

line of Nova Scotia, with a branch to Fredericton, and also for a grant of three millions of acres of land of the Crown, as an aid towards it; and I lately received the reply of his Excellency's acting secretary, that it would be brought under the notice of the Legislature at its approaching session. The most talented party in the Provincial Government here wished me to proceed to Fredericton, and organize a committee there, to obtain an Act with the privileges sought, and consider it might be of immense benefit, but the other party withhold the means.

The serious convulsion in the money market in England would appear to bar any prospect of the work being commenced immediately the Act was obtained; but if New Brunswick would grant banking privileges for a given period on the stock paid up, it might be commenced, and work its way on at a comparatively small outlay. This, with the proposed assistance of the Imperial Government, would effect its construction from Bay Verte to River du Loup (110 miles below Quebec), which I would most strongly recommend to be first done, which would render Canada independent of the impositions of our republican neighbours, and the welfare of Canada depends more upon this railroad opening regular access to the Atlantic than is generally known in England. When my friends were most anxious to make investments here, during the administration of Sir Charles Bagot, money was abundant at two and a half per cent., and the difficulty was to get securities. Now my friend Mr. Buckley, the late M.P. for Newcastle, writes me, that so great a change has occurred that few in England will be disposed to invest here at the present. However, I trust to see them with the Act obtained; and if your Lordship shall consider that the sacrifices and exertions which I have made entitle me to more liberality than I have received,—for I have not had one fraction beyond promises,—it may be in your power to appoint me to a commission to effect these objects. Though the committee unanimously appointed me the secretary, it is merely honorary; and without naming this communication to them, a duty to myself impels me to address you, and hope to hear that these facts will be kindly considered by your Lordship.

Should it be Her Majesty's pleasure to appoint me a railway commissioner for British North America, and if what I have done meets the approval of the Imperial Government, with their sanction I would also apply this winter to the Provincial Legislature of Nova Scotia for a similar Act to the one obtained and promised to be amended here. And as there is a fine harbour at Bay Verte, ships arriving with destitute emigrants will more readily find employment there than here at the present; that is, at the mines, in the fisheries, and farm labour, with lumbering, instead of being, as they now are here, a burden upon the charitable.

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

I have, &c.  
(Signed) JOSIAH TIMMIS.

Enclosure 1 in No. 1.

Encl. 1 in No. 1.

COPY of APPLICATION made to his Excellency LORD METCALF.

Sir,

Montreal, November 20, 1844.

Agreeable to the suggestions which you were so kind as to make when I had the honour of seeing you yesterday, I will as briefly as possible commit to writing what I have before stated, that you may communicate it to his Excellency the Governor General, when leisure time, and his health will permit him to consider it. Several of my relations and friends in England being anxious to obtain good securities for investments of capital, and having experienced that turnpike roads and railroads, where judiciously laid out and economically made, yield most certain returns, as our Government at home are about to make a grand military road from the bend of the Peticondiac by the fortress at the Grand Falls of the River St. John, and thence to Quebec, I propose on their behalf to form a single line of railway, with the necessary occasional turn-out on one side of the same, and trust that his Excellency the Governor General will be pleased to sanction it, and recommend me to the Government at home to obtain an extra width of road to be laid out for the purpose, and that the proprietors or company may have the waste or wild land on both sides of the road for five miles each way, for allotments to settlers or investments, at the minimum price of any now on sale either in Canada or New Brunswick, and that the railroad may be continued on to Montreal, through the eastern townships, via Leeds and Melbourne, and also to Halifax, in order that the Liverpool and Halifax mails may be delivered to Quebec in twenty-four hours, and to Montreal in thirty hours (the result of