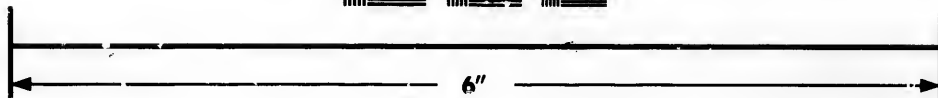
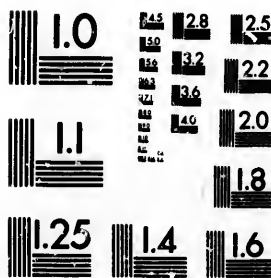


# IMAGE EVALUATION TEST TARGET (MT-3)



Photographic  
Sciences  
Corporation

23 WEST MAIN STREET  
WEBSTER, N.Y. 14580  
(716) 872-4503

**CIHM/ICMH  
Microfiche  
Series.**

**CIHM/ICMH  
Collection de  
microfiches.**



**Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques**

**© 1984**

# Technical and Bibliographic Notes/Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

- ☐ Coloured covers/  
Couverture de couleur
- ☐ Covers damaged/  
Couverture endommagée
- ☐ Covers restored and/or laminated/  
Couverture restaurée et/ou pelliculée
- ☐ Cover title missing/  
Le titre de couverture manque
- ☒ Coloured maps/  
Cartes géographiques en couleur
- ☐ Coloured ink (i.e. other than blue or black)/  
Encre de couleur (i.e. autre que bleue ou noire)
- ☐ Coloured plates and/or illustrations/  
Planches et/ou illustrations en couleur
- ☐ Bound with other material/  
Relié avec d'autres documents
- ☐ Tight binding may cause shadows or distortion  
along interior margin/  
La reliure serrée peut causer de l'ombre ou de la  
distortion le long de la marge intérieure
- ☐ Blank leaves added during restoration may  
appear within the text. Whenever possible, these  
have been omitted from filming/  
Il se peut que certaines pages blanches ajoutées  
lors d'une restauration apparaissent dans le texte,  
mais, lorsque cela était possible, ces pages n'ont  
pas été filmées.
- ☐ Additional comments:/  
Commentaires supplémentaires:

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- ☐ Coloured pages/  
Pages de couleur
- ☐ Pages damaged/  
Pages endommagées
- ☒ Pages restored and/or laminated/  
Pages restaurées et/ou pelliculées
- ☒ Pages discoloured, stained or foxed/  
Pages décolorées, tachetées ou piquées
- ☐ Pages detached/  
Pages détachées
- ☒ Showthrough/  
Transparence
- ☐ Quality of prin. varies/  
Qualité inégale de l'impression
- ☐ Includes supplementary material/  
Comprend du matériel supplémentaire
- ☐ Only edition available/  
Seule édition disponible
- ☐ Pages wholly or partially obscured by errata  
slips, tissues, etc., have been refilmed to  
ensure the best possible image/  
Les pages totalement ou partiellement  
obscurcies par un feuillet d'errata, une pelure,  
etc., ont été filmées à nouveau de façon à  
obtenir la meilleure image possible.

This item is filmed at the reduction ratio checked below/  
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	12X	14X	16X	18X	20X	22X	24X	26X	28X	30X	32X
						✓					

The copy filmed here has been reproduced thanks to the generosity of:

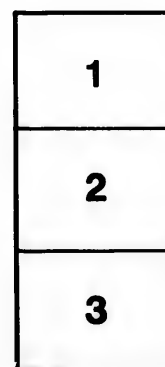
Library of the Public  
Archives of Canada

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol  $\rightarrow$  (meaning "CONTINUED"), or the symbol  $\nabla$  (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

La bibliothèque des Archives  
publiques du Canada

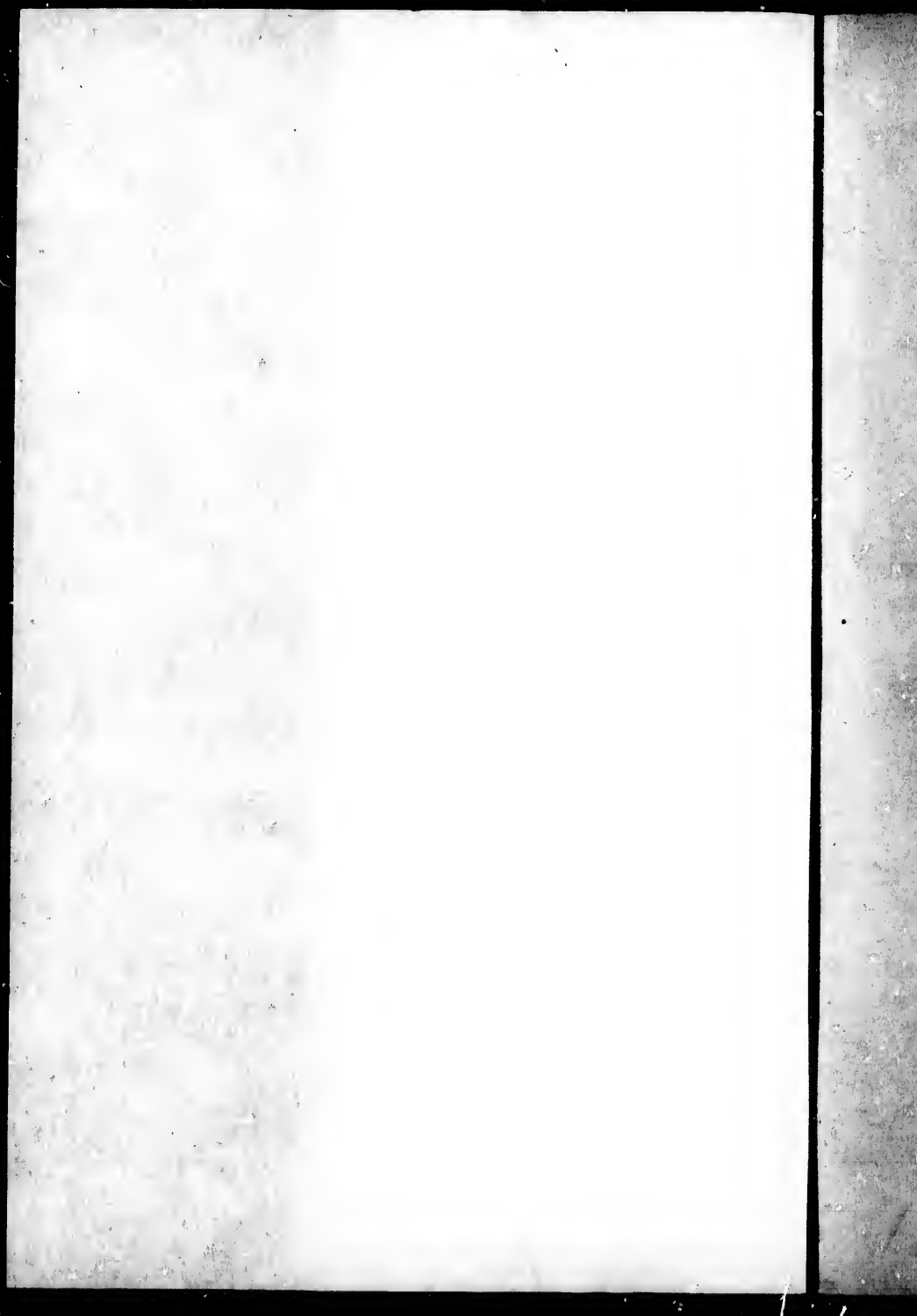
Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole  $\rightarrow$  signifie "A SUIVRE", le symbole  $\nabla$  signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.





ON THE  
POLITICAL & COMMERCIAL IMPORTANCE  
OF COMPLETING THE  
LINE OF RAILWAY  
FROM  
HALIFAX TO QUEBEC.

BY  
JOSEPH NELSON.

---

TO WHICH IS ADDED,  
OFFICIAL CORRESPONDENCE, PROCEEDINGS AT DEPUTATIONS TO  
HER MAJESTY'S GOVERNMENT, AND COPIES OF MEMORIALS  
TO THE IMPERIAL GOVERNMENT.

WITH A MAP.

LONDON:  
WILLIAM PENNY, 57, LINCOLN'S-INN FIELDS.

1860.

1-2874

IN

Ex

Ex

Di

Ex

Lo

Lo

Ex

Ad

San

San

Fu

Ex

Lo

# CONTENTS.

---

INTRODUCTION .....	1
Extract from Lord Durham's Report, recommending the construction of a Railway from Halifax to Quebec, dated 31st, January, 1839 .....	7
Extract from Major Robinson's Report on the Survey for a Railway, August 31, 1848 .....	8
Ditto, Captain Henderson's Report .....	11
Extract from further Report of Major Robinson, March 30, 1849 .....	12
Lord Grey's Despatch, conveying Report to Lord Elgin, 17th November, 1848 .....	12
Lord Elgin's Reply, 20th December, 1848 .....	13
Extract from Resolutions of New Brunswick Legislature, 6th January, 1849 .....	14
Address to Her Majesty from the New Brunswick Legislature, granting £20,000 a-year and 10 miles of all the ungranted lands on either side of the line in aid of its construction, 31st March, 1849 .....	15
Same from Nova Scotia, 31st March, 1849 .....	15
Same from Canada, 30th May, 1849 .....	16
Further address to Her Majesty from the New Brunswick Legislature, 25th April, 1850 .....	16
Extract from Mr. Howe's Letter to Lord Grey, 25th November, 1850 .....	17
Lord Derby's Speech in the House of Lords, 14th February, 1851 .....	17

# CONTENTS.

Letter from Mr. Hawes to Mr. Howe pledging the Imperial Guarantee to the Railway, 10th March, 1851.....	23
Extract from Lord Grey's Despatch to Lord Elgin on the fiscal relations between Canada and the Imperial Government, 14th March, 1851.....	25
Lord Grey's Despatch to Lord Elgin confirming the pledge given in Mr. Hawes's Letter to Mr. Howe, 14th March, 1851 .....	26
Opinion of Lord Cathcart on the importance of the Railway, 31st March, 1851 .....	28
Ditto of Lord Grey, 12th June, 1851 .....	29
Extract from Mr. Hincke's Letter to Sir John Pakington, Colonial Secretary, 31st March, 1852 .....	29
Extract from Sir John Pakington's Despatch to Lord Elgin confirming the pledge given by Lord Grey, 20th March, 20th May, 1852.....	30
Letter of Mr. Macdonald, the "Premier" of Canada, to the Provincial Secretary, reporting the result of the Mission to the Imperial Government, 1st February, 1858.....	31
Memorandum addressed by the Delegates to the Imperial Government, October, 1857 .....	31
Extract from Captain Galton's Report on the Railways of Canada and the United States, 8th December, 1856 .....	35
Extract from "Martin's British Colonies" on the ports and harbours of Nova Scotia and New Brunswick .....	35
Address to Her Majesty from the Legislature of Nova Scotia, 1st May, 1858 .....	36
Same from Canada, 16th August, 1858 .....	36
Report of Meeting at the "Thatched House Tavern," London, 5th June, 1858 .....	37
Report of Deputation to the Colonial Secretary, Sir E. Bulwer Lytton, 14th June, 1858 .....	46
Report of Deputation to the Chancellor of the Exchequer, Mr. Disraeli, 15th June, 1858 .....	51
Extract from Lord Bury's Report of his Mission to British North America, 4th February, 1859.....	55

# CONTENTS.

Letter of Delegates from Canada, New Brunswick, and Nova Scotia to the Colonial Secretary, 26th October, 1858.....	55
Ditto to the Chancellor of the Exchequer, 13th November, 1858	58
Liverpool Petition to Parliament .....	60
Glasgow ditto .....	64
Bristol ditto .....	67
London ditto .....	71
Manchester ditto .....	74
Letter from H.R.H. the Duke of Kent to the late Chief Justice Sewell, on the Union of the British North-American Provinces, 30th November, 1814 .....	76
Map of Canada, with Part of New Brunswick and Nova Scotia, showing the Halifax and Quebec line of Railway and its connection with the Grand Trunk and other Canadian Railways.	



ON THE  
POLITICAL AND COMMERCIAL IMPORTANCE  
OF COMPLETING THE  
LINE OF RAILWAY  
FROM  
HALIFAX TO QUEBEC.

---

BRITISH North America still forms one-eighth of the habitable globe, it measures about 4,000,000 square miles, its internal navigation is unparalleled in the world, it has an extremely fertile soil, inexhaustible forests of the finest timber, immense mineral resources of coal and iron—the coal area of Nova Scotia and New Brunswick equalling in extent and richness that of the whole of Europe,—the wealth of all the fisheries upon a sea coast of 5,000 miles, blessed with a bracing and healthy climate; in fact, its natural advantages and resources are sufficient to make it an empire equal to Russia. But when we consider that for six months of the year we are solely dependent on the United States for our intercommunication with this immense portion of our colonial empire, it behoves us to provide a remedy if possible.

In the provinces of Nova Scotia and New Brunswick we have harbours for capacity and safety unequalled; but these ports have no connection with the interior of Canada by railway, and the consequence is that the passengers, mails, and merchandise, have to pass through the United States; but once reach Canada, and we have the finest system of railways in America.

Halifax, in Nova Scotia, is the finest harbour on the continent of America, and always open; it is 547 miles nearer to Europe than New York is, and 400 miles nearer than any other open port on the continent of North America. Halifax is nearer to Canada and the Saint Lawrence navigation than New York is; Saint John's, New Brunswick, is on a par as to distance to Canada with Portland, and 100 miles nearer than Boston.

Halifax is England's naval station in the Atlantic Ocean; it is also the packet station of the British and North-American



Mail Service; and, on the expiration of the contract with the West-India Royal Mail Steam Packet Company, Her Majesty's Government have expressed their intention to make the West-India and Pacific mail service an offshoot from the British and North-American at Halifax.

Halifax is on the direct line from Liverpool to New York. It is two-thirds of the distance from England to the West Indies, and only 180 miles out of the direct course to Jamaica. It is as near from Liverpool, *via* Halifax, to Havannah and the Gulf Ports, as from Southampton, *via* St. Thomas, to those places.

To connect Halifax with the interior of British North America originated with Lord Melbourne's administration on the establishment of Transatlantic Steam Navigation in 1838, and the construction of a railway was strongly recommended by Lord Durham in his celebrated report on Canada. Lord Melbourne's Government, however, went out of office without making much progress in the matter. Sir Robert Peel's administration, which followed, first had the route surveyed for a military road; and, subsequently, in 1846, Mr. Gladstone, the then Colonial Secretary, organized a survey for a railroad. This survey was completed during the administration of Lord John Russell, which followed. The survey and report thereon were so favourable to the project that the Government, in a despatch to the Governor-General of British North America, dated the 14th March, 1851, pledged themselves to recommend Parliament to guarantee a minimum rate of interest on the capital necessary for its construction, or to advance the money from the British treasury: before arrangements could be completed the Ministry went out of office. Lord Derby's administration succeeded them, and although they renewed the pledge of their predecessors, a delay arose upon a question of route, they also resigned before final arrangements were made. Lord Aberdeen's Government succeeded them, and the Duke of Newcastle, then Colonial Secretary, in conjunction with the Colonial Governments, were arranging the terms on which it should be submitted to Parliament, when the Russian war brought the matter again to a stand-still.

Seeing the great pressure at that time upon the resources of the Home Government, the Colonial Governments set to work, and from their own unaided resources made 284 miles of the line, relying upon the Imperial Government fulfilling their repeated pledges at a more convenient period.

Canada, in addition to making 114 miles of the Halifax and Quebec line, also made upwards of 2,000 miles of railway westward of Quebec, after the date of the despatch before

alluded to; but there is a limit to Colonial resources, and Canada and her sister provinces of Nova Scotia and New Brunswick found they had gone to the verge of prudence in extending their resources to carry out railway communication, and that it was utterly impossible for them to complete the Halifax and Quebec line without imperial aid. And they therefore renewed their application to the Imperial Government; but the Indian mutiny prevented the Government from complying with their request.

Canada, New Brunswick, and Nova Scotia had some years before, in accordance with an invitation from the Imperial Government, passed acts of Parliament granting to "Her Majesty £60,000 a year and all the ungranted lands within ten miles on either side of the line, and a free right of way through all private property, providing Her Majesty's Government would by themselves, or through the instrumentality of a private company, make the railway."

Notwithstanding the portion which the British North-American provinces had already made, they, in their last application to the Imperial Government, expressed their willingness still to carry out these enactments so as to secure its completion.

In the summer of 1858, a number of gentlemen enjoying the confidence of the British North-American Colonies met together in London and expressed their willingness to form a company for raising the capital to complete the railway, providing the Imperial Government would grant them such aid as would insure a moderate rate of interest on the capital. They comprise amongst others, Sir Samuel Cunard, G. G. Glyn, M.P., Mr. Justice Haliburton, M.P., Sir Allan Macnab, Bart., Hon. Chas. Fitzwilliam, M.P., Viscount Bury, M.P., Hon. John Vivian, and W. H. Schneider, M.P.

They entered into negotiations with Lord Derby's government, and received an assurance from them of their anxious desire to see the undertaking completed, and that providing the British North-American Provinces still manifested the same anxious desire, there would not be much difficulty in securing the co-operation of Parliament. Acting upon this, they sent out a Commissioner to British North-America (Lord Bury) to ascertain the feelings of the people on the subject, and simultaneously with his departure delegates from the Governments of Canada, New Brunswick, and Nova Scotia arrived in this country to confer with the Imperial administration.

These delegates, which comprised the leading men of the Governments of the three provinces, expressed their views in

joint letters to the Colonial Secretary, Sir E. Bulwer-Lytton, and the Chancellor of the Exchequer, Mr. Disraeli.

