

hold our own till reinforcements can be sent across the sea; while, without the Railway, if an attack were made in winter, the mother country could put no army worthy of the national honor, and adequate to the exigency, upon the Canadian frontier, without a positive waste of treasure, far greater than the principal of the sum, the interest of which she is asked to contribute, or rather to risk.

The British Government have built expensive Citadels at Halifax, Quebec, and Kingston, and have stores of munitions and warlike material in them. But their feeble garrisons will be inadequate for their defence unless the Provincial forces can be concentrated in and around them. An enterprising enemy would carry them by coups de main before they could be reinforced from England, and, once taken, the ports and roadsteads which they have been erected to defend, would not be over-safe for the naval armaments sent out too late for their relief.

Since this subject was pressed upon the attention of the British Government, in 1851, taking the very moderate military expenditure of last year as the basis of an estimate, £4,417,590 have been expended in the British Provinces for the maintenance of a few thousand troops in time of profound peace. Of what avail is this expenditure? With what object has it been incurred, or are similar disbursements to be continued, if the only work, which, during five months of the year, will furnish the means of securing the Provinces, is to be neglected? Why spend so much money, if it is to be of no use hereafter, and if proper precautions are not taken to protect the property which has been made thus valuable.

Therefore, we desire to strengthen our frontier by the completion of a work indispensable to its defence. It is not too much to say that the construction of the Inter-Colonial Railroad might save us the cost of a war; for the Americans are themselves sagacious enough to see, that with that work completed, surprise is impossible, and the results of a protracted war at least extremely doubtful. Without it, Canada and the Maritime Provinces may be cut asunder, and outflanked at any moment, without the possibility of their population leaning upon common points of support and aiding and strengthening each other. We are reluctant to believe, then, that Her Majesty's Government will forget the opinion expressed by Lord Durham in his report, or will, even if disposed to construe strictly the terms of the offer made in 1851 by Lord Grey, overlook the momentous interests now at stake, or the altered circumstances which, at the present moment, invest this subject with so much of national interest and importance.

Though the undersigned argue this question upon higher grounds than those of mere finance, they repeat that they are not indifferent to the financial aspect of it.

The colonies, unaided, have themselves, since 1851, already made nearly one-half of the Railway route, and the construction of about 350 miles more, by the joint action of the Imperial and Colonial Governments, will complete the Inter-Colonial Railway. Our Governments and people, having done so much already, now propose to contribute more than one-half of the liability of what remains, and thus to be responsible for £60,000 a-year, and also for the right of way. The mother country is now asked to give £60,000 a-year so long only as the revenue of the Railway is inadequate to meet the interest.

What is she to get or to save? is not, however, an unreasonable question. We will endeavor to supply an answer.

The British Government now pay to two lines of steamers, one of which carries the mails and passengers past the British Provinces, £189,500. Make the Inter-Colonial Railroad, and there cannot be the slightest pretence, under any circumstances, for continuing these subsidies beyond the port of Halifax, and the subsidy ought then not to exceed £112,000, the amount of postage now actually received.

If the contract for the Galway line is renewed, the subsidy should only cover the sea-service, from the nearest point in Ireland to the nearest port on the Continent of America. It is a mistake to suppose that subsidies are required to maintain communications between the maritime Provinces and the United States. Steamers run all summer from Halifax and St. John to Portland and

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