

✓ Saving in transmission of Troops and munition of War, at least	£10,000 0 0
	£70,000 0 0
✓ To which may be added the sum which would be paid by the United States Government for the transmission of their Mails by the Railway, at least as much as is now paid by the British Government.....	25,000 0 0
	£95,000 0 0

On financial grounds we therefore do not hesitate to state our conviction that a large reduction may be effected in existing charges upon the British Revenue,—while at the same time, the other and more important Imperial political objects will be attained.

We have now fully stated our views on this important subject, and it only remains for us to express our hope that if Her Majesty's Government are desirous of extending their aid, they may be pleased to advise us of their views; and should they not be prepared to adopt the precise scheme submitted by us, that they will be pleased to inform us of the mode by which they consider the object can be attained more consistently with the interests of the Imperial Government.

We may add that if it should be more consistent with your views to grant aid to this proposed Railway by way of subsidy for the services herein before enumerated, instead of an absolute grant of money, it would equally meet the expectations and desires of the several Colonies.

We have the honor to be, &c.

(Signed)	G. E. CARTIER,	}	Canada.
	JNO. ROSS,		
	A. D. GALT,		
	CHARLES FISHER,	}	New Brunswick.
	A. J. SMITH,		
	CHARLES TUPPER,	}	Nova Scotia.
	W. A. HENRY,		
	R. B. DICKEY,		

The Right Honorable B. D'ISRAELI, Chancellor of the Exchequer, &c. &c. &c.

London, 2d December, 1858.

SIR,—

In the interview with which the New Brunswick Delegates and myself were to-day honored, you kindly intimated that I should submit in writing the views briefly indicated by me, in reference to the financial bearings of the pending application for Imperial aid to the Halifax and Quebec Railway.

Referring to our joint communication to the Chancellor of the Exchequer on this part of the subject, I submit that our estimates of the savings to be effected to the Treasury, by the proposed line of Railway, have been carefully kept within the mark. For example, the reduction of expense in moving troops and stores can hardly be measured by the mere difference of water transit, for it must be borne in mind that during half the year there is, at present, no means *whatever* of conducting these operations, and there is high authority for assuming that with the increased facilities which this line would afford of concentrating troops upon any given point, an additional saving of two or three regiments might be made in the force employed in British North America. So long ago as December, 1848, the Earl of Elgin, then Governor-General