To the first-named minister they stated their belief, that its immediate construction was essential to the preservation and integrity of the British Empire in North America; and to the second, their conviction (without reference to its imperial political objects) that its completion would effect a great reduction in the existing charges upon the British revenue.

Lord Bury returned, and reported the result of his mission, which expressed the same anxious desire of the people of British North America to see the work accomplished; but Parliament was dissolved immediately afterwards, and no further progress could be made.

One of the reasons given for reconciling the people of British North America to the changes in the commercial policy of the empire at a former period was the pledge of Imperial assistance to complete this railway; that pledge has not yet been fulfilled, but further changes have recently been made in the commercial policy of the empire, by which the last vestige of protection which British North America enjoyed has been swept away; would it not, therefore, be an act of graceful justice for the Imperial Government to fulfil her pledges to the very limited extent which is now required as compared with former periods?

British North America has fulfilled every pledge which she has given to the Imperial Government; she has, in addition to providing £20,000 a year towards the military expenses of the Colony, also raised a sufficient Militia and Volunteer Force, for the preservation of the country in times of peace; and were this line of railroad completed, nearly the whole of the Imperial Military Expenditure of British North America, amounting to £420,000 a year, might be saved, as it would render Canada accessible within ten days at all seasons, which at the present time, in a military point of view, is excluded from communication with the mother country for half the year.

We have had many forcible illustrations of this want of communication. During the Canadian rebellion, when Canada was invaded by an armed force from the neighbouring Republic, it was necessary to send the troops then in the lower Provinces to the assistance of Canada: they had to make their way in snow shoes through the forest, in the midst of a Canadian winter; and although they did so with success, they underwent the greatest hardships, and it was considered the most marvellous march on record. Again, when the Collins' line of Steamers were established, the United States Government required all letters passing to or through the United States from the United

Kingdom to be sent by their ships, or that they should receive half the postage; and when the British Government refused, they gave notice to terminate the postal treaty by which we are allowed to send our mails through the United States to Canada. The consequence was that we were compelled to make the best terms we could, and we now pay the United States twopence upon every letter and one half-penny upon every newspaper which go by our own subsidized steamers to the United States, and no book post is allowed except at letter rates.

During the Crimean war we had a large army and an immense store of war material in Canada, which we wanted to send to the Crimea; but it was winter, we had no access to the sea through our own territory, and the United States Government would not allow them to pass through theirs.

Turning to the Commercial question, the aggregate of the trade between Canada, New Brunswick, and Nova Scotia, amounts to only £500,000 a year, whilst the trade between these provinces and the United States is ten millions sterling, and yet the main articles of import from the United States into Canada consist of British manufactures, and the produce of our West-India Colonies, which could be supplied from the United Kingdom and the West Indies direct, through the ports of Nova Scotia and New Brunswick, at a much cheaper rate and more expeditiously, were this line of railway completed.

The main articles of export from the United States into Nova Scotia and New Brunswick, consist of Canadian breadstuffs, which would reach these provinces by the St. Lawrence navigation and this railway at about one-tenth of the present cost of freight *via* the United States. Again: the main articles of export from Canada to the United States consist of breadstuffs and timber, which pass only through the United States for shipment to the United Kingdom, our West India Colonies, and the lower Provinces. During 1857 there was exported from Canada to the United States about one million qrs. of wheat; the same year there was imported into the United Kingdom from the United States 600,000 qrs., but 40,000 qrs., only came in British ships. Immediately before the State of Maine had railways to the Canadian frontier, the registered tonnage of shipping in that State and the province of New Brunswick was equal; now the State of Maine is about 600,000 to 150,000 in New Brunswick.

The non-completion of this line of railway has fulfilled Lord Derby's prediction in his celebrated speech in the House of Lords on the 14th February, 1851. It has given the carrying trade of British North America almost entirely to the United States.

*The completion of the Halifax and Quebec Railway would accomplish one most desirable object, and that is, on all the subsidized steamers calling at Halifax it would turn what now acts as a bonus in favour of the ports and railways of the United States into a bonus in favour of the ports and railways of British North America. The whole of the passengers, mails and merchandise would be intercepted at Halifax; and by being landed there would reach their destination, throughout the whole of Canada and the Western States, in two days' shorter time than by any other route, and the same acceleration would apply to their embarking via Halifax for Europe.*

There would be one uninterrupted line of railway from Halifax to Lake Huron, 1,400 miles, entirely through British territory, in the hands of two companies, which could be worked by one rolling stock.

The length of line remaining to be completed is about 350 miles; the estimate for its construction and equipment is £3,000,000. In addition to the grants of £60,000 and Crown lands, by the three provinces, Her Majesty's Government are asked to give a further sum of £60,000 a year for the conveyance of the mails, military stores and troops, making £120,000 a year, to be paid by the Imperial Government to the Company, equivalent to 4 per cent. per annum on the estimated capital.

No portion of our Colonial Empire has shown such noble and chivalrous devotion to the mother country as British North America; in the hour of need she raised an army, and sent them to our assistance, although we had on a previous occasion rather superciliously rejected her proffered aid; she also claimed to contribute her share towards providing for the relief of the widows and orphans of those brave men who had fallen in the service of their country, and whilst fighting for the liberties of Europe.

Canada is the only colony of the empire that has organized an efficient militia, paid and provided for out of the Colonial treasury. This was done in accordance with an express contract that the Imperial Government would assist her in making the Halifax and Quebec Railway, as stated in Lord Grey's despatch of the 14th March, 1851. Canada has fulfilled every engagement on her part, the last vestige of protection has been taken away from British North America almost without a murmur. Never let it be said that we met her with broken pledges. The *personnel* of the Government may change, but the good faith and honour of the Mother Country to her Colonies must remain immutable.

EPITOME OF PROCEEDINGS *taken by the Imperial  
and Colonial Governments, &c. &c., to carry  
out this UNDERTAKING.*

---

ON the establishment of Transatlantic Steam Navigation by the Imperial Government they directed Lord Durham (then in Canada) to turn his attention to the formation of a road between Halifax and Quebec. Lord Durham recommended the construction of a railway; see his Report on Canada, pages , presented to Parliament.

Extracts from Lord Durham's Report:—

" In a despatch which arrived in Canada after my departure, the Secretary of State informed me of the determination of your Majesty's Government to establish a steam communication between Great Britain and Halifax; and instructed me to turn my attention to the formation of a road between that port and Quebec. It would indeed have given me sincere satisfaction, had I remained in the province, to promote, by any means in my power, so highly desirable an object; and the removal of the usual restrictions on my authority as Governor-General having given me the means of effectually acting in concert with the various Provincial Governments, I might have been able to make some progress in the work. But I cannot point out more strikingly the evils of the present want of a general government for these provinces, than by adverting to the difficulty which would practically occur, under the previous and present arrangements of both executive and legislative authorities in the various provinces, in attempting to carry such a plan into effect. For the various colonies have no more means of concerting such common works with each other, than with the neighbouring States of the Union. They stand to one another in the position of foreign states, and of foreign states without diplomatic relations. The Governors may correspond with each other; the legislators may enact laws, carrying the common purposes into effect in their respective jurisdictions; but there is no means by which the various details may speedily and satisfactorily be settled with the concurrence of the different parties. And, in this instance, it must be recollected that the communication and the final settlement would have to be made between, not two, but several of the provinces. The road would run through three of them; and Upper Canada, into which it would not enter, would, in fact, be more interested in the completion of such a work than any even of the provinces through which it would pass. *The colonies, indeed, have no common centre in which the arrangement could be made, except in the Colonial Office at home; and the details of such a plan would have to be discussed just where the interest of all parties would have the least means of being fairly and fully represented, and where the minute local knowledge necessary for such a matter would be least likely to be found.*

" The completion of any satisfactory communication between Halifax and Quebec would in fact produce relations between these provinces that would render a general union absolutely necessary. *Several surveys have proved that a railway would be perfectly practicable the whole way.* Indeed, in North America, the expense and difficulty of making a railway bears by no means the excessive proportion to those of a common road that it does in Europe. It appears to be a general opinion in the United States, that the severe snows and



frosts of that continent very slightly impede, and do not prevent, the travelling on railroads; and if I am rightly informed, the Utica Railroad, in the northern part of the State of New York, is used throughout the winter. If this opinion be correct, the formation of a railroad from Halifax to Quebec would entirely avoid some of the leading characteristics of the Canadas. *Instead of being shut out from all direct intercourse with England during half of the year, they would possess a far more certain and speedy communication throughout the winter than they now possess in summer. The passage from Ireland to Quebec would be a matter of ten or twelve days, and Halifax would be the great port by which a large portion of the trade and all the conveyance of passengers to the whole of British North America would be carried on.*

During Sir Robert Peel's Administration, in 1843, they caused a survey for a military road to be made by Sir James Alexander and Colonel Simmonds, but when nearly complete it was abandoned by the Imperial Government in favour of a railroad. (See Sir James Alexander's Arcadia.)

In 1846 Mr. Gladstone, then Colonial Secretary, organized a survey for the railroad at the joint expense of Canada, New Brunswick, and Nova Scotia, and the Imperial Government.

In February, 1849, the survey and report of Major Robinson and Captain Henderson, of the Royal Engineers, was presented to Parliament.

Extracts from that Report :—

"The state of Massachusetts affords the best materials for accurate information as to the cost of railways in the United States.

"The average cost per mile of 830 miles has been £7,950 sterling.

"The climate and nature of the country bears a strong resemblance to that through which the Halifax and Quebec Line will pass, and in this respect the analogy of the two cases is extremely favourable.

"On some of the lines upwards of £15 per ton for rails have been paid. In England rails can now be bought at £8 or £9 a ton.

"The advantage which Halifax and Quebec will possess over the lines in Massachusetts in respect of iron alone, may be calculated at £500 per mile.

"When these lines were constructed, also, the demand for labour was extremely great, and wages much higher than in the present day.

"The Halifax and Quebec Line will have also many advantages which the American lines have not.

"The land for the greater portion will not have to be purchased; timber and stone will be had nearly along the whole line for cutting and quarrying.

"Halifax may be considered the nearest great seaport to England.

"The mails, troops, munitions of war, commissariat supplies, and all public stores, would naturally pass by it, as the safest, speediest, and cheapest means of conveyance.

"If a straight line be drawn from Cape Clear, in Ireland, to New York, it will cut through a pass close to Halifax: the latter, therefore, is the direct route; and as the sea-voyage across the Atlantic to New York may be shortened by three days nearly in steamers, it is not improbable that, on that account, when the branch railroad to St. John's is completed, and other lines to connect it with the United States, the whole or greater portion of the passenger traffic between the Old and New World would pass through Halifax, and over a great section of the proposed railway.

"But the great object for the railway to attain, and which, if it should be able

to accomplish, its capability to pay the interest on the capital expended would be undoubted, is to supersede the long and dangerous passage to Quebec by the Gulf of St. Lawrence.

"To make two voyages in the year, vessels are obliged to leave England earlier, and encounter the dangers of the ice in the gulf much sooner, than it is safe and prudent for them to do. The loss of life and property which has occurred from this cause has been enormous. It cannot be ascertained, but probably it would have more than paid for the railway.

"An opinion, however, may be formed of it from the rates of insurance, which in the spring and autumn are as high as 10 per cent.—a much higher rate than to any other part of the world. For six months of the year, then, the St. Lawrence would cease to be a competitor with the railway, and large quantities of produce would be certain to be forwarded by it. For the other six months of the year it would have also the following strong claims to preference: rapidity of transport, the saving of heavy insurance, and cheaper rate of freight from Halifax. Vessels engaged in the Canadian trade would make three voyages to Halifax for two to Quebec.

"The trade which is now crowded into six months, to the great inconvenience of every one concerned, rendering large stocks necessary to be kept in hand, would be diffused equally over the whole year. It is most probable that these advantages will be found so great that only the bulky and weighty articles of commerce, such as the very heavy timber and a few other goods, will continue to be sent round by the Gulf of St. Lawrence.

"The enterprise is of general interest, it concerns the prosperity and welfare of the three provinces, and the honour as well as the interests of the whole British empire may be affected by it. It is the one great means by which alone the power of the mother country can be brought to bear on this side of the Atlantic, and restore the balance of power, fast turning to the side of the United States. Every new line of railway adds to their power, enabling them to concentrate their forces almost wherever they please; and by the lines, of which there are already some, and there will soon be more, reaching to their northern frontier, they can choose at their own time any point of attack on their long extending Canadian frontier, and direct their whole strength against it. The provinces, therefore, and the empire, having such interest in the formation of the Halifax and Quebec Line, it should be undertaken by them in common as a great public work for the public weal.

"The ordinary price for an acre of wild, uncleared land is about 2s. 6d. to 3s. per acre; but where public roads are made through them, the value immediately increases, and it will not be considered an extravagant estimate to suppose that the land along it or in the immediate vicinity of the railway will be worth £1 per acre.

"But to look at this great work only as a commercial speculation and yielding merely interest for the expenditure incurred, would be to take a very limited view of the objects it is capable of claiming.

"In the United States they are well aware of the increased value which internal improvements and communications give to property of every kind.

"In those countries, works have been undertaken for that object alone, not for the mere return which the work, whether railway, road, or canal, would make of itself. The indebtedness of the several states has been incurred almost entirely in making great internal improvements: and in the boldness and unhesitating way in which they have incurred debts and responsibilities for the purpose of developing their resources may be seen the secret of their unrivalled prosperity.

"The state is in debt, but its inhabitants have been enriched beyond all proportion. Most unfavourable comparisons are made by travellers who visit the British provinces and the United States; and some have gone as far as to state, that travelling along where the boundary is a mere conventional line, they could at once tell whether they were in the States or not.

"The creative or productive power of canals, railways, &c., may be traced in the history and progress of New York. The Erie Canal was commenced in 1817, and completed in 1825, and cost £1,400,000 sterling. The canal was found so inadequate to the traffic, that, between the years 1825 and 1835, a



further sum of £2,700,000 was expended in enlarging it. And on the 1st of July, 1836, there had accumulated in the hands of the commissioners an amount sufficient to extinguish the whole of the standing debt incurred in its construction.

"For the States of New York:—

"In 1817, the official value of real and personal property was .. £63,368,000

"In 1835, the official value of real and personal property was .. £110,120,000;

or, an increase of nearly £47,000,000 sterling in the value of property, attributed chiefly, if not entirely, to the formation of the canals.

"It is not too much to say, that between the Bay of Fundy and the St. Lawrence, in the country to be traversed by the proposed railway, there is abundant room for all the surplus population of the mother country.

"Of the climate, soil, and capabilities of New Brunswick, it is impossible to speak too highly. There is no country so beautifully wooded and watered. An inspection of the map will show that there is scarcely a section of it without its streams, from the running brook up to the navigable river; two-thirds of its boundary are washed by the sea, the remainder is embraced by the large rivers, the St. John and the Restigouche. For beauty and richness of scenery, this latter river and its branches are not surpassed by anything in Great Britain. Its lakes are numerous and most beautiful, its surface is undulating, hill and dale varying to mountain and valley. It is everywhere, except a few peaks of the highest mountains, covered with a dense forest of the finest growth. The country can everywhere be penetrated by its streams; in some parts of the interior, for a postage of three or four miles, a canoe can float away either to the Bay of Chaleurs and the Gulf of St. Lawrence, or down to St. John's, in the Bay of Fundy. The labours of the season over or suspended upon the railway, they could most advantageously employ themselves in clearing, logging, and improving their own lots.

"Another great effect of the railway would be to enhance almost immediately the value of all real and personal property. Villages and towns would no doubt spring up in its course, the same as in the Erie Canal. The railway would give them birth, agriculture and external commerce would support and enrich them. But if by its means the navigation of the Gulf of St. Lawrence is spared, what an amount of human suffering and loss of life will it not save!

"Embarking and disembarking at Halifax, all danger and inconvenience from the Gulf navigation would be avoided, time and expense would be saved, and the season might be disregarded. Troops are annually moved to and from Canada; about the close of the navigation in 1843, a transport having the 1st royal regiment on board, was wrecked in the mouth of the St. Lawrence. The men got safely on shore, but there were no roads or means of getting away from the place. By the personal exertions of one of the officers, who made his way through the woods in sun-shoes to the nearest settlement, and thence to Quebec, information was given of the wreck, and a steamer sent down to take them off; but for this, the consequence must have been that the regiment would have had to winter there in the best manner they could.

"The mails to and from Canada would pass over British territories exclusively, and they would be received at Quebec before the steamer reached Boston, and at Montreal about the same time as its arrival at that port.

"Its agricultural capabilities and its climate are described in Bouchette's works, in Martin's 'British Colonies,' and other authors. The country is by them, and most deservedly, so highly praised, that, for any great plan of emigration or colonization, there is not another so well formed for the trial as New Brunswick.

"To 17,000,000 productive acres there are only 208,000 inhabitants.

"Of these, 11,000,000 acres are still public property. On the surface is an abundant stock of the finest timber, which in the markets of England realises large sums annually, and affords an unlimited supply of fuel to the settlers. If this should ever become exhausted, there are the coals underneath.

"The lakes and sea-coasts abound with fish; along the Bay of Chaleurs it is so abundant that the land smells of it; it is used as manure, and while the olfactory nerves of the traveller are offended by it on the land, he sees out at sea immense shoals, darkening the surface of the water.

"For about the same expense, five emigrants could be landed in New Brunswick for one in the Antipodes.

"The present limited population being so generally engaged in the timber trade and the fisheries, there is the richest opening for agriculturists.

"I w Brunswick annually pays to the United States upwards of £200,000 for provisions and other articles, which she can raise upon her own soil.

"Nova Scotia does nearly the same thing.

"There exists, therefore, a good market already on the spot for agricultural produce, and it would be a strange anomaly indeed if a country, situated within three or four weeks' sail of the markets of England, could not compete with the growers of produce in the valley of the Mississippi, and the countries round the great lakes in the far west.

