

project to head off the Atlantic and St. Lawrence Rail Road. The Provinces of Canada, New Brunswick and Nova Scotia united in an application for a survey, to the Home Government, which survey was ordered—commenced in 1845 or 1846, and finished in 1848.

The report of Maj. Robinson's survey was referred to the Railway Commissioners, and their report condemned the scheme as entirely destitute of commercial advantages — and they stated *that the Portland and Montreal Rail Road had such decided advantages as to preclude all hope of competition with it, for the trade of the St. Lawrence valley, by the Quebec and Halifax line.* Canada, Nova Scotia, and New Brunswick, however, united in offering to the Imperial Government a grant of land on each side the line, and an annual payment of £20,000 sterling each, or £60,000 sterling in all, towards paying the interest on the cost, if the Imperial Government should undertake to build it, for its own uses and purposes.

The Imperial Government, by their despatches of April 5, 1849, and June 19, 1850, refused to undertake the work upon the pledges previously given, and, in language of the resolutions of the Legislature of New Brunswick, of April 5, 1851, these refusals "induced the people of this Province to turn their attention to the accomplishment of undertakings, which it would be in their power to carry out, and which, from their prospect of more immediate remuneration, would hold out greater inducements to capitalists to embark therein."

They accordingly entered into engagements to build the European and North American Railway, and the St. Andrews and Woodstock Road.

At the time of the separation of the Portland Convention, the plan of the Halifax and Quebec Railway had been practically abandoned in all the Provinces.— Quebec had turned her attention toward building a line to Melbourne, connecting herself with Montreal on the one hand, and with the Atlantic Ocean and the Lower Provinces, on the other, by our line.

Mr. Howe went to England, as the delegate from Nova Scotia, to advocate the E. and N. A. Railway. His first communication on the subject does ample justice to the claims of our enterprise.

The British Government still declined to embark in the scheme. Mr. Howe turned his attention from the Government to the *people* of England. He delivered lectures on emigration and colonization, at Southampton and elsewhere, and was believed to have influenced the Irish members who favored an Irish Packet Station for America, to join in opposition to the Russell Ministry.

During the period when Lord Stanley was attempting to construct a Tory Cabinet, Mr. Howe received assurances favorable to the Halifax and Quebec line, from the Tory leader, and he gave up the European and Northern American Railway to become the advocate of the Imperial Railway.

Lord Stanley, the great tory leader, in the month of February last, came out in an elaborate speech in the House of Lords, in advocacy of the Halifax and Quebec line, on the grounds of colonization and colonial empire. He was supported in this by the late Whig Chancellor of the Exchequer, Spring Rice, now Lord Monteagle.

On the return of the Russell Ministry to place again, Mr. Howe succeeded in appealing to the fears of the ministry, and instead of carrying out the enlarged, liberal and philanthropic spirit which characterized his countrymen in the Portland Convention, he appealed to the ancient prejudices of England against the United States, and revived the recollection of the scenes of our former bloody wars. He was supported in this by the tory party in England, and the peaceful, international and philanthropic spirit of the Convention was changed by the interpretations of Mr. Howe into one of propagandism, by which the integrity of the empire was threatened.

In this spirit, the old cast off plan of the Halifax and Quebec line was revived,