

nection between Great Britain and the Provinces, and the relative positions of England and the United States, in the event of hostilities between them.

Is or is not the completion of the line of Railway between Halifax and Quebec essential, or at least of infinite importance, as enabling England to carry on by land, as well as by sea, a war with the only power in America which can assail her, as enabling her to protect a portion of her own dominions?

Should war with the United States of America break out during the present or any winter, how is England to cope with her adversary by land? How can she transport, a month hence, to the points of strategy in Canada, the necessary troops and material of war? and to what mortification and disaster may not her few soldiers, usually in garrison there, be subjected, for want of that aid which the Inter-Colonial Railway could bring them? Again, England has pledged herself, and, without a formal pledge, would doubtless strive that the whole force of the Empire should be put forth for the defence of the Provinces in the event of a foreign invasion, but how can that strength be put forth in Canada, without the means of reaching it in winter?

But while she may, by her navy, hold the American seaboard in terror, the American forces can enter Canada, and three millions of people will be left to cope with twenty millions in a war, in the cause of which they would have had no concern, and in the conduct of which they could have no voice.

A dispute in the China seas may involve the United States and England in war; and Canada, without this means of protection, will have to bear the brunt and suffering of it, without having provoked the difference, or being directly interested in the quarrel.

The undersigned must desire it to be understood, that the financial position of the Provinces does not enable them to hold out any hope that more than is herein proposed can be offered by the Provinces themselves. The heavy responsibilities for her Railway undertakings, now pressing upon her, have compelled Canada, in order to preserve her credit with her debenture holders, to impose import duties on a scale which has already raised discussion in England, and laid her under the imputation of having had resort to a system of commercial protection, when in fact she was simply straining her resources, to preserve her credit and good faith.

To her, therefore, as well as to the other Provinces, greater sacrifices are impossible.

As the selection of the route to be adopted has been confided by the Provinces to the British Government, and all local disputes in regard to it thus removed, the undersigned would urge the importance of making use of the coming winter to select and locate the line of Railway. And, if it were possible, to lay upon the ground some of the heavier material, most valuable time would also be gained.

The line can be completed in two summers, if the coming winter be used, and in such case the Railway may be completed by the fall of 1863.

Mr. Edward Watkin and Mr. Joseph Nelson, who were presented to Your Excellency last autumn,—the former representing the proprietors of the Grand Trunk Railway, and the latter having been the very zealous advocate of the Inter-Colonial Railway for several years past—were indefatigable in their efforts to aid us. They furnished much valuable information, opened the way to influential individuals and municipalities, and spared no pains to enable us to accomplish the objects of our mission.

As the Manchester school of politicians had been hitherto regarded as hostile or indifferent to Colonial interests, and as the Ministry rested to some extent upon the support of Lancashire, it was considered advisable to make an effort to change the current of public opinion in that very influential County. If this could be done, one difficulty would be removed out of the way of the Cabinet. If it could not, resting as it did upon so small a majority, the decision must be unfavorable. To carry Lancashire with us, was felt to be of vast importance: and, with this view, Mr. Tilley and myself, accompanied by Mr. Watkin, went down to Manchester, and spent ten

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