"In a political and military point of view, the proposed railway must be regarded as becoming a work of necessity.

"The increasing population and wealth of the United States, and the diffusion of railways over their territory, especially in the direction of the Canadian frontier, renders it absolutely necessary to counterbalance, by some corresponding means, their otherwise preponderating power.

"Their railway communication will enable them to select their own time, and their own point of attack, and will entail upon the British the necessity of being prepared at all points to meet them.

"It is most essential, therefore, that the mother country should be able to keep up the communication with the Canadas at all times and all seasons. However powerful England may be at sea, no navy could save Canada from a land force.

"Its conquest and annexation are freely spoken of in the United States, even on the floors of Congress.

"Weakness invites aggression, and as the railway would be a lever of power, by which Great Britain could bring her strength to bear in the contest, it is not improbable that its construction would be the means of preventing a war at some no distant period.

"The expense of one year's war would pay for a railway two or three times over.

"And if, for great political objects, it ever became necessary or advisable to unite all the British provinces under one Legislative Government, then there will be found, on this side of the Atlantic, one powerful British state, which, supported by the imperial power of the mother country, may bid defiance to all the United States of America. The means to the end, the first great step to its accomplishment, is the construction of the Halifax and Quebec Railway."

### Extract from Captain Henderson's Report to the Imperial Government, accompanying Major Robinson's Report:—

"Table of gradients on the whole line from Halifax to Quebec:—

"Level, and under 20 feet per mile .....	439 miles.
20 to 40 .....	150 "
40 to 50 .....	23 "
50 to 60 .....	10 "
60 to 70 .....	4 "

635 "

Further extract from the Report of Major Robinson, dated March 30th, 1849:—

"I have the greatest hope and belief that a very large portion of the traffic from the United Kingdom to Quebec will pass to that railway, and that it will command nearly the whole passenger traffic, not only to Canada, but also, in course of time, a very large portion of that between Europe and the continent of North America.

"The punctuality and shortness of the voyages made by the Cunard steamers from Liverpool to Halifax, as compared with all others running between England and the United States, will, I conceive, insure this result.

"What the Erie Canal has accomplished for the State of New York, this may possibly do for the British provinces.

"In the former case, it has doubled the population of this state, increased by 1,231,683 souls, and added about £30,000,000 sterling to the value of real and personal property.

"It will not be too much, I think, to estimate that within the same period one-third of that number, or about 400,000 settlers might by the means of the works afforded by the construction of the railway and the opening out of such a wide field for agriculture, be added to the population of the three provinces.

"The balance of trade paid by the British North-American colonies to the United States for four years, from 1844 to 1847 inclusive, was £4,248,835.

"New Brunswick and Nova Scotia have paid the largest portion of this to supply their lumbermen and fishermen with provisions; but what proportion is due to Canada I am unable to ascertain.

"The latter is an exporting country for provisions, and could well supply the two sister provinces.

"I cannot conceive, either, in the list of exported articles of their domestic produce, that there is any one but which could, if it met with due encouragement, be produced in some portion or other of the British North-American possessions.

"The railway is the one thing needful to afford the means of distributing the produce from one province to another.

"From the foregoing, I think it may be said that the British colonies of North America pay for their want of enterprise and neglect in developing their internal communications and resources an annual fine of £1,000,000 sterling to the United States of America."

---

On the 17th November, 1848, Earl Grey, Colonial Secretary, in a despatch to Lord Elgin, the Governor of British North America, transmitting that Report, said—

"Downing Street, Nov. 17, 1848."

"MY LORD,

"1. The Commissioners appointed by Her Majesty's Government to explore and survey the line of country offering the greatest advantages for the formation of a railway from Halifax through New Brunswick to Quebec, having completed the duties with which they were charged, I have now the honour to transmit to your lordship the final report of Major Robinson, addressed to the Inspector-General of Fortifications.

"2. I have perused this able document with the interest and attention it so well merits, and I have to convey to you the assurance of her Majesty's Government that we fully appreciate the importance of the proposed undertaking, and entertain no doubt of the great advantages which would result, not only to the provinces interested in the work, but to the empire at large, from the construction of such a railway; but great as these advantages would be, it is impossible not

to be sensible that the obstacles to be overcome in providing for so large an expenditure as would be thus incurred, would be a very formidable kind.

"Before, therefore, Her Majesty's Government proceed to consider the question, as to whether any steps should be taken to carry this plan into effect it is necessary that we should be informed how the several provinces would be prepared to co-operate in its execution.

"3. It is obvious that the cost of the work would be too great as compared to the return to be anticipated from the probable traffic, to give reasonable hope of its being undertaken by any company as a private speculation; the question, therefore, arises, whether it would be expedient that in some form public assistance should be given towards the accomplishment of an object in which the public is so much interested.

"4. The answer to this question must, in a great measure, depend upon the degree of importance which the provinces attach to the opening of this line of communication, and upon the amount of exertion they would be prepared to make for the purpose. I am, therefore, anxious that the subject should be brought under the early consideration of the respective legislatures, and that I should be placed in possession of their views with respect to it as soon as may be practicable.

"5. In forming a judgment as to whether public assistance ought to be given towards the execution of the work, it will be necessary to take into consideration the different ways in which this might be done. Various modes of proceeding have been proposed; one is, that of endeavouring to form a company by guaranteeing to them a certain minimum interest on the capital to be invested in the undertaking.

"This plan would, no doubt, possess some advantages; but, on the other hand, it would be attended with the disadvantage of depriving the public of the proper control over a great national work, and also of having a tendency to encourage inattention to economy, both in the construction and subsequent working of the line. This last objection has been met by proposing that any company formed to construct the line, should receive assistance, not in the form of a guarantee of any given rate of interest, but of a fixed payment, either of capital towards the execution of the work, or of an annual sum of money, in addition to the receipts derived from traffic when the line is completed.

"6. Another plan which has been suggested is, that the required capital should be raised by loan by the Government, and contracts entered into for the formation of the line, which, when finished, could be worked either by Government, or by any company formed for that purpose, and to which company the working of the line might be leased, under such conditions, and for such a period as might be deemed advisable. The objections to this proposal are those usually raised against the undertaking of such a work by a Government; while, on the other hand, it would be attended with these advantages; first, that probably the capital required would there be raised on better terms than could otherwise be expected; and secondly, the Government would have a more complete control over a great national line of communication.

"11. The whole subject is one of the very highest importance, on which I shall be anxious to learn the conclusions to which the Colonial authorities may come, after mature consideration, and after such communication with each other as may be necessary.—I have, &c.

(Signed) "GREY."

The Right Hon. Earl of Elgin and Kincardine, &c.

On the 20th December, 1848, Lord Elgin, replying to the despatch of Earl Grey, said—

"As regards the probability of the work proving ultimately remunerative, I cannot but express my belief, that under the arrangement suggested by the

Canadian Government its cost to the British Government will be found to fall within Major Robinson's estimate. He has based his calculations, it would appear, on the expense of railways constructed in the state of Massachusetts, where large prices are frequently paid for land, and where the cost of the principal materials employed is enhanced by the operation of a highly protective tariff. As the land to be occupied by the line will cost the Government nothing, and as a considerable sum may be realised by the alienation of that portion of the public domain which will be placed at its disposal, a large deduction may, it is to be hoped, be made for these estimates, whilst the almost invariable productiveness of the railways in America, which are frequently pushed, in the face of great engineering difficulties, into districts whose present resources and population would not appear to justify the outlay, or warrant the expectation of a return on the capital expended.

"I have chiefly insisted on the advantages which the mother-country is likely to derive from the execution of this work, believing that the benefits which it will confer on the colonies are too manifest to require elucidation. I would, however, venture to offer one observation on this head. It is obvious that as soon as railway communication is extended throughout the provinces, a smaller military force than is now requisite will suffice for their protection. But, looking to the anxiety which your lordship has repeatedly expressed that a diminution in the expenditure incurred by Great Britain on this account should be effected at the earliest period, I am prepared to go a step further in this direction, so confident am I that the mere undertaking of the work in question will tend to raise the colonists from the despondency into which recent changes in the commercial policy of the empire has plunged them—to unite the provinces to one another and to the mother country; to inspire them with that consciousness of their own strength, and of the value of the connection with Great Britain, which is their best security against aggression—that I would not hesitate to recommend that an immediate and considerable reduction should take place in the force stationed in Canada in the event of the execution of the Quebec and Halifax Railway being determined on."

---

On the 6th January, 1849, the Legislative Council of New Brunswick passed a series of resolutions, from which the following extracts are made:—

"Viewing the relative positions of the North American Colonies, and the great importance, in a national point of view, of improving the facilities for mutual intercourse, we consider it a matter of the greatest moment for the permanency of British interests in this continent, that a railway should be laid down to connect the lower provinces with the interior of Canada.

"We believe that no other measure can be devised which will so certainly consolidate the colonies, and perpetuate our connection with Great Britain; while without it we fear that our position as colonies will be of short duration.

"We think the plain broad question on this subject is—Do the people of England wish to retain the North-American colonies, or not? If they do, the Trunk Railway is indispensable, and should be completed at any cost."

---

On the 31st March, 1849, the legislature of New Brunswick granted to Her Majesty in aid of the undertaking £20,000 a year, and all ungranted lands within 10 miles on either side of the line, and a free right of way through all private property (see address).

" MAY IT PLEASE YOUR MAJESTY,

" We, the Legislative Council and Assembly of your Majesty's Province of New Brunswick, beg leave to approach your Majesty with renewed assurance of our attachment and fidelity to your Majesty's person and Government.

" In common with all your Majesty's subjects in these North-American Colonies, we are deeply impressed with the paramount importance of the contemplated line of railway from Halifax to Quebec for the consolidation of these portions of your Majesty's dominions, and for the preservation of British interests on this continent.

" Strongly attached to our country and its institutions, we beg leave to submit to your Majesty our humble offering in aid of this great national undertaking.

" Anticipating that the railway will be constructed by the aid of the Imperial Government, we offer, in consideration thereof, to secure to your Majesty all the ungranted lands through which the road may pass to the extent of ten miles on each side, to be disposed of in such manner as may be deemed most advisable by your Majesty's Government. And also to secure, at the expense of the province, a sufficient breadth of way and the necessary stations over and upon private property for the use of the said road.

" And we further pledge ourselves that we will charge upon the general revenues of the province a sum not exceeding £20,000 currency per annum, towards paying the interest upon the capital invested in the said road, to be paid yearly from and after the completion of the said road, and while the same is kept in operation, and to be continued for a term not exceeding twenty years.

" We would respectfully impress upon your Majesty's consideration that the quality of the land pledged by us, and its easy access from the United Kingdom, present it as one of the most eligible fields for emigration in any of your Majesty's dominions.

" Whenever we shall be advised of the favourable determination of your Majesty's Government in this matter, we will immediately pass such legislative enactments as may be necessary to carry into effect the pledges made in this our humble and dutiful address.

(Signed)

" WILLIAM BLACK, P. L. C.

" J. W. WELDON, Speaker, House of Assembly."

On the 31st March, 1849, Nova Scotia did the same (see despatch from Sir John Harvey to Earl Grey, of the 2nd May, 1850).

" MY LORD,

" I have the honour to enclose, for your lordship's consideration, a resolution adopted by the Legislative Council of this province on the subject of the projected railway from Halifax to Quebec.

" The people of this province are very anxious that this great public work should be immediately commenced; and I beg to draw your lordship's attention to the law passed on the 31st of March, 1849, enacting that it should be lawful for her Majesty to cause five commissioners to be appointed for establishing and constructing such railroad from Halifax to the boundary line of New Brunswick, to meet a railroad from Lower Canada through New Brunswick, and also giving power to the Governor, by and with the advice of the Executive Council, to vest in her Majesty ten miles of the Crown lands on each side of the line for the benefit of the railroad, and to raise funds for the construction thereof. And, lastly, that the railroad should be under such rules and regulations as shall be established by her Majesty's Government.

" A pledge has likewise been given for the sum of £20,000 sterling to pay the interest on the capital to be expended for the accomplishment of this work.



"The opinion is very strongly entertained here, my lord, that the construction of this railroad would be one of the most effectual means of defending these possessions of her Majesty, and would assist in preserving the connection with each other and the mother-country, and would develop the resources, and invigorate trade and commerce, and promote the permanent prosperity and happiness of her Majesty's subjects in these portions of the realm.

(Signed) "J. HARVEY."

On the 30th May, 1849, Canada did the same (see extract from the Act of Parliament).

"And whereas the proposed railway between Halifax and Quebec will be a great national work, bringing together the several portions of the British Empire on the continent of North America, and facilitating the adoption of an extensive, wholesome, and effective system of emigration and colonisation; and it is right that Canada should render such assistance as her means will admit towards the accomplishment of a work so important, and promising results so beneficial: Be it therefore enacted, that if her Majesty's Government shall undertake the construction of the said railway, either directly or through the instrumentality of a private company, it shall be lawful for the Governor in Council, on behalf of this province, to undertake to pay yearly, in proportion as the works advance, a sum not exceeding £20,000 sterling, towards making good the deficiency (if any) in the income from the railway, to meet the interest of the sum expended upon it, and to place at the disposal of the Imperial Government all the ungranted lands within the province lying in the line of railway, to the extent of ten miles on each side thereof; and to undertake to obtain, pay for, and place at the disposal of the Imperial Government all the land required within the province for the line of railway, and for proper stations and termini."

On the 25th April, 1850, the New Brunswick legislature again addressed Her Majesty, from which the following extract is made:—

"Although we have on a former occasion brought this subject to your Majesty's notice, yet on such a momentous question, involving, as we sincerely believe it does, the stability and permanency of British interests on this continent, it is our duty to be importunate, and not let the subject rest while there remains any prospect of its success.

"We have already afforded the best possible proof of our own sincerity, by pledging ourselves to grant a sum of £20,000 a year for twenty years, together with at least 2,000,000 of acres of superior land available for settlement and colonization.

"Believing your Majesty's Government sincere in the declaration that these colonies will be retained at all hazards, and that they are viewed as part of the strength of the empire, it is surely a question worthy of the best consideration of your Majesty's Government, What can be done for the North-American Colonies, to prevent their declension, to give them strength and consistency, and thereby retain confidence in the Imperial Government?

"To this important question we are prepared to answer, that no other measure will so certainly produce the desired effects as the railway from Halifax to Quebec.

"The sum of £60,000 being already guaranteed by Canada, Nova Scotia, and this province, we are led to hope that if your Majesty's Government would

procure from the Imperial Parliament a grant of £1,000,000 sterling in aid of the undertaking, the work would be shortly commenced and successfully prosecuted, &c., &c.

(Signed) "J. W. WELDON, Speaker of Assembly."

On the 25th November, 1850, the Hon. Joseph Howe, of Nova Scotia, who had been delegated to Her Majesty's government, addressed Earl Grey (see papers presented to Parliament, April 8th, 1851, from which the following extracts are made:—

"This route would, therefore, save, in the communication between Europe and America, fifty-six hours to every individual in all times to come who passed between the two continents, the sea risks to life and property being diminished by one-third of the whole.

"The British Government now pay for the conveyance of the North American mails between England and New York £145,000 sterling per annum. By this arrangement 1,107 miles of sea are traversed more than are necessary. The correspondence of all Europe with all America is delayed fifty-six hours beyond the time which will be actually required for its conveyance when the railroads across Ireland and Nova Scotia are completed.

"One set of these British mail steamers pass by our provinces, and to the mortification of their inhabitants, carry their letters, and even the public despatches of their Government, to the United States, to be sent back some 800 miles, if they came by land; at least 500 if sent by sea.

"While the nearest land to Europe is British territory,—while a harbour, almost matchless for security and capacity, invites Englishmen to build up within the empire a fitting rival to the great commercial cities which are rising beyond it, your Lordship will readily comprehend the depth and earnestness of our impatience to be rescued from a position which wounds our pride as British subjects, and is calculated rapidly to generate the belief, that the commanding position of our country is either not understood, or our interests but lightly valued.

"A very common idea prevails in this country that nearly the whole continent of North America was lost to England at the time of the revolution, and that only a few insignificant and almost worthless provinces remain. This is a great, and if the error extensively prevails, may be a fatal mistake. Great Britain, your lordship is well aware, owns up to this moment one-half of the continent; and, taking the example of Europe to guide us, I believe the best half. No; the best for slavery or for growing cotton and tobacco, but the best for raising men and women, the most congenial to the northern European, the most provocative of steady industry, and, all things else being equal, the most impregnable and secure.

"The balance of power in Europe is watched with intense interest by British statesmen. The slightest movement, or the smallest state, that is calculated to cause vibration, animates the Foreign Office, and adds to its perplexities and labours. But is not the balance of power in America worth retaining? Suppose it lost, how would it affect that of Europe!"

On the 14th February, 1851, Earl Derby, then Lord Stanley, addressed the House of Lords as follows:—

"He was quite sure that no apology was necessary from his noble friend, who had introduced, with great ability and clearness, a sub-



ject to their lordships' notice, the importance of which he had in no degree overrated, and the importance of which he feared their lordships might only be disposed to underrate. This question was one that had long been under the consideration of parties who, from various circumstances, had been called upon to take an interest in colonial affairs; but every day and every hour that elapsed only added to the importance of the question itself, and to the necessity of not losing time in bringing to practical conclusions the various operations conducted partly by the Government and partly by others. He was not one of those who underrated the importance to this country of Canada, and the whole of our North American possessions; but important as was Canada and the whole of these possessions, comprising an area of surface not less than the whole of Europe put together, and a large portion of which was well suited for the production of a hardy and healthy race of people, he thought, if it were possible to separate their interests or their political relations—which he believed it impossible to separate—he was not sure if he should not say that even beyond the preservation of a great part of Canada to us, which in his notion was an inferior point of view to regard the matter in, the possession of what were called the lower provinces of Nova Scotia and New Brunswick, from their geographical position, and their naval and military capacities from the resources they afford in time of war, and the advantages they are able to offer us in time of peace—he was not sure if he would not say that these lower provinces, infinitely less extensive as they were, were not of much greater importance to Great Britain than all our Canadian and other North American dependencies. But if there was any one point of view in which these colonies, or the great portion of the North American continent which still belonged to us was to be regarded as of importance, that point of view was the intimate connection of all these provinces in one unbroken chain of communication, rendering their material and social intercourse as easy as possible, and combining with that intercourse, as necessarily and naturally follows, their political connection with each other and with this country. He held, therefore, that the establishment of a line of communication between Halifax and Quebec for a distance of about 700 miles, through an exclusively British territory, rendering two points—and two points essential for the power of this country, which are now separated by a vast extent of wilderness on the one side, and by a difficult and, for a great portion of the year, frozen coast on the other—rendering their communication, from being what they now are, most uncertain, most difficult, and most dilatory—rendering it rapid, easy, and constant—that, he said, was an object in itself of primary importance to the interests and to the imperial power of this country on the continent of America.

