. The company have had no intimation of the Act of the Provincial Legislature, sent home for the sanction of the Queen, being received, but the committee rely upon it in time for obtaining from the Legislature here the promised grant of the crown lands, for settlements along the road; and the committee hope to have that aid and assistance from the Imperial Govern-