

so immediately concerned. The same considerations may with equal propriety be supposed to influence the Representatives of all the counties *East of Pictou* with the exception of Mr. McKeown who as a member of Government might probably support such a measure rather than relinquish the position he now holds as an Executive Councillor. Now suppose all the Representatives of the counties immediately interested, viz. Halifax, Hants, Colechester, Cumberland and Pictou, were unanimous in support of the Government measure, and we know, that G. R. Young, Esq. while a member of the Government, always regarded the mode of building the Railway an open question, thereby intimating his dissent to such a policy. Now, the whole of the Representatives of those counties only number nineteen—thus lacking seven of a bare majority. Suppose that the Government on the other hand succeed in appeasing the local fears and interests of the distant counties, and carried their project through the legislature by taxing the counties through which the Railway passes to the extent of the probable drain upon the treasury and thereby relieve the distant counties from the apprehensions just mentioned. Is it very probable that the counties would lamely submit to direct taxation, for any purpose whatever, no matter how beneficial to themselves or likely to promote the general good, if they have no hand in the construction nor any voice in its future management? Certainly not. On the contrary they would regard such an act as of an arbitrary character, and would resist it. Every manly feeling of their nature and every faculty they possess would be brought to bear against a Government, that would take their means by the mere force of legal power, and shut them out by the same authority from participating in the profit that is to accrue from the expenditure of the means thus obtained, or exercise any influence on the supervision of the work as it progresses, or its economical management after it is in operation. The very idea of such power being conceded to a Government by a majority of the Legislature is repugnant to every constitutional view of responsible government, and would necessarily result in withdrawing from the Railway the cordial and unanimous co-operation of the whole people. This essential element to its success can only be obtained by combining the interest of the distant counties, through the medium of the treasury, with that of the counties most immediately to be benefitted, by giving each and all an interest in the prosperity, construction, and management, equal to the liabilities incurred, as proposed in my first communication. Such a policy is in general operation in Canada, where all the counties are incorporated with the most gratifying success. In a late number of the *Colonist* you have informed us, that the county municipalities (corporations) between London and Hamilton, (Canada West,) have taken stock in a Railway

now being constructed between those two places, a distance of 80 miles, to the extent of £200,000.

Many of your readers are not aware, perhaps, that the Government of Canada has adopted as its policy to take one half of the stock of ALL the Railways constructed within its jurisdiction.—The Legislature necessarily having the discretion of granting charters *only* to such lines as may appear to be a judicious appropriation of the public funds and private capital. Thus commanding the united action of the Government and the enterprise of the people on all lines that are likely to be remunerative and open the resources of the country. These were the important elements wanting in the Windsor Railway, which materially prevented capitalists from embarking in the enterprise, and which rendered the policy of the Government, with respect to that undertaking, very objectionable, by selecting a line in the first instance which would for many years be a heavy drag upon the public revenue. The case will be very different after the resources of the country are developed to some extent by the "European and American Railway." The Windsor Line will then be a proper, because a paying undertaking, and is sure to follow as soon as the other is completed, perhaps before.

Advantage no doubt will be taken of the Eastern line as far as the Grand Lake, (15 miles) to connect Halifax and Windsor by much easier gradients than the line surveyed by Mr. Wightman.

But there are other grave objections of a political nature which can be urged against the Government having the sole construction and management of such an undertaking, which must have great weight in the estimation of every one who values the proper working of Responsible Government, without those influences which patronage necessarily brings to bear against the freedom of elections, and the consequent extravagance and corruption invariably arising from uncontrolled large expenditures of the public funds. These objections are so clearly to my mind set forth in the *British American*, of the 20th September last, that I copy them *verbatim*, and adopt them as my own opinions, without any limitation or qualification:—

#### THE COLCHESTER RAILWAY CIRCULAR.

The more we examine the scheme published by the Committee of "Ways and Means" in Colchester, the more are we convinced that they did hit the best plan yet to build the "European and North American Railway," and we see no reason why it might not be equally applicable to New Brunswick as Nova Scotia. We shall be greatly disappointed if the British Government do not at once accede to the request, said to be made by the Government of this Province, viz.—that the Lords of the Treasury at the recommendation of the Colonial Office, endorse the Bonds of this Colony for the sum necessary to build the Road from Halifax to the border of New Brunswick—say £800,000 stg. or one million currency. This loan being effected, the Colchester scheme could at once be carried into effect with the utmost advantage.