But it was also a matter of incalculable importance that we should open to the teeming thousands and millions we were pouring out from this country, where they were unable to obtain a livelihood, that we should open to them a home in a healthy climate, and

within a very limited distance from our own shores, which did not exceed a twelve days' passage by steam—and the rapidity of that passage was every day increasing—it was of the highest importance, whether we looked at it as affording a relief for our pauperism or an increase of our power in those regions, that we had eleven or twelve millions of acres of unoccupied lands, fertile and possessed of great mineral wealth, and which, at the same time, would be the means of extending our military power, and securing the permanence of our empire in America. This was no ordinary case of a railway project, where the question very properly might be, would the line pay or not? but it is a railway which, even in a pecuniary sense, he had sanguine expectations would pay, if they took into consideration not merely the traffic on the railway, but the adjuncts they would raise by the formation of it. But, he said, if it would not pay one shilling for the £100 in a pecuniary point of view for the next ten years to come, the interposition of this country, not for the purpose of involving itself in an enormous and needless expense, but for the purpose of aiding with its credit, if not by more than its credit, those who were anxious to the utmost of their power, and even beyond their power, not for a local but for an imperial object, this was a subject well worthy of the consideration of the imperial Parliament, and was not to be looked upon as a matter of pounds, shillings, and pence. It was exceedingly gratifying to hear from the noble lord the result of a similar, and, as he thought, wise—as the person who devised it thought it wise—advance, not of expenditure, but an advance of the credit of this country, for the purpose of encouraging the great line of canals and inland navigation in Canada. We advanced, not sums of money, but guaranteed, on the security of the provincial revenues, a sum of money which the provinces had gladly and willingly paid. We guaranteed—and they obtained far easier with our guarantee than they could otherwise have obtained it—the necessary capital to complete the works, which had paid them over and over again; and we had not lost a single halfpenny, or been called upon to advance a single halfpenny out of this country; and we had seen what an immense spring of national prosperity had been produced from a wise and just policy of extending the credit of the country for the promotion of great colonial works. His noble friend most truly said that in new countries we were not to consider the accomplishment or execution of such projects on the same principles as we would in an old and settled country. And the United States Government were aware of this fact.

It might be very right here, when a railway was projected, to inquire what the traffic was, where it was to be established, and what amount of traffic might be calculated upon and would be obtained from the community that applied for the execution of such a work. It might be very right that the postmaster in this country should refuse to establish a branch post-office in any place unless a certain number of letters were already in the process of being taken that would cover

the necessary additional outlay. But in the case of a colonial railway the circumstances of the country were widely different. And, perceiving this, the United States extended roads into deserts, where they knew that in the first instance they could not pay, and they established post-offices, and forwarded mails at a very great expense to the Government, because they knew that these facilities and the convenience of receiving the mails and letters, would induce settlers, and tend to the occupation of the lands; and if we desired our own colonies to progress with equal rapidity, we must, if not from our purse, at least from our credit, and by the sanction of our authority, and by our influence, advice, and assistance, enable them to undertake works which they were by themselves incapable of undertaking and executing. Now, the work of a railway from Quebec to Halifax divided itself into three portions, passing through three separate provinces under the control of three different Legislatures. The countries were in some respects different from each other; but in all these there prevailed a deep anxiety that the work should be done—all were ready to guarantee out of the public funds of the province the large outlay necessary for effecting the work. They also offered a donation of a very large amount of their waste lands, not only for the purpose of forming the railway, but of a space of ten miles on either side of the railway, to the amount, he thought, of five million acres of land. And what did they ask for? That they should have the countenance and support of the Home Government. He could not expect them to perform these works unassisted and unguaranteed. He would take the case of each of these colonies separately. The province of Nova Scotia had 130 miles of railway to execute. The population in some parts was exceedingly dense, and in others exceedingly scanty; and there was great mineral wealth in Nova Scotia. This railway would form either a portion of the trunk line leading subsequently through New Brunswick, and that way up to Quebec; or of the other line, which, whether we would or not, would certainly be formed, and it would run between Nova Scotia, Halifax, and Portland; and from Portland through the United States to Quebec. The Legislature of Nova Scotia had, undoubtedly, a double interest in the execution of this part of the line; and even if the work should never be carried further, it was a matter of importance to Nova Scotia that she should be able to effect on the easiest terms that portion of the line which would certainly be formed by one country or the other. And for this reason the present communication, or the communication that would very shortly take place, between Quebec and Halifax, do what we pleased, would be a line which, supposing you put Quebec in the place of Edinburgh, and Montreal in the place of Glasgow, would be like the Caledonian Railway, passing east and west, and then south and west from Portland to the State of Maine.

From Portland a line was contemplated, and was actually in progress, passing eastward along the coast as far as the United States territory went, and intersecting the boundaries of New Brunswick,

and afterwards it would enter New Brunswick and proceed to its termination. But the Legislature of Nova Scotia, very much, as he thought, to the credit of their prudence, their good sense, and their loyalty, had determined that the line, which would be completed in some way or other, should, if possible, not be completed by a body of foreign capitalists; and they had resolved to retain in their own hands the command of a line which ran through their own territory, and when they retained it in their own hands they retained it in the hands of a British province, unimpeachable in its loyalty under all circumstances, and having within itself the great port of Halifax, the very key of our North American possessions as a whole. But they said it was true they could afford to pledge their surplus revenues, which were sufficient to enable them to execute the work; and they were prepared to execute it, and should execute it at their own expense and at their own risk, confident that, so far as it was concerned, the work would ultimately pay, if only by the communication with the United States. But they came and said the work would cost £809,000, and their surplus revenue was between £40,000 and £50,000 a year, their whole revenue being about £80,000 a year. The work would, therefore, take ten years' income of the entire revenues of the province. But the colonists said it was a different thing whether they should borrow the amount of ten years' revenue at 5 per cent., as they could by their own debentures, or whether they borrowed at 3½ per cent., as they might with the sanction of the Government and the local Legislature. They would show an actual surplus revenue, and offer as the first charge on it to the amount of £40,000 a year, capable and certain to obtain a large increase; and if we were not satisfied with that security, not for granting the money, but for lending the use of our name, they would be ready that the waste lands of the colony should be given as a further security to any amount that the Secretary of State for the Colonies might choose to demand. So far with regard to Nova Scotia. Then, as to New Brunswick. Here the surplus revenue was not so large. The line was of a considerable extent, and passed for the most part through a very rich country with a fine climate, though somewhat rigorous, and it was well timbered, and abounded in mineral wealth. The Legislature was able to offer us, in addition to their surplus revenue, any amount we chose of their 11,000,000 acres of unoccupied and fertile lands in pledge as security for the repayment of the advances. The whole of this country was open to British settlement if this line of communication was formed; but the whole of the country would be closed to British settlement if we refused to open that line of communication, or, rather, if we refused to give our aid and our guarantee to the province to enable it to undertake a work which was not more important to us than it was to them.

Now, he felt that to grant our aid was a wise, a sound, and even an economical course in the end, even though, in the first instance, it would involve an outlay; and sure he was that it would confer

immense benefits on the colony, and bestow incalculable advantages on this country itself, and confirm its territorial power in North America. Now, there were various ways in which the Colonial Secretary of this country might aid in the accomplishment of this project. He might, as in the case of Nova Scotia, offer the guarantee of the Government of England for the sum to be raised on the security of the surplus revenue and unoccupied lands of the provinces; or he might adopt another plan, which would be approved by all the other colonies. The colonies had offered to grant ten miles of land on either side of the line to any company that would make it, and also to grant the company the amount between the several provinces of £60,000 a year for a term of years to come, to cover any deficiency which might arise between the earnings of the line and 4 per cent. interest on the outlay of any capital which might be expended in the execution of the project; but if any further security was wanted by any company, or by the Government entering into the guarantee to meet the case of the proceeds falling short of the 4 per cent., the provinces were ready to pledge their unoccupied lands to the required extent. With these securities from the colonies, if the Government would give its guarantee, he thought capitalists would be found in this country perfectly willing to undertake the execution of either line, or any portion of it, if that course were preferred by the Government here. Another course that might be pursued, which, however, he was not recommending, but which he thought the colonies would also agree to, was this—that the Government should themselves undertake the performance of the whole enterprise, taking as their security for repayment such portions of the waste lands as they thought necessary, and also, of course, taking the profits of the undertaking, whatever they might be, in repayment. He would not say that he recommended either of these courses; but it was important that the colonies should know without delay what the Government intended to do, and to what they might have to look. At present this was the position of affairs in Nova Scotia. With regard to its line, an Act had been passed, and it was actually negotiating for the money, for executing their portion at the expense of the province. New Brunswick was guaranteeing its waste lands, and a certain sum, to any company that would undertake to execute its line. The Legislature of Canada had actually passed a bill incorporating a company, which company was vainly seeking now to raise capital for completing the work. But every one of these separate projects might separately be accomplished, or the whole might be accomplished together, if the Government of this country would step forward and say it would lend its sanction and name.

He did not blame the noble earl (Earl Grey) for being cautious; he did not blame him for watching narrowly and carefully the expenditure that would be requisite for carrying out these projects; but he believed that in cases demanding a prompt and decisive course of action, even a heavy outlay might prove in the end the best economy, and lead ultimately to the most beneficial results. And if

the noble earl would only say which course he should be prepared to take, and if the Government would give any sanction and assistance for the execution of what these colonies could not accomplish unassisted, although he believed a comparatively small aid on the part of the Government, or its liberal guarantee for the capital required, on account of which guarantee they would never be called upon to pay a single shilling, such an amount of assistance from the Government he firmly believed would enable the great work to be carried to a successful completion : and equally certain he was that unless our Government and our Parliament did interfere, these advantages would be indefinitely postponed—the communication between two most important points would be permanently cut off ; the stream of emigration would continue to be directed, as it was now directed, from this country and Ireland, not to our own colonies, but to the territories of the United States ; the communication between Halifax and Quebec would ultimately be through the United States, be wholly dependent upon them, and liable at any moment to be cut off in the case of hostilities ; while the United States would be enabled to reap all the advantages of the transit in times of peace. Now, we had the option whether we should give to the United States these great advantages, and at the same time deprive the subjects of this country of the opportunity of receiving a useful and most valuable population settling in our own colonies, and by their emigration relieving the over-burdened mother country of its surplus labour ; or whether we would, by a prompt and liberal course of action, which would ultimately cost us nothing, enable our dependencies to complete that which would cement a closer union between our North American possessions, and teach them to feel that they were regarded by the Imperial Government and Parliament as an integral portion of the empire. The course was open either for great good, or for great evil, for in this case great evil might result from a refusal of the prayer of the petition, both in specific loss, and in its effects upon the minds of the colonists. He trusted that there would be no waste or lavish expenditure, but that it would be seen that in that case prompt and energetic action was the one best suited to the interests and honour of this country, and also to the honour, though that was an inferior consideration, of Her Majesty's Government. (hear, hear.)

On the 10th March, 1851, the following letter was addressed by Mr. Hawes, Under Secretary for the Colonies, to the Hon. Joseph Howe :—

*" Downing-street, March 10th, 1851.*

*" Sir,*

*" I am directed by Earl Grey to inform you that he is at length enabled to communicate to you the decision of her Majesty's Government on the application for assistance towards the construction of the projected railway*



through Nova Scotia, contained in your letters of the 25th of November and the 16th of January last.

" You are already aware, from the repeated conversations which you have had with Lord Grey, of the strong sense entertained by his lordship and his colleagues, of the extreme importance, not only to the colonies directly interested, but to the empire at large, of providing for the construction of a railway by which a line of communication may be established on the British territory between the provinces of Nova Scotia, New Brunswick, and Canada, and that various plans which have been suggested for the accomplishment of this object have undergone the most attentive consideration.

" It appears from Sir John Harvey's despatch of August 29th, 1850, as well as from your letters and the verbal communications you have made to Lord Grey, that the Provincial Government of Nova Scotia, fully relying on the concurrence of the Legislature, is desirous of undertaking the construction of that part of the projected line which would pass through that province, and proposes to obtain for that purpose a loan of £800,000, which is the estimated expense of the work. The assistance which Lord Grey understands you to apply for, in behalf of the province, is that the payment of the interest of a loan to this amount should be guaranteed by the Imperial Parliament, the effect of which would be that the money might be raised on terms much more favourable than would be otherwise required by the lenders.

" I am directed to inform you that her Majesty's Government are prepared to recommend to Parliament that this guarantee should be granted, or that the money required should be advanced from the British Treasury on the conditions which I will now proceed to state.

" In the first place, as her Majesty's Government are of opinion that they would not be justified in asking Parliament to allow the credit of this country to be pledged for any object not of great importance to the British Empire as a whole (and they do not consider that the projected railway would answer this description, unless it should establish a line of communication between the three British Provinces), it must be distinctly understood that the work is not to be commenced, nor is any part of the loan, for the interest of which the British Treasury is to be responsible, to be raised, until arrangements are made with the provinces of Canada and New Brunswick, by which the construction of a line of railway passing wholly through British territory, from Halifax or Quebec or Montreal, shall be provided for to the satisfaction of her Majesty's Government.

" In order that such arrangements may be made, her Majesty's Government will undertake to recommend to Parliament that the like assistance shall be rendered to those provinces as to Nova Scotia, in obtaining loans for the construction of their respective portions of the work. If it should appear that by leaving it to each province to make that part of the line passing through its own territory, the proportion of the whole cost of the work which would fall upon any one province would exceed its proportion of the advantage to be gained by it, then the question is to remain open for future consideration, whether some contribution should not be made by the other provinces towards that part of the line: but it is to be clearly understood that the whole cost of the line is to be provided for by loans raised by the provinces in such proportions as may be agreed upon with the guarantee of the Imperial Parliament.

" The manner in which the profits to be derived from the railway, when completed, are to be divided between the provinces, will also remain for future consideration.

" You will observe, that I have stated that the line is to pass entirely through British territory; but her Majesty's Government do not require that the line should necessarily be that recommended by Major Robinson and Captain Henderson. If the opinion which is maintained by many persons well qualified to form a judgment is correct, that a shorter and better line may be formed through New Brunswick, it will of course be preferred, and there will be sufficient time for determining this question while the earlier part of the line is in progress.

" It is also to be understood that her Majesty's Government will by no means

object to its forming part of the plan which may be determined upon, that it should include a provision for establishing a communication between the projected railways and the railways of the United States. Any deviation from the line recommended by Major Robinson and Captain Henderson must, however, be subject to the approval of her Majesty's Government.

"It will further be required that the several provincial legislatures should pass laws, making the loans which they are to raise a first charge upon the provincial revenues, after any existing debts and payments on account of the civil lists settled on her Majesty by laws now in force; and also that permanent taxes shall be imposed (or taxes to continue in force till the debt shall be extinguished) sufficient to provide for the payment of the interests and sinking fund of the loans proposed to be raised after discharging the above prior claims. It will further be necessary that the expenditure of the money raised under the guarantee of the Imperial Parliament shall take place under the superintendence of commissioners appointed by her Majesty's Government, and armed with sufficient power to secure the due application of the funds so raised to their intended object. The commissioners so appointed are not, however, to interfere with the arrangement of the provincial governments, except for the above purpose.

"The right of sending troops, stores, and mails along the line, at reasonable rates, must likewise be secured.

"If, on the part of the Government of Nova Scotia, you should express your concurrence in the above proposal, Lord Grey will immediately direct the Governor-General of the British North American Provinces to communicate with the Lieutenant-Governors of New Brunswick and Nova Scotia, who will also be directed to bring the subject under the consideration of their respective Executive Councils, in order that, if they should be prepared to join in carrying the undertaking into effect on the terms proposed, the details of the arrangements between the provinces may be settled, and the sanction of the legislatures obtained for the plan, so that it may with as little delay as possible be submitted for the approval of Parliament.

"Before, however, the proposed measures can be so submitted to Parliament, it is proper to observe there are some of the questions affecting the pecuniary relations between the mother-country and the colonies which will require to be considered; but as these questions have little, if any, reference to Nova Scotia, it is not necessary that they should be further adverted to in this letter.

"I am directed to add that Lord Grey thinks it unnecessary that any measures should be taken by her Majesty's Government to encourage the establishment of steam-vessels for the accommodation of the emigrants of the humbler classes, which is one of the subjects to which you have called his attention.

"If there should be a demand for such vessels, Lord Grey has no doubt that they will speedily be supplied by private enterprise; indeed, he has been informed that ships of large size, intended for the conveyance of emigrants, and furnished with auxiliary steam-power, are already building, both in this country and in America; and if by undertaking the projected railway a demand for labour is created in the British provinces, and a large extent of fertile land is opened for the occupation of settlers, these circumstances cannot fail to lead to an extension and improvement of the means now afforded for the conveyance of emigrants to these provinces [a further reference is made: as to convict labour].

(Signed) "B. Hawke."

---

On the 14th March, 1851, Earl Grey, in a despatch to Lord Elgin, on the military expenses of Canada, said—

"Under these circumstances, it appears to her Majesty's Government that no more favourable opportunity could be found for placing the fiscal relations of the



mother-country and the colony on a permanent and equitable footing. They are the more induced to adopt this view of the subject, because they are prepared to recommend to Parliament that assistance of the same kind with that which has proved so eminently useful to Canada in the construction of the St. Lawrence canals, should be extended to her in respect of another public work, calculated to be hardly less beneficial to her than these canals. In another despatch I will explain to your lordship the views of her Majesty's Government with regard to the means by which it is hoped that the construction of the Quebec and Halifax Railway may be accomplished. I only advert to this subject at present for the purpose of observing that while the credit of this country is exerted to enable Canada to extend her public works and to develop her resources, *I feel confident that the Parliament of Canada will readily co-operate with her Majesty's Government in adopting measures for diminishing the charge on the British Treasury for the defence of the province.*

"N.B.—Upon the faith of the pledge given as above, of assistance to the proposed line of railway, Canada took upon herself a large share of the military expenses theretofore borne by the British Treasury for the protection of the province."

On the 14th of the same month, Earl Grey, in another despatch to Lord Elgin, pledging the imperial guarantee to the Halifax and Quebec Railway, said—

"Downing Street, 14th March, 1851.

"MY LORD,

"From the correspondence which I have already had with your lordship on the subject of the projected railroad from Halifax to Quebec, you are well aware that, although her Majesty's Government have not hitherto been enabled to take any steps towards the execution of that work, it is an undertaking which they have long earnestly desired to see accomplished, as they believe it to be one calculated very greatly to advance the commercial and political interests, both of the British provinces in North America, and of the mother-country. It is therefore with great satisfaction that I have now to acquaint your lordship that I have reason to hope that the time is at length come when this great national enterprise may be undertaken with advantage, if there still exists (as I am assured there does) as strong a desire to promote it on the part of the inhabitants of Canada and New Brunswick as they formerly expressed, and as the people of Nova Scotia have again recently manifested.

"2. I enclose for your lordship's information a copy of a despatch, addressed to me in the course of the last autumn, by Sir John Harvey, introducing to me Mr. Howe, a member of the Government of Nova Scotia; and also copies of two letters I have received from that gentleman, and of the answer which has by my direction been returned to him. Your lordship will perceive from these papers, that the proposal made by Mr. Howe, on behalf of the province of Nova Scotia, and to which her Majesty's Government have thought it their duty so far to accede as to undertake, on certain conditions, to recommend it for the sanction of Parliament, is to the effect that the credit of this country should be employed to enable the Provinces of Canada, New Brunswick, and Nova Scotia, to raise, upon advantageous terms, the funds necessary for the construction of the proposed railway, just as Canada has already been enabled by similar assistances, to construct the canals by which she has lately completed the most extensive and perfect system of inland navigation which exists in the world. Although her Majesty's Government are of opinion that great caution ought to be observed in pledging the credit of the British Treasury in aid of loans raised by the colonies, they regard the work now in contemplation as being (like the Saint-Lawrence Canals) of so much importance to the whole empire as to justify them in recom-

tending to Parliament that some assistance should be given towards its construction; nor is there any mode of affording such assistance which has been hitherto suggested, which appears on the whole so little burthensome to the mother-country, and at the same time of so much real service to the colonies, as that which is now proposed.

"3. In coming to the decision that Parliament should be invited to give this support to the projected railway, her Majesty's Government have not failed to bear in mind that, by enabling the North American provinces to open this great line of communication, it may fairly be assumed that a powerful stimulus will be given to their advance in wealth and population; and that the consequent increase in their resources will render it possible for them to relieve the mother-country sooner, and more completely, than would otherwise be practicable, from charges now borne by it on account of these colonies. In another despatch of this date, I have informed your lordship that, in the judgment of her Majesty's Government, the British colonies ought to be required, as they become capable of doing so, to take upon themselves not only the expenses of their civil government, but a portion at all events of those incurred for their protection; and I have pointed out to you, that the British North American Provinces, and especially Canada, have now reached such a stage in their progress, that the charges for which Parliament is called upon to provide on their account ought to be rapidly diminished. The construction of the proposed railway would greatly contribute to promote this important object. By opening new districts for settlement, and by the demand for labour which will be created during the progress of the work, the projected railway cannot fail to increase the wealth and population of these provinces, while by affording a rapid and easy communication between them, it will enable them to afford to each other far greater mutual support and assistance than they now can in any difficulty or danger to which they may be exposed.

"4. Your lordship will not fail to observe, from the letter which has been addressed to Mr. Howe, that the assistance which it is proposed to grant to the provinces towards the construction of the proposed railway is to be contingent on provision being made for opening a complete line of communication from Halifax to Quebec, or Montreal; it is necessary, therefore, to ascertain whether Canada and New Brunswick are ready to join with Nova Scotia in raising the capital required for the work in the manner proposed, and if so, in what proportion each province is to become responsible for the expense incurred. The question whether it will be advisable for these two provinces to join in the construction of the projected railway, if they should be enabled, by the assistance of Parliament, to raise the required capital at a low rate of interest, is one for the consideration of their respective legislatures; but, so far as I have the means of forming a judgment on the subject, I should anticipate that their decision would be in favour of doing so. I infer that this is probable, not less from what I have learned of the actual state of public opinion on this subject in the provinces, than from the view which I take of their interest in the work. Though I can well believe that there would be much room for doubting whether the railway would pay as a mercantile speculation to a company looking to traffic only for its remuneration, the case is very different when it is regarded as a public undertaking. When viewed in this light, the various indirect advantages which cannot fail to arise to the provinces from possessing such improved means of communication must be considered, as well as the very great additional value which would be conferred on a vast extent of public lands which are now comparatively worthless. This is a source of profit from which no advantage can in general accrue to the contractors of railways in countries where the soil has been appropriated by individuals; on the contrary, in these countries the purchase of land is not one of the least important items of the expense to be incurred in such undertakings; but where, as in parts of Canada and New Brunswick, a great part of the territory to be traversed by a railway is still unappropriated, and the land may be sold by the public, the increased value given to it by being thus rendered accessible may render it advantageous to construct a railway, though the traffic is not expected to do more at first than pay the working expenses.

"5. If these considerations should induce the legislatures of the three provinces

to combine in undertaking the projected railway, the terms on which they are to co-operate with each other for that object will have to be settled; and in coming to such an arrangement, various questions of great difficulty and importance will require to be considered. For instance, it is probable that when the line is completed, the traffic will be far more remunerative at the two extremities than in the more central portion of it; while, at the same time, the expense of construction would, from the nature of the country, be precisely higher where the traffic returns would be lowest; so that if each province were required to pay for the formation of the line through its own territory, and to receive the returns from the traffic through the same, it would follow, that while the expense to New Brunswick would be the greatest, its receipts would be the smallest. On the other hand, as I have just observed, one of the most important sources of profit from the construction of such a railway as that now in contemplation would arise from the sale of land, of which the value would be increased by the work: and it appears from the papers before me, that New Brunswick would probably derive a greater profit from that source than the two sister provinces. Whether the result upon the whole would be, that each province, considering these various circumstances, ought to take upon itself the construction of the railway through its own territory, or whether, on the contrary, any one should be assisted by the others, is a point on which I have not the means of forming a judgment; and I would suggest to you, that the best course, with a view of arriving at some practical result, would be, that a deputation from the Executive Councils of the two lower provinces should proceed to the seat of Government in Canada, in order to confer with your lordship and with your Council, for the purpose of coming to some agreement upon the subject; which, after being approved by the legislatures of the several provinces, might be submitted for the sanction of Parliament.

"6. It does not appear to me that if such a conference should be held, it need occupy any very great length of time, or that much difficulty would arise in coming to an arrangement for the construction and working of the projected railway, by which the expense of the undertaking on the one hand, and the advantages to be derived from it on the other, might be fairly apportioned between the different provinces. Hereafter I may, probably, be enabled to offer some suggestions as to the manner in which this might be accomplished; but, at present, I have only to add, that I shall transmit copies of this despatch to Sir Edmund Head and to Sir John Harvey, with instructions to them to communicate with your lordship, without delay, on the important subject to which it relates; and it will give me the highest satisfaction if the result of these communications should be the undertaking of a work, which, if completed, cannot, I believe, fail to add greatly to the prosperity of the British provinces in North America, and, at the same time, to give additional strength to the ties which connect them with each other, and with the British empire.—I am, &c.,

(Signed)

"GARY."

---

On the 31st March, 1851, Earl Cathcart, Governor-General of Canada, wrote as follows:—

"The very warm interest I naturally feel for the prosperity and welfare of the British possessions in North America, arising from the personal knowledge and experience I had the opportunity of acquiring during the period of my official residence in Canada, fully enables me to appreciate the inestimable advantages both to themselves and to the mother-country of thus uniting Canada with the lower province, and by this means securing to the former a direct communication, perfectly independent of the United States, with England, through the port of Halifax, which is accessible at all seasons."

---

A difference having arisen upon the wording of Earl Grey's

despatch, as to whether or not the guarantee extended also to a branch line to the city of St. John,—

On the 12th June, 1851, Earl Grey, writing to Mr. Howe, said—

"I feel very sanguine of the ultimate assent of New Brunswick to the measure as proposed, and that we shall succeed in getting this most important work, destined, as I believe, to effect a change in the civilized world, accomplished."

---

On the 31st March, 1852, the Hon. F. Hincks, having been deputed by the Governor-General of Canada to proceed to London to make arrangements with the Imperial Government for the completion of the railway, addressing Sir John Pakington, Colonial Secretary, said—

"SIR,

"Having been honoured with the commands of his Excellency the Governor-General of British North America to proceed to London to endeavour to make final arrangements with regard to the terms on which a loan can be effected for the construction of a line of railway in the provinces of Canada, New Brunswick, and Nova Scotia, with the guarantee of the Imperial Parliament \* \* \* \* The scheme of uniting the three principal provinces of British America, by means of a railway, originated with the late Earl of Durham, who formed a strong opinion that imperial interests would be largely promoted by such a work. No action, however, was taken in the matter for some years, nor until it was proposed to construct a great military road through New Brunswick at the expense of the mother-country. The scheme of substituting a railway was then revived, on the supposition that the necessity for a military road being superseded, imperial assistance would be given in aid of such a work to a considerable extent. The Secretary of State for the colonies proposed that a survey of the line should be made by the officers of the Royal Engineers, and that the expenses of such survey should be borne by the three provinces. \* \* \* It is proper to state, that in the expectation that the work would be constructed by the Imperial Government, the three provinces agreed to secure the right of way, the land requisite for stations, ten miles in extent, of all ungranted land on each side of the line, and £60,000 sterling per annum to cover any deficiency in revenue. \* \* \* \*

"I believe that the importance to imperial interests of this great work is not sufficiently appreciated.

"I have reason to believe that were a line of railway completed from Halifax, and that made the terminus of the voyage of the ocean steamers, fully £50,000 per annum might be saved in the Atlantic mail service, independent of the saving of the sum now paid to the United States for carrying the Canada mails,—a service most unsatisfactorily performed, and most extravagantly charged for. Instead of the British mails being carried over the American railways, it must be obvious that the mails and passengers destined for New York, Boston, and other American cities, would be carried over a great section of the Halifax and Quebec line."

---

Canada, New Brunswick, and Nova Scotia, having agreed upon a proposal to carry the line through the Valley of the

St. John River, which was a deviation from that recommended by the Government Engineers, and to which Earl Grey had pledged the Imperial guarantee, an application was made to Lord Derby's Government in 1852.

On the 20th May, 1852, Sir John Pakington, Colonial Secretary, sent a despatch to Lord Elgin, from which the following extract is made:—

"2. Her Majesty's Government are not only anxious to act with the most perfect good faith towards the legislatures and people of the provinces, and to fulfil every just expectation which may have been held out by their predecessors, but they also sincerely desire to adopt all measures by which the welfare of the British colonies in North America can be promoted, as far as they can do so consistently with their duties to the empire at large.

"3. But on a reference to the correspondence which has already taken place on this subject, and especially to the letters addressed by direction of Earl Grey to Mr. Howe, on the 10th March, 1851, and Mr. Hincks on 20th February last, it will appear evident that no pledge had been given of assistance to any line, except that originally proposed.

\* \* \* \* \*

"Among the peculiar advantages in this point of view, which it was thought that the line selected on the report of Major Robinson and Captain Henderson would realize, were the opening up of a new tract of maritime country, easily accessible with the railroad, but almost unapproachable without it, to emigration from these islands; and the effecting a safe and continuous route through the province, which, both by its distance from the American frontier, and its proximity to the sea, might be peculiarly available for military purposes."

From the close of this despatch the matter remained in abeyance until the accession of Lord Aberdeen's Government, when the Duke of Newcastle, as Colonial Secretary, had the project under consideration, with the view of carrying it out, but the Russian war intervened, and no further progress was made. The Colonial Government, seeing the pressure upon the Imperial resources by the Russian war, set to work and from their own unaided resources, made 284 miles of the line, depending on the Imperial Government extending their share of assistance at a more convenient period. Canada had also in addition to having made 114 miles of the line from Quebec towards Halifax, also made upwards of 2,000 miles of railway westward from Quebec since the date of Lord Grey's despatch, pledging the Imperial guarantee in 1851. But finding they had gone to the very verge of prudence in their resources, delegates from Canada and Nova Scotia again arrived in this country in the autumn of 1857, and made application to the Home Government. The Canadian delegates addressing the Government, said—

" *Toronto, 1st February, 1858.*

" Sir,

" Having been authorized by the minute of Council of the 9th July last to urge on the Imperial Government the reasons which should induce the immediate construction of an inter-colonial railway to Halifax, I have the honour to report for the information of his Excellency, that, under the authority contained in that minute, I sought the assistance and obtained the valuable aid of the present Solicitor-General for Lower Canada, who acted with me accordingly on this service.

" At the time of our arrival in England, events in India had assumed a most threatening aspect, and in consequence, the attention of her Majesty's Government was very much occupied with matters of a more imminent nature.

" We proceeded, however, to communicate as well with the Secretary of State for the Colonies, as with Lord Palmerston, the Chancellor of the Exchequer, and the Secretary of State for War, and other members of her Majesty's Government, and explained verbally and at length our views on the subject of our mission.

" The importance of the work to imperial interests was fully acknowledged, and the means by which its execution could best be accomplished were fully discussed.

" After these communications, we deemed it advisable to embody our views in a written memorandum, which we laid before the Colonial Secretary. That memorandum fully states the arguments pressed on the consideration of the Home Government, and is now submitted for the approval of Council.

" The Canadian delegates had the advantage of communicating, while in London, with Mr. Johnson and Mr. Archibald, from Nova Scotia, who were also urging the same subject in the interests of that province. The propositions advanced by these gentlemen were nearly identical with those submitted on the part of Canada.

" Being apprised that the prorogation of Parliament, the absence of some of her Majesty's advisers, and the pressing nature of the Indian difficulties, would preclude any immediate conclusion being come to on the propositions of either Canada or Nova Scotia, I considered that a more prolonged attendance would be followed with no advantage, and the question was left under the consideration of the Government.

" The despatch of the Secretary of State for the Colonies of the 15th January, 1858, containing the reply of her Majesty's Government, having now arrived, I deem it a fitting time formally to report the action which was taken on the mission intrusted to me.

" I would state, in conclusion, that the Colonial Governments of Nova Scotia and New Brunswick, as well as her Majesty's advisers, seem deeply impressed with the necessity of this work on imperial as well as colonial grounds. My conviction is, that its construction is only a question of time, and I would respectfully urge that the early attention of the Legislature should be directed to it.

" I have the honour to be, Sir,

" Your obedient servant,

" The Hon. T. J. J. Loranger, (Signed) " JOHN A. MACDONALD."

" *Provincial Secretary.*"

Extracts from Memorandum above referred to, and which was submitted to the Imperial Government:—

" The necessity of constructing a military road between Halifax and Quebec, so as to render Canada accessible to her Majesty's forces at all seasons of the year, seems long to have engaged the attention of the British Government.

" In 1838 and 1839, when Canada was invaded by organized parties of marauders from the neighbouring country, with the avowed intention of conquest, troops were transported by that route in winter, when the St. Lawrence was

closed, with much difficulty, at an enormous expense, and with great suffering to the soldiery; and the impossibility of carrying military stores in sufficient quantities was then also fully proved.

"Several explorations were consequently made by the military authorities, with a view to the construction of a military road as part of the system of defence of the British North American colonies. It was then suggested that a railway, besides being of more utility for this purpose than an ordinary road, would be of great commercial benefit to those provinces, and at the same time confer the political advantage of connecting them more intimately with the mother-country and with each other.

"As this scheme would cost much more than the road originally intended, and as the colonies would be so much more benefited thereby, it was thought right that they should contribute to the expense of construction.

"A survey was accordingly made in the year 1848, by Major Robinson and other officers selected by the Imperial Government, but at the expense of the colonies.

"Misapprehension arose between Lord Grey and Mr. Howe, of Nova Scotia, then conducting the negotiation, as to whether, in case Major Robinson's line were adopted, the imperial guarantee would not also be extended to a lateral railway running from the main line through New Brunswick westward to the frontier of the United States.

"This side line, if constructed, would have much improved the commercial character of Major Robinson's line, as it would have formed a valuable feeder, and connected it with the general railway system of the United States. Acting, therefore, under the belief that the guarantee was to be so extended, the three provinces of Canada, New Brunswick, and Nova Scotia, made an agreement to construct the railway from Halifax to Quebec in equal proportions, and proceeded to legislate upon it with a view to the immediate execution of the work.

"On its being ascertained that it had not been intended by the British Government to grant the guarantee to the local line above referred to, all the objections to Major Robinson's route revived, and the arrangements between the provinces fell to the ground.

"Anxiously desiring the construction of the railway, the provinces, although much disappointed at the frustration of their expectations, entered into a new arrangement.

"They agreed, if the railway was built along the valley of the river St. John, Nova Scotia would advance three-twelfths, Canada four-twelfths, and New Brunswick five-twelfths of the cost of construction.

"This line promised great commercial advantages, and a fair pecuniary return, and at the same time satisfied the condition imposed by the Imperial Government, that it should pass exclusively through British territory. The agreement thus altered was submitted to the Imperial Government for approval; but Sir John Pakington, then Colonial Secretary, in a despatch, dated 20th May, 1852, intimated his disapproval of the proposed deviation from the Eastern line, and that he therefore did not feel warranted in recommending the guarantee to Parliament. He, however, at the same time stated, that the Imperial Government was by no means insensible to the great national objects involved in the construction of the line, and that the most favourable attention would be given to any modification of the proposals then before him. The negotiations thus fell a second time to the ground, the provinces are without their inter-colonial railway, and England has yet no military road to Canada.

"The three provinces have been driven, from the failure of these negotiations, to undertake, within their several territories, without concert, and on their own unaided credit and responsibility, the construction of railways, no doubt of local advantage, but not of general or national importance.

"It was not thought in Canada a fitting time to press this subject again on the British Government, when all its energies were directed to the vigorous prosecution of the Russian war, a struggle in which Canada fully sympathized, and was ready to make its own. But now that peace has been restored, it would seem that no time should be lost in undertaking this great work. Circumstances have arisen during the progress of the war,—the enlistment and Nicaraguan questions



with the United States, for instance,—which show that the necessity for such a road has not decreased. Whether as a means of pouring into Canada a sufficient force, or of withdrawing it therefrom, without delay, and at all seasons, in case of sudden exigency, it is equally called for.

"The only bar to its construction up to 1852 was the difference of opinion as to route; and that difference, it is believed, is not irreconcilable.

"While imperial interests require as imperatively as ever the completion of this project, the position of Canada with respect to it has materially altered.

"In 1852, there were no railways in operation in Canada (with two unimportant exceptions), and she had no winter route to the Atlantic; but since that time ten lines, extending over about 1,600 miles have been constructed, at an aggregate cost of about nineteen millions sterling, by private companies, chartered and aided by money grants from the Provincial Government to the extent of nearly five millions and a half. This sum has been raised partly by the bonds of Canada, on the immediate credit of her consolidated revenue, bearing six per cent. interest, and partly by her bonds, issued on the credit of a general municipal fund, established in the province by legislative authority. Preparations are now also in progress for the construction of an interior line of communication, far removed from the American frontier, by a combined system of railway and canal between the River Ottawa and Lake Huron.

"Canada has, therefore, already assumed the full measure of pecuniary obligation which her resources render prudent; but as access to the ocean, and communication with England, can only be had in winter through the United States, it is manifest that, in so far as imperial interests are concerned, the railway facilities are in a great measure incomplete.

"Canada is fully alive to the importance of providing for the maintenance of her connection with England; and she has sought opportunity, and availed herself of every occasion, practically to cement that relation.

"For the purpose of establishing a direct postal communication with England, which should not only put a stop to a large contribution to the revenue of the United States, but also attract to the colony a share of that trade and that emigration which was being diverted to that country, she has established, by the payment of an annual subsidy of £30,000, a direct weekly line of ocean steamers between the colony and England. In this enterprise she is not only unaided by England, but has to combat a line plying to the ports of the United States, supported by a subsidy from the Imperial Government exceeding £180,000 per annum.

"The Province has also enrolled, drilled, and armed, at her own expense, a large and available volunteer force, consisting already of sixteen troops of cavalry, seven field batteries of artillery, five companies of foot artillery, and fifty companies of riflemen; all provided with the most modern and effective arms. This force is maintained at a heavy cost to the Colonial treasury, and, being well disciplined, would be of essential and immediate service, should occasion arise for their active employment.

"In addition to this, Canada has been divided into military districts; and the whole sedentary militia, consisting of every man capable of bearing arms, has been organised.

"In so far as the commercial wants of the province are concerned, they are amply supplied by the existing railway communications to the American seaports, New York and Boston, and by the railway from Montreal to Portland, over which a Canadian company has complete control; but this entire dependence on, and exclusive relations with a foreign country, cannot but exercise an important and unwholesome influence on the status of Canada as a portion of the empire, and tend to establish elsewhere that identity of interest which ought to exist between the mother-country and the colony.

"We are sensible that we need not dwell on the grave and possibly disastrous consequences which, if a rupture should unhappily arise with the United States, may result from the want of communication in winter between England and the interior of the province; but it is evident that the safety of the colony can only be secured either by keeping, from the moment of the first apprehensions of danger, a military power within it of such magnitude as would repel any invading

force, during the five months when reinforcements or supplies could not be obtained by sea; or the means must be created of throwing in that force, and transporting them to those points which are assailable.

"We would further mention some facts which show that while the means of resisting invasion are in no way increased, the facilities for accomplishment are daily becoming greater. There are now no less than seven American railways terminating directly at the Canadian boundary, and a far greater number touching the waters of the river St. Lawrence and the lakes Ontario and Erie, which divide Canada from the United States. All these roads may be said to form together a continuous line, running parallel with, or in easy proximity to, the provincial boundary; and by their means, America would be enabled to concentrate, with the utmost expedition and ease, all her forces upon any quarter, and to choose her own point of attack.

"It may be urged that war with America is impossible, or at least an event so unlikely and remote as to justify no expenditure in anticipation of it. Admitting that the character and moderation of the Federal Government afford assurances of continued amity, it is not to be forgotten that there are other elements, not subordinate, whose influence may at any time become too powerful for control. The best safeguard against aggression is the power of repelling it. The knowledge of our weakness and exposure to attack may do much to precipitate that which, were our strength understood, would never be undertaken. It is now well known that, being cut off from England, the province cannot make her resources and strength available, should the necessity for their exercise unhappily come to pass; and when the occasion does arise, it will be too late to provide the means. The road cannot be constructed with a due regard to reasonable economy for several years, and experience shows how impossible it is to foresee what events within that period may interrupt the friendly relations with a country the peculiar constitution of which vests so much power in a class whose interests or passions may, at any time, prompt them to acts which would necessarily lead to a rupture. While, therefore, the commercial or material advantages to Canada which would follow the construction of the road are comparatively unimportant, she feels it her duty to urge the high national considerations which demand that the work should be undertaken.

"There can be little fear of any causes of difference between the colonies and the United States. The danger hitherto has sprung from subjects wherein, as a colony, Canada had no interest, but which (such as the Central American, the Oregon, and enlistment questions) were purely of imperial concern; so that, should hostilities arise, Canada would (as she was during the last war) be made the battle-ground in a quarrel which she did not cause, and in which she had no special concern. The colony has received the solemn assurance of the Imperial Government, a promise on which she implicitly relies, that while she is expected to assume her share of the burden of any force which her own internal wants may require in time of peace, yet that the whole power of the empire will be put forth for her protection and security against foreign aggression. Canada has acted on this assurance, and performed her part of the obligation; but we would respectfully urge that, without means of communication with Great Britain, the Imperial Government is powerless to perform its share; and that the very first step towards the fulfilment of the promise is to provide proper access to the country.

"But, apologizing for presenting at perhaps too great length arguments whose weight may be fully admitted, we proceed to suggest a mode by which we propose that the work should be constructed.

"The question of route is one which, in so far as Canada is concerned, might be left to the Imperial Government and the Lower Provinces; but the distance of that which would probably be chosen may be assumed at 600 miles. By Major Robinson's report, the cost of the longest or coast route of 635 miles is £7,000 sterling per mile, to which ten per cent. is added for contingencies; making the cost in round numbers £5,000,000.

"Now Canada has already built, or has in progress, 110, and Nova Scotia 60 miles, available for any route selected for the intercolonial road; leaving 420 to be constructed. Allowing one million sterling to be added to Major Robin-

son's estimate for the rise in the cost of labour and materials, since 1848, the balance to be provided for is £5,000,000. This would include the cost of the whole section apportioned to and now in process of construction by Nova Scotia, but does not include the cost of the 110 miles in Canada, on which a million, raised from other sources, will be expended. \* \* \*

"Canada and New Brunswick have already appropriated all their ungranted public lands, for ten miles on each side of the line, in aid of the undertaking. It is assumed that these lands amount to about four millions of acres.

"The system of land grants to aid the construction of railways has been followed with the most entire success in the United States of America, where lands from being almost worthless and unsaleable, have risen in value with a rapidity far exceeding the most hopeful anticipations. \* \* \*

(Signed)

"JOHN A. MACDONALD.

"JOHN ROSE."

Captain Douglas Galton, of the Railway Department of the Board of Trade, who had been commissioned by the Imperial Government to report upon the railways of the United States and Canada, in his report dated 8th December, 1856, and presented to Parliament 1857, said—

"In addition to these eastern and western routes of the United States must be mentioned the communication by water along the lakes, a communication which is continued by the Erie Canal to New York, and by the St. Lawrence through Canada to the Atlantic; and the line of Canadian railways, which since the opening of the Grand Trunk Railway, has assumed considerable importance. This line commences with the Great Western of Canada at Detroit, and, passing through Toronto, is continued by the Grand Trunk Railway, which, when the Victoria Bridge shall have been completed, will afford an uninterrupted line of railway communication through Montreal to Quebec, and to Portland in the State of Maine. *But it cannot be considered that this line of communication is completed, or that a proper outlet has been afforded to the trade of the British North-American possessions, until the line of railway through Canada shall have been continued on to Halifax.*

(Signed)

"DOUGLAS GALTON, Captain R.E."

### Extract from "Martin's British Colonies :"—

"The harbours of Nova Scotia, for number, capacity, and safety, are unparalleled to any other port of the world. Between Halifax and Cape Corso are twelve ports capable of receiving ships of the line, and there are fourteen others of sufficient depth for merchantmen.

"The harbour of Halifax has not perhaps a superior in the world: from its situation being directly open to the Atlantic, it is scarcely interrupted with. It is our chief naval station in North America, and affords safe anchorage for one thousand ships.

"New Brunswick is generally composed of bold eminences, sometimes swelling into mountains, and again subsiding into vale and lowlands, covered with noble forests and intersected by numerous rivers and lakes, affording water communications in every direction to the pleasing settlements scattered throughout the fertile alluvial spots termed intervals. The greater part of the territory, namely, about 14,000,000 acres, is still in a state of nature, adorned with abundance of timber and fine extending prairies. New Brunswick is healthy."

On the 1st May, 1858, both branches of the Legislature of Nova Scotia, again addressed Her Majesty as follows : —

“ MAY IT PLEASE YOUR MAJESTY :

“ We, the loyal and devoted subjects of your Majesty, the Legislative Council and House of Assembly of Nova Scotia, now in provincial parliament convened, approach your Majesty to renew an expression of the unabated interest which the Legislature and people of this province continue to take in the long-agitated project of an intercolonial railroad, by which the colonies of Canada, New Brunswick, and Nova Scotia, with the sister colony of Prince Edward's Island, may be bound more closely together, and their intercourse and union facilitated, and the communication from the parent state and your Majesty's North-American empire be improved by a rapid and efficient mode of transport from the seaboard to its distant borders, *independently of passage through foreign territory.*

“ This great enterprise, of national no less than colonial importance, has been through many years pressed upon the consideration of your Majesty's Government. During the last season delegates from the Governments of Canada and this province, in person, urged the undertaking on the attention of your Majesty's ministers.

“ The benefits of the measure, both in its national and colonial relations, are acknowledged ; and we abstain from repeating arguments so recently presented and so familiar, further than to beg your Majesty's consideration of the statements contained in the report of the delegates from this province, addressed to the Right Hon. the Colonial Secretary, dated in London on the 20th August, 1857, a copy of which accompanies this address.

“ The gigantic work we advocate has been facilitated by the efforts and expenditures of the provinces ; but its accomplishment is beyond their unaided resources ; and on the efficient assistance of your Majesty's Government depends this great result.

“ In urging our prayer on your Majesty, we are assured that it will not be its least recommendation to your royal consideration, that, while it has in view the consolidation of national power, it affords to your Majesty another occasion of manifesting your benignity and regards towards your loyal colonial subjects in this portion of your extended empire, by aiding an undertaking in which their feelings and interests are deeply engaged.

“ We humbly pray that your Majesty will be graciously pleased to extend imperial aid to this important measure, and to cause measures to be taken for ascertaining the views and ability of the several provinces with respect to it, and the nature and extent of the assistance they respectively require, and of the aid your Majesty's Government will be disposed to afford ; that arrangements may be matured for the early commencement and the completion of this work by the united efforts of the three provinces of Canada, New Brunswick, and Nova Scotia, with such co-operation and aid from your Majesty's Imperial Government as may be commensurate with the greatness of the object and the magnitude of the national interests which it promotes.

“ EDWARD KENNY, President of Legislative Council.

“ STEWART CAMPBELL, Speaker of the House of Assembly.

“ *Halifax, N.S., May 1, 1858.*”

On the 16th August, 1858, both branches of the Canadian Legislature passed the following resolutions, upon which addresses were presented to Her Majesty :—

“ RESOLVED :—

- “ 1. That the construction of an intercolonial railway, connecting the pro-

vinces of New Brunswick and Nova Scotia with Canada, has long been regarded as a matter of national concern, and ought earnestly to be pressed on the consideration of the Imperial Government.

"2. That during several months of the year, intercourse between the United Kingdom and Canada can only be carried on through the territory of the United States of America, and that such dependence on, and exclusive relations with, a foreign country cannot, even in time of peace, but exercise an important and unwholesome influence on the *status* of Canada as a portion of the empire, and may tend to establish elsewhere that identity of interest which ought to exist between the mother-country and her colonies.

"3. That while this House implicitly relies on the repeated assurances of the Imperial Government that the strength of the empire would be put forth to secure this province against external aggression, it is convinced that such strength cannot be efficiently exerted during a large portion of the year, from the absence of sufficient means of communication, and that should the amicable relations which at present so happily exist between Great Britain and the United States be ever disturbed, the difficulty of access to the ocean during the winter months might seriously endanger the safety of the province.

"4. That in view of the speedy opening up of the territories now occupied by the Hudson's Bay Company, and of the development and settlement of the vast regions between Canada and the Pacific Ocean, it is essential to the interests of the empire at large that a highway extending from the Atlantic Ocean westward should exist, which would at once place the whole British possessions in America within the ready access and easy protection of Great Britain, whilst by the facilities for internal communication thus afforded, the prosperity of those great dependencies would be promoted, their strength consolidated and added to the strength of the empire, and their permanent union with the mother-country secured.

"5. That Canada has already nearly completed the construction within the province of a chain of railways over 1,600 miles in length, extending from the eastern frontier of the province towards its western boundary, which is of the greatest importance to its commercial and material prosperity, and forming part of the great proposed highway, but which, without completion to the ocean, is comparatively useless in a national point of view, either as bringing the sister colonies together, or as connecting those colonies with the parent state.

"6. That this House, under these circumstances, is deeply impressed with the importance of an intercolonial railway, and the necessity for its immediate construction; and desiring to co-operate with the Imperial Government and the provinces of Nova Scotia and New Brunswick in securing its speedy completion, this House approves of the memorandum addressed to her Majesty's Secretary of State for the Colonies by the Canadian delegates, and laid before Parliament by his Excellency the Governor-General in his gracious message communicated on the thirty-first day of May last, and recommends that the future negotiations should be conducted as nearly as may be on the basis thereby submitted.

"7. That in the opinion of this House it is expedient that his Excellency the Governor-General should cause all communication with the other provinces, necessary for common action on the subject, to be entered into.

"8. That an humble address be presented to Her Majesty embodying the foregoing resolution, and that the Honourable the Legislative Council be asked to concur in the said address."

---

On the 5th June, 1858, a meeting was held at the Thatched House Tavern, St. James's Street, for the purpose of devising the best means of carrying out the completion of the railway. It was attended by the following gentlemen:—

Viscount Buay, M.P., in the chair; the Rt. Hon. Sotherton

Estcourt, M.P., Capt. the Hon. John Vivian, M.P., the Hon. Sir A. Napier Macnab, Bart., Viscount Goderich, M.P., the Hon. Samuel Cunard, Colonel Boldero, M.P., James Wyld, Esq., M.P., G. G. Glyn, Esq., M.P., the Hon. Charles Fitzwilliam, M.P., R. P. Nisbet, Esq., M.P., the Hon. Justice Haliburton, John Needl, Esq., M.P., Francis S. Head, Esq., Alfred Roche, Esq., and others.

The CHAIRMAN read letters from numerous members of parliament, bankers, merchants, and Presidents of Chambers of Commerce, stating they were strongly convinced of the expediency of the undertaking; and that, on the Meeting resolving on any course of action, they were perfectly ready to further that course of action to the best of their power.

The Right Honourable SOTHERTON ESTCOURT, M.P., in moving the first resolution, said—I am not reluctant at all to offer such humble assistance as I can, towards putting our proceeding in course of operation, which I look upon, in a national point of view, as being of manifest advantage, not only to Canada, and the other parts of America, but also, I must say, to the mother-country itself. \* \* \* As matters now stand, there is for half a year an absolute separation between the three provinces of New Brunswick, Nova Scotia, and Canada. (Hear, hear.) Now that that is of some importance in times of difficulty, I bear in mind a recollection which I think is a proof. At the time when what was called the rebellion of Canada broke out, I was well acquainted with the movements of the 43rd regiment. That regiment was stationed on the seaboard of New Brunswick; it was of the greatest importance that all succour that could be afforded should be marched with every rapidity that was possible to the places where operations were going on in Canada. That regiment made a most magnificent and difficult passage through the midst of the country, which had scarcely been explored before they cut their way through—in short, it was one of the most brilliant operations, which is as deserving to be recorded by an historian as the famous expedition of Cyrus, which was so fortunate as to receive a place in history, and an historian in Xenophon; it was something that could not fail to make an impression upon a non-military as well as a military mind. I know it did upon mine. They took, if I am not mistaken, pretty nearly the course along which you propose to carry this railway; they underwent great difficulties; they could not avoid leaving behind them a great many of those accessories which were, in fact, indispensable to the full development of the power they had to bring to bear upon the scene of action. All that could be done was done in their personal and individual capacity—they contrived to make their way through the forests. Now, if there had been then such a railway as you are proposing to establish, instead of its being an operation of difficulty, it would have been one of great facility; instead of cutting their way through at a slow rate, which still was very creditable to them, for they did it at twenty miles a day, they would have been wafted within twenty-four hours from Halifax to Quebec, and thus have produced, by the rapidity of com-



munication, an impression that would have more than doubled any amount of imperial force that might have been brought.

My lord, with regard to the mode in which this Meeting should proceed, I beg to say, and it is hardly necessary for me to do so, that I attend here only as a private individual member of Parliament; it is not in my power to state anything here on the part of the Government, of which I am a very humble member, and cannot certainly in any way venture to take upon myself to say what their views will be; but having taken part in similar operations before, it seems to me that the course you have delineated is very much the sort of course that it would be prudent for us, as well-wishers of the cause, to adopt, which would be likely to make an impression; and, really, if there is to be any confidence placed in these figures, I do not think you will be calling upon the Government to incur any prodigious risk. (Hear, hear.) I must say, I think that the cause is one of such great importance, since it would enable us during one-half of the year, during which at present communication is totally intercepted, to establish, by means of a railway, facilities of conveyance and communication between these three provinces. That in a national point of view you might fairly ask of the Government to make some pecuniary sacrifice, in order to achieve it (hear, hear); but it seems to me, also, if these figures have any weight, you might go to the Government and say, you gain this great Imperial advantage without any risk at all. (Hear, hear.)

Now, my lord, I will leave it to those who are far abler than I am myself to enter into the details, and I only beg leave to move the resolution which has been put into my hands, in every word of which I must say for myself I not only cordially concur, but I cannot doubt that every person who knows anything of what is likely to be beneficial to our Colonial interests, and the Imperial interests of Great Britain, will be certain to concur.

He concluded by moving the following resolution:—

“That the extraordinary advance which has been made within the last few years in the trade and population of the British North American colonies renders it imperatively necessary that Great Britain should no longer be dependent upon the United States for railway communication with these important colonies especially, when a cheaper and more expeditious route can be obtained through the British possessions.”

The Hon. JOHN VIVIAN, M.P., in seconding the resolution, stated he had great pleasure in doing so, for he happened to have marched with the 43rd regiment, on the occasion referred to by his right honourable friend; and after giving a most interesting account of their march, concluded by saying,—The only thing that surprises me is that, considering the necessity of the communication between those three great countries of Canada, New Brunswick, and Nova Scotia, so many years should be permitted to have elapsed since they came into our possession, without any suggestion of this sort having been brought before the public.

Sir ALLAN NAPIER MACNAB, in moving the next resolution, said.—The time has certainly arrived when we should no longer be



dependent upon a foreign power for access to the ocean at all seasons of the year, and for our communication with the mother-country.

The people of the colonies have done all that could be expected of them. The province of Canada has given £20,000 a year, and all the land necessary for the railway, and they have also given ten miles on either side of the track. The provinces of New Brunswick and Nova Scotia have done the same, and you learn by the report just read by the Chairman that this railway is estimated to cost about £3,000,000. You will therefore have money sufficient to pay the interest on more than one-third of the amount, and a grant of land that will, in my opinion, shortly realize all the money required. You cannot expect the colonies to do more than they have done, and surely the Government of this country ought to be prepared to give them the assistance they require.

My friend Mr. Cunard, who sits on the other side of the table, will tell you that the port of Halifax is one of the finest ports in the world, that the communication between Halifax and Quebec will not occupy more than twenty-four hours, and that a large portion of the land is good and will be available after the completion of the railway. The exports and imports of Canada alone are now about £20,000,000.

He concluded by moving the following resolution :—

“That the importance of a line of railway from Halifax to Quebec, in a national point of view, having been repeatedly acknowledged by the Imperial Governments, and by the legislatures of the various colonies through which the said line of railway is intended to pass, it is desirable that measures be forthwith adopted to carry out the views expressed by such high authority.”

It was seconded by Mr. NISBETT, M.P., and spoken to by Lord GODERICH, M.P., as follows :—My Lord Bury and Gentlemen—As I shall be obliged to leave this Meeting in a few moments, you will perhaps allow me to say one or two words, feeling, as I do, a very deep interest in all that concerns the colonies of England. I was very happy to avail myself of your invitation to attend this Meeting to-day ; but, as I told you then, and stated to other gentlemen in the room, I came here more as a learner than in any other capacity. Before I go I am anxious to state, that all that I have heard has convinced me that the assertions contained in those two resolutions that have just been moved and carried are fully borne out, as far as I am able to judge of the matter. There can be no doubt of the great importance to the colonies, and of the great importance to the mother-country, of such a railway as is proposed to be made. For my own part, with regard to the other resolutions, I am not a true friend in the abstract to Government guarantees or Government assistance to railways. I am always more glad to see undertakings of this kind carried out by the unassisted efforts of capitalists. But I can understand that a work of this description, which may be truly called a national work, tending to bind together three colonies, and to confer great and manifest advantages upon the mother-country, may require some assistance of that description.

The CHAIRMAN said,—The Honourable Samuel Cunard will move the third resolution.

The Hon. S. CUNARD.—My Lords and Gentlemen, I do not think it is necessary for me to say much to you upon the subject, as I think you have pointed out yourselves the proper course to be adopted. I think that a committee should be appointed to wait upon the Government, and I think the Government are fully sensible of the importance of this measure. I have had a great deal to do with it myself. I had managed with Lord Grey at one time to carry it out, and the Government were very much disposed to come forward, and to do anything almost that was required, they knowing the importance of the measure. (Hear, hear.) Anybody who knows Halifax will admit it is one of the first harbours in the world, and that a railway there would be a link which would connect together the three provinces of Canada, New Brunswick, and Nova Scotia, and without that connecting link they are completely separated. It is something remarkable that for six months of the year there is no access to Quebec, and neither is there any outlet from Quebec. If you have, in a Government point of view, troops in Halifax, you can send them wherever they are required. If you wish to take them from Canada, you can take them down to Halifax. Last year I had to bring troops from Quebec to Halifax, when they were wanted in the Crimea, and I could not do it for want of proper communication. I want to show the importance of the railway not existing at that time, and what I could have done with it. I pointed out to the Government that they could do with three regiments less in Canada by means of this railway than they could do without it. I did not at that time think that they would find it necessary to bring troops from Canada to assist in other parts of the world where we might want them. I think the Government would be glad to aid and assist this as a great national undertaking, and as a measure of very great importance, I think the Chairman has pointed out that a deputation should wait upon the Government, and I think it would not wait upon them in vain. I think they would not only get the countenance of the Government, but they would get as large an annual sum of money as the provinces are willing to give for the advantages the Government would receive from it. The Government would receive much greater advantages than the provinces by the sum they would give. The Government did propose to allow me a very large sum of money annually, and also to guarantee the payment of a loan in this country, at a low rate of interest, which we could now get and could have got at that time; and the sum the provinces were to pay and the sum the Government were to pay would meet the interest altogether, so that they could go on and work the railway by that means. (Hear, hear.)

I do not think it necessary to occupy more of your time than I have done—it is a great measure and of importance both to the colonies and to the country at large.

He concluded by moving the following resolution:—

"That, in the opinion of this meeting, the Halifax and Quebec Railway will afford a safe and profitable means of investment for a large amount of unemployed capital in the United Kingdom, provided that the Imperial Government be willing to confer upon the subscribers such privileges and advantages as are commensurate with the importance of this great national undertaking, and with the advantages already accorded by the Colonial Governments."

Colonel BOLDERO, M.P., in seconding the resolution, stated he had great pleasure in doing so, for during a residence of some years in Halifax, carrying on important works for the Government, he had become fully aware of its importance.

The Hon. CHARLES FITZWILLIAM, M.P., in moving the next resolution, said, he looked upon it as the commencing link to connect the Atlantic Ocean with the Pacific, an object which no doubt every person ought to have in view who wishes to keep Her Majesty's dominions in their utmost integrity. We fortunately possessed on the Atlantic and Pacific Oceans the most important harbours in the world, and it was highly essential they should be connected by a railway through British territory. He concluded by moving—

"That it is advisable that application be forthwith made to Her Majesty's Government upon the subject of the proposed railway from Halifax to Quebec, with a view to ascertain what arrangements and assistance they are prepared to afford to the promoters of the undertaking."

Mr. WYLD, M.P., on seconding the resolution, said—I have watched the observations that have fallen from the different hon. gentlemen who have addressed your lordship to-day, and I find all have abstained from pointing out what are the great commercial and paying advantages of this line to Nova Scotia itself. I have some acquaintance with that country, and I know its vast mineral riches, its forests, its mines, both of coal and iron-stone, and other materials, which, I feel assured, in itself would yield a very ample return for the capital that might be outlaid upon it. (Hear, hear.) Your lordship has spoken of the matter in a military point of view, which is an important one no doubt; but I am a man of peace, and I look upon this railway as perhaps one of the most important links in our communications, not for the purpose of war, but for the purpose of cementing us eternally in the bonds of peace, not only with Canada, but with the United States; for what has been our position with the United States? We have been absolutely dependent for our communications, for a large portion of the year, upon the railway communication with the United States; but this railway will give us an independent communication, and I have not the slightest doubt will in itself yield a very ample return for the capital that will be outlaid upon it. Now, the resolution that I am to speak to is, "That it is advisable that an application be made forthwith to Her Majesty's Government." From the tenor of the letter of Lord Grey, of March 10th, 1851, I think we have a right to go to Her Majesty's Government and ask them to carry out the promise made by Lord Grey in that letter, for although the *personnel* of the Government has changed since that time, yet I think the policy of Her Majesty's

present Government should not change. I think that the promise contained in Lord Grey's letter is such, that at this moment if an organization is made to carry out this railway, we have a right to ask the present occupant of the Colonial Office to carry out the terms contained in Lord Grey's letter of the 10th of March, 1851.

The Honourable Justice HALIBURTON, in moving the next resolution, said: In the first place we are totally dependent upon the United States for the transmission of the English mails to Canada; we have to carry them by the magnificent line of steamers of Mr. Cunard, either to Boston, and then send them up to the province of Canada, or by that equally magnificent line of his to New York, and send them thence to Canada, through the States.

Now, those who have as much knowledge of the Americans as I have, I believe will be constrained to say that they are either not able to carry out their treaties, or that they are not willing to do so; but whether they carry them out or whether they fail to do so, it is always accompanied with very great impertinence and insolence. (Laughter.) Now, in the present postal arrangement between this country and the United States there is a clause, granting permission for the mails to travel through their country, and a very large sum of money is paid for it. But that arrangement is terminable at a very short notice. I think it is a month or six weeks; and the consequence of that clause is, that when the Collins line was put on, they wanted to have all the English letters sent by their ships; and when the demand was refused, notice was given to terminate the treaty, which caused the greatest confusion and alarm to the mercantile world: for you could not get a letter except through the United States without infinite delay. Now I have lived, I will not say the greater part of my life, but all my life in Nova Scotia, and am a native of the country. Quebec is practically as far distant to me, and infinitely more difficult to get at, than Dresden is from here. (Hear, hear.) I can go to Dresden with a good deal more comfort and a vast deal more ease than I can go from Halifax to Quebec, and I believe a great deal cheaper. I have got, in the first place, to ship on board one of Mr. Cunard's vessels and to go to Boston, and perhaps I have to wait a fortnight for the arrival of his steamer. Then I have to go through that very conciliatory country and polite people, the Yankees, until I can get up to the border, and then I have to go to such a point in Canada as I want to go to. You heard about those troops that were sent to Canada from Halifax in the winter. I recollect it well, for I was riding on horseback on the Halifax road at the time these men were coming up. It was in the month of December—the month of December at Halifax and the month of December at Quebec are two very different things. It is something like the Polar Lea at Quebec; it is very cold at Halifax, but God knows how much colder it is at Quebec—it would take the hair off a man's head. The march of those troops was, even by the people of that country, who understand the use of the snow-shoes and all that sort of thing, thought a most marvellous undertaking.

Mr. CUNARD.—It was.

The Honourable Justice HALIBURTON.—And it was though a most marvellous undertaking, even by the colonists themselves, and I believe the commissariat officer's name was Inglis, who was a colonist, and therefore had a knowledge of these modes of conveying troops which an English commissariat officer would not have. He was a host in himself; and there would have been very different work in the Crimea if he had lived to have gone there. The St. Lawrence is closed for a great part of the year, and a road through the wilderness does not exist. To send or withdraw troops at all times, to forward warlike stores or militia to assailed or assailable points, is of the first importance—where means of transport exist to the sea, the military force may be reduced greatly; in eleven days troops can reach Canada from England—weakness invites attack. Now, Halifax is situate at the nearest point to England in America. Most of you, gentlemen, have been there. It is the most magnificent harbour in the world. It is not only one harbour, but it is a double harbour. After you go up about ten miles of magnificent harbour, you pass through a small narrow passage of about 1,100 to 1,200 feet—perhaps not so much—and then you get up to Bedford Harbour, which is the best, if there can be two beats.

Mr. CUNARD.—Halifax is the best, and the other is the better.

The Honourable Justice HALIBURTON.—That is, that Halifax is a double first. It is an extraordinary fact, and difficult to account for, that the harbour of Halifax is only once in many years frozen over, and the further south you go upon that continent the oftener the harbours are frozen over. For instance, if you go further south to Boston, it is twice as often frozen over as Halifax.

Mr. CUNARD.—I have been twenty years with steamers, and have not been kept out of Halifax once, but I have out of Boston many times.

The Honourable Justice HALIBURTON.—During the winter, a few years ago, there were a hundred vessels frozen up in Charleston, South Carolina, and had to stop there six weeks at a time; but that does not often occur. If you go north of Halifax, then it is entirely closed. But I have no doubt that the magnificent harbour of Halifax was intended for this railway.

Mr. CUNARD.—Nothing happens by accident.

The Honourable Justice HALIBURTON.—No doubt Providence intended this, for this particular object. (A laugh.)

Now, I will just mention one thing that has been omitted. When it was first started, it was considered a monstrous undertaking, and alarmed everybody, because you were to begin at Halifax and run to Quebec. But the distance is lessened at both ends now. Nova Scotia has already made its railway from Halifax very near to the New Brunswick border. Canada has done the same thing; it has run down the St. Lawrence as far as Trois Pistoles, and I believe is willing to do what lies within its own border; but there is a large piece of vacant ground between Nova Scotia and Canada, lying in New

Brunswick. They have not anybody who seems to take any interest in that which is the key to the whole. When you come to consider with reference to this particular resolution that you are at the mercy of the Americans for your postal communication; that you have not a road from these Lower Provinces, that they are totally detached, that they are unconnected, that there are five sets of laws in consequence of their being in that way, that there is no general public feeling got up amongst them, it is manifestly an object of the first importance to unite them. I think the Government ought to take into consideration another view, which is, that in all the possessions of England in the wide world (where the sun never sets upon her possessions) and especially on the American continent, if there are loyal subjects it is in British North America, and they have lately given a proof of it (Hear, hear), for a regiment has been formed, and it is not only now offered, but it has been offered and rather superciliously rejected on one or two occasions before; but at this time they could not well refuse it, because they could not do without it, and if the regiment does not give a good account of itself, I shall be greatly mistaken. They sent General Inglis to defend Lucknow, and General Williams to defend Kars, and also sent the Admiral who brought the Yankee Chesapeake into Halifax (laughter), who was also a native of our country; and it sent to the Redan some of the very first victims who fell there. Therefore, I think, in considering this,—it is a truly English possession—that it is larger than all Europe—it is connected with the East, and it is of importance in every way, I should certainly think it a very extraordinary thing if the Government does not, at all events, give a guarantee. *British America is the only possession we have where the climate suits European constitutions; in this respect it is far before the States, as is evinced in the health, vigour, and stature of the population.* He concluded by moving the following resolution, which was seconded by Mr. NEEDLE, M.P.:—

“That the undermentioned noblemen and gentlemen, together with such others as may wish to unite them, agree to form a deputation for the purpose of applying to her Majesty’s Government upon the subject of the proposed railway from Halifax to Quebec, and that the Chairman be requested to ascertain when her Majesty’s Secretary of State for the Colonies will be prepared to receive the deputation, and to communicate the result to them.”

Mr. ROCHES said: My Lord Bury and Gentlemen,—You will perhaps allow me to mention one circumstance which came under my observation, which shows in a very remarkable manner the impolicy of allowing our communications with the Atlantic to be dependent upon a foreign power. During the late war, and at one of the most critical periods of that war, the British Government were desirous of removing from Quebec to Halifax the large munitions that they had in store; and a question was put to the law officers of the Crown of this country, if the munitions were carried along the railway from Quebec to Portland to be embarked, it could be done without giving offence to the United States. The law officers of the Crown having pending



before them the question of the Foreign Enlistment, gave it as their opinion that it would be a violation of the international law of the United States; that we should get into another complication; and the consequence was, that these stores were carried, in the depth of winter, on sledges, to Halifax, and shipped to the Crimea. This is a circumstance showing the grounds on which we should not be dependent upon a foreign power. (Hear, hear.)

---

In accordance with resolutions at the before-mentioned meeting the following deputation waited on the Right Hon. Sir Edward Lytton Bulwer-Lytton, Bart., M.P., Secretary of State for the Colonies, on Monday, the 14th day of June, 1858:—

The Deputation consisted of the following noblemen and gentlemen;—Viscount BURY, M.P., *Chairman*; Viscount Goderich, M.P.; The Hon. Sir Allan N. Macnab, Bart.; Capt. the Hon. John Vivian, M.P.; The Hon. C. W. W. Fitzwilliam, M.P.; The Hon. S. Cunard; G. G. Glyn, Esq., M.P.; J. A. Roebuck, Esq., M.P.; John Neeld, Esq., M.P.; R. P. Nisbet, Esq., M.P.; Colonel Boldero, M.P.; The Right Hon. Sotheron Estcourt, M.P.; The Hon. F. Berkeley, M.P.; The Hon. Justice Haliburton; W. H. Gore Langton, Esq., M.P.; Samuel Christy, Esq., M.P.; James Wyld, Esq., M.P.; Mr. Collins, M.P.; Mr. Nelson; Mr. Brotherhood; Mr. H. Masterman; Mr. Stevens; Mr. Sewell.

Lord BURY said,—Sir, I attend here to-day to present this influential deputation to you, as the chairman of meetings which were held at the Thatched House Tavern on last Saturday week, and also on last Saturday.

The object of the meeting is to urge upon her Majesty's Government the advisability of assisting, in some manner, the construction of a railroad between Halifax and Quebec. You, sir, are aware, from the papers which have been submitted to you, that the Governments of Nova Scotia, New Brunswick, and Canada, have each of them guaranteed £20,000 per annum towards the completion of this work, together with certain crown lands lying within each of their jurisdictions, and they engage to place at the disposal of any Company who may undertake the railway, or rather of her Majesty's Government, such private lands as may be required for making the stations and other works on the line. The conditions upon which they guarantee this to her Majesty are, that her Majesty shall, either by herself, or through the instrumentality of a private company, undertake the construction of the line. Lord Grey was very favourably disposed towards the project, and, in a despatch to Lord Elgin, dated the 14th March, 1851, he stated that her Majesty's Government would be prepared to recommend to Parliament that a minimum interest on the amount to be expended in construct-



ing the line, should be guaranteed to them. We should like to put it to her Majesty's Government whether they would not be equally prepared to assist in this undertaking.

I need not urge upon you, sir, the extreme importance, in a political point of view, of the construction of this line; but I only allude to it now because I know that the view which will have most weight with you will, of course, be that the undertaking is great in a national and political point of view. You, of course, will not enter with such care into the circumstances whether it would be likely to be peculiarly remunerative to the shareholders of the undertaking. I shall only allude to that part of it in order to show that her Majesty's Government will not incur any very great risk if they, in accordance with our request, guarantee the sum required for the construction of the line.

With regard to the first point, namely, the national importance, the map which I see before you will immediately show you the manner in which the communication at present takes place with Canada, and which involves a very considerable circuitous route, besides going through the territories of another power. By our proposed route you will land at Halifax, and then go from Halifax to Quebec; you will not only go through the British territory the whole way, but you will save 400 miles as regards going by steamer to Boston, and 600 miles as regards going by steamer to New York. You now have to go across the state of Maine from Boston, and from the port of New York through the state of New York, to the Canadian frontier; consequently, this our route involves not only a very great saving of time as regards the transit, but it would allow us to complete your communications through the British territory. I need only cite one instance—I am sure you are already aware of that one point to which I will advert—that during the last war, when it was desirable to convey stores which were in the arsenal of Quebec for use in the Crimea. The law officers of the crown were consulted as to the possibility of conveying these stores over the railroads of the United States; it was decided by the law officers that it would be a contravention of the neutrality laws to do so, and, in consequence of that opinion, the stores were locked up in Canada, and they were ultimately, I believe, conveyed on sleighs over the very line through which this railway will pass which we wish to undertake.

What we ask her Majesty's Government now to do is this: These Legislatures having already voted £60,000 a year to her Majesty's Government, and certain crown lands—that her Majesty's Government would consent to propose to Parliament to guarantee us an equal sum of £60,000 a year, together with the £60,000 a year that has been voted by these colonies, and the crown lands they have voted. That would form a guarantee equal to £4 per cent. on the estimated amount of the capital to be expended, which is £3,000,000 sterling.

These amounts will make £120,000 a year guaranteed by her

Majesty's Government, for which they will have as assets £60,000 a year guaranteed by the Legislatures of Nova Scotia, New Brunswick, and Canada, and for the remaining £60,000 a year the company will undertake to convey her Majesty's mails, stores, and, troops free of cost,—he mails throughout the year, the warlike stores, or any other stores her Majesty might choose to send, and the conveyance of the troops free of cost, whenever her Majesty may choose to send them. That, sir, is the proposal we wish to make to her Majesty's Government.

I may say that the meeting appointed a financial committee to confer with you in case her Majesty's Government should feel generally disposed to afford us any guarantee, and should wish to confer with respect to the amount of that guarantee, and the details of it; and that committee would wait upon you at your convenience in case you feel favourably disposed to entertain the proposals.

I may add to this, that a memorial has been prepared for presentation to you, embodying the resolutions of the first meeting, which was held at the Thatched House Tavern, on Saturday week, and also embodying the resolutions of the adjourned meeting, held on Saturday last, touching the financial part of it. I will hand this to you, but it is subject to a slight alteration in the latter part of it, so that perhaps you will not consider it as quite complete.

Sir E. BULWER-LYTTON.—I think the question divides itself into two great divisions: one is the political and the other is the financial. So far as the political is concerned, which more immediately comes under my notice, I have given the best consideration I can to the subject, and I think that the imperial advantages are not exaggerated. I think that there is a sufficient degree of imperial advantage to be derived from the proposed line to justify, to my mind, the Government in giving assistance to the colonies; and the more I look at the great importance of it, the more favourable I think the proposed course is.

But then there comes the other question, which clearly does not come into my department, which is the financial, and that is really a question for the Chancellor of the Exchequer. It is a question for him to consider whether he thinks the financial state of the country would justify it, and he also has to consider how far he thinks there would be a sufficient degree of Parliamentary support for such a purpose. All I can say is, if he will agree, I should be myself exceedingly proud and excessively happy to assist in carrying it out. (Hear, hear.) But I cannot say anything upon that. That is not at all in my department. I think that there are difficulties. You know very well the great difficulties there are in obtaining through Parliament anything like guarantees for loans for colonial purposes; and in order to carry that out, you must make out a very strong case, not as to the colonial advantages only, but as to the imperial advantages. As far as I have been able to look at it, which is only within a short time, I must say it appears to me that there are very good grounds for stating there are imperial advantages.

Mr. ROEBUCK, M.P.—Sir Edward, you ought to bear in mind that at the present moment we do incur a certain amount of expense. We transmit our post, we transmit our warlike stores, and also our troops to Canada—that united makes up an annual sum. Now, the post alone makes up an annual sum of £25,000. That is a matter which annually occurs. That would be done away with entirely by the proposed plan. The railway company undertakes to convey the post of Her Majesty from Halifax to Quebec—that is included in the grant of £60,000 a year. Besides that, they undertake to transmit all the *stores* that Her Majesty may choose to send to Quebec, and also all the *troops* that Her Majesty may choose to send to Quebec: so that all those three items together ought to be considered as diminishing the expenses of our guarantee. That is, we are, by a sort of forethought, making a contract to conduct our troops, our post, and our stores for £60,000 a year across that portion of the territory.

The Hon. Mr. Justice HALIBURTON.—Sir, there is one thing I must beg leave to mention; this is to be distinguished from almost all other railways. This is not a colonial railway as affects Canada, New Brunswick, or Nova Scotia individually, but as affecting the whole of them, and as affecting their intercourse with this country. Mr. Roebuck has put that in a very forcible way. With respect to the carriage of the mails, which is an actual expenditure at the present moment in the shape of a charge on the revenue, you will observe that the mail goes to Boston, it is carried to New York, and in either case, whether it goes to Boston or New York, before it can reach Canada and the British possessions there, it has to pass through the United States. We ought not to be at the mercy of a foreign power for carrying the mails to our own possessions. I want further to state—this is something which perhaps neither you nor myself may live to see carried out; but, beyond all manner of doubt, it is the destiny of this country to have a complete inter-colonial communication all the way, from the Atlantic to the Pacific Ocean by Vancouver's Island; and there is now, from the entrance of the St. Lawrence to the head of Lake Superior, a larger inland navigation than from Liverpool to New York (which is upwards of 3,700 miles). From the embouchure of that river in British territory up to the head of Lake Superior in British territory, it would take a vessel with the same power a longer time to go up through that natural canal than it would to go from Liverpool to that country. After this railway is completed, you will have an outlet for all the western waters; all the produce that they have in that part of the world must come by this railway to the nearest port of Halifax on the Atlantic, between England and America. Here are things that are practicable—they begin piece by piece. Through Canada there are locks to connect the lakes and railways at certain points. There is a railway through Nova Scotia, and now it wants but this little bit, and then you get a communication all the way from Halifax to the head of Lake Superior, and thence to Vancouver's Island through open country.

But there is another fact; this is not a grant or a guarantee; it is, in fact, a contract to a certain extent. You are to pay this company what you are now paying the American Government for the transmission of your mails. It is a company which you can constrain by courts of law and by means of which you can reach them as British subjects. You cannot constrain the Americans to the fulfilment of any treaty (I do not think it is in their power to fulfil a treaty, and I do not think they have the disposition to do it if they had the power), but this is a company that can be constrained to do it. But there are considerations far beyond all that. There are ramifications and consequences which cannot be easily foreseen in the first instance,—one is the reduction of Her Majesty's expenditure. If you have a railway from Halifax you need not keep troops in Canada for its defence; for in eleven days they can be sent from Chatham to any point of Canada; they would get to Halifax in nine days, and in two days the greater portion of Canada would be under protection, and that is as soon as the Americans could discipline, embody, and march their troops. Therefore you do not want to keep such a military force, and all the saving that is constituted out of that state of things must be put also to the credit of this railway. Now, during the last war it was the disposition of the Government to withdraw the troops. They wanted a regiment; they put it off for too long a time, and they had to wait for six months, as they could not come out; they wanted to get the stores, and they could not bring them through the United States, because it would be contavening the neutrality treaty.

You should look at it as a national and intercolonial question, and not as colonial merely; and you should look at it for the postal communication, and also that it will (which is highly desirable) connect those colonies in a way that there shall be the same communion and the same confederation. You have now five different colonies there, and those five different colonies have five different sets of customs, five different tariffs, and five different sets of laws. We know as little of what goes on in Nova Scotia, at Toronto, or at Kingston, as we do of what goes on at Danzig or Hongkong. I can much easier go now from here to St. Petersburg than I can go from Halifax to Quebec. I can do so much more comfortably and at half the cost.

MR. CUNARD.—You remarked just now that the Government were indisposed to make grants for colonial railways. Now, this is not a colonial railway, nor an intercolonial one, but it is a *great national road*—it is a *great military road*, and it should be viewed in this country as such, and not as a colonial one.

SIR E. BULWER-LYTTON.—There are various ways of putting it; I SHOULD THINK IT WAS A GREAT NATIONAL ROAD.

MR. CUNARD.—*It really is so.* For six months in the year you can have no access to Canada in a military point of view; you cannot bring troops from Canada, neither can you take troops to aid and assist them. That we saw during the last year or two; and there-

fore I think that we should view it as a military road, and as a great national road. You pay nothing for it. You become liable to pay £60,000 a year, and you get it back before you pay it. You actually get it back as a saving before you spend the money. Somebody has said that it cost £25,000 a year for the postage. I believe it is so. Then, if you would have to convey troops, see what you would save! You would save three regiments in Canada and the provinces, because you could have them where you pleased at any one point. You might have troops at Halifax, and send them up the country if you wanted, or you might bring them home. You would save more than £60,000 a year in those different items which were mentioned.

In reply to a question from the Chairman, Sir E. Bulwer-Lytton said he should recommend the deputation to wait on the Chancellor of the Exchequer at once, and state to him that it had received his (Sir Edward's) most favourable attention.

---

On the following day the deputation waited on the Right Honourable Benjamin Disraeli, Chancellor of the Exchequer.

The Deputation consisted of the following noblemen and gentlemen:—Viscount Bury, M.P., Viscount Goderich, M.P., the Hon. Sir Allan N. Macnab, Bart., the Hon. C. W. W. Fitzwilliam, M.P., Capt. the Hon. John Vivian, M.P., the Hon. S. Cunard, the Hon. F. Berkeley, M.P., the Hon. Justice Haliburton, J. A. Roebuck, Esq., M.P., Colonel Boldero, M.P., G. G. Glyn, Esq., M.P., Thos. Luce, Esq., M.P., William Roupell, Esq., M.P., the Rt. Hon. Sotheron Eatcourt, M.P., W. H. Gore, Langton, Esq., M.P., H. W. Schneider, Esq., M.P., John Neeld, Esq., M.P., R. P. Nisbett, Esq., M.P., James Wyll, Esq., M.P., H. P. Roche, Esq., Pascoe Glyn, Esq., Mr. Nelson, Mr. Brotherhood, Mr. Sewell, Mr. H. Masterman, and Mr. Stevens.

**THE CHANCELLOR OF THE EXCHEQUER.**—My Lord Bury, I have got your papers, but I have not been able to look at them much. What I know is what everybody knows who takes a popular view of the subject. You thought it of importance for the convenience of several gentlemen that I should see you to-day. It was only yesterday that you intimated your wish, and therefore I am not prepared to enter into all the details laid down, which otherwise I should have been very glad to have done; but I will now listen with the greatest pleasure to what you or any other gentleman may wish to say on the subject.

**LORD BURY.**—Sir, I am here to state to you the object of this deputation. The parties who are here represent a large body who are very much interested in all ways, both by knowledge of the country and connection with Canada, and they have seen with very

great displeasure, and great anxiety, that we are entirely dependent upon a foreign country for communication with that province, which at any moment may be cut off if we are at hostility with the United States. We have met together to discuss whether it will not be possible to obtain some communication entirely through a British territory from Halifax to Quebec. This deputation met, as you are aware, by appointment, the Colonial Secretary yesterday, and he received us with the greatest courtesy, and with expressions of sympathy in our views which were very cheering to us. We laid before him the position of matters; and in doing so, and as the spokesman of the deputation, I thought it my duty rather to urge upon him the political value of this line and its extreme importance in a national point of view, than to enlarge upon the commercial part of the undertaking. He perfectly agreed in the political importance of the line; but he said, as we asked for a Government guarantee or Government assistance, it would come within your province, and he dismissed us with a general expression of sympathy with the objects of the meeting, and, of course, carefully guarding himself against expressing any opinion as to whether her Majesty's Government would feel it to be their duty to recommend any such guarantee.

Perhaps, as you have been so kind as to inform us that you have not had time to look through the papers, I may be permitted to mention one or two of the prominent matters which render this important in a national point of view. His Lordship then repeated the imperial advantages it would confer, and continued,—The Legislatures of Canada, New Brunswick, and Nova Scotia, as you will see by the papers which are before you, have each of them guaranteed to her Majesty's Government £20,000, making in all £60,000, towards the completion of this line. And they have also guaranteed to her Majesty all ungranted lands within ten miles of the proposed route, and all private lands requisite for the construction, not only of this line, but for the stations and buildings: that is £60,000 granted to her Majesty's Government.

**THE CHANCELLOR OF THE EXCHEQUER.—Annually?**

**LORD BURY.**—Yes, and the land, with the line itself when constructed, would be extremely valuable, and would probably repay the expense of its construction. The estimated amount of the capital required for the construction of the whole line is about £3,000,000 sterling; so that this £60,000 granted by the Colonial Legislatures amounts to a guarantee of about £2 per cent. upon the whole capital. We do not presume to lay down any positive terms on which we will treat with her Majesty's Government, but as her Majesty's Government cannot be expected to take the initiative in a matter of this sort, we wish to state what would be satisfactory to the company. The deputation which is here, have appointed a Finance Committee to discuss with you the details of this matter, if you should intimate your readiness to enter into the subject. We would ask, as the first proposal, that her Majesty's Government



should, in consideration of the conveyance of the mails, troops, and stores, as I have said before, propose to Parliament to give us another annual sum of £60,000, equal to the annual sum of £60,000 guaranteed by the Colonial Legislature, and the crown lands granted by them, making in all £120,000, which is £4 per cent. upon the required capital estimated for the construction of the line. I may state that, out of that £60,000, there is a *quid pro quo*, and I would rather wish to insist upon that point; so that the remaining portion would be about £30,000 a year, and the asset that I would put against that would be the conveyance of the troops and stores, and the *extreme national importance* of our being connected, and having the facility of communicating with the Canadas; and I submit to you whether that altogether would not form a reason why her Majesty's Government should, at least, entertain the proposal. The harbour of Halifax, I should have mentioned, enjoys the advantage which I believe is not shared by any of the harbours south of New York, nor even Charleston in South Carolina, of being open at all seasons of the year. Halifax is never closed up. The harbours south of Halifax are closed up. Boston and New York are very often closed, and Halifax is the only port which is always open.

**THE CHANCELLOR OF THE EXCHEQUER.**—Is this company just formed?

**MR. WYLD, M.P.**—Yes.

**THE CHANCELLOR OF THE EXCHEQUER.**—For the specific purpose of forming a line from Halifax to Quebec?

**MR. NELSON.**—More properly speaking that part of it which is not already made, from Truro to Trois Pistoles.

**LORD BURY.**—I forgot to mention that when the Colonial legislatures granted the £60,000 to her Majesty they granted it on condition that her Majesty would undertake the work, either by the Government or by a private company. What we *want* is to be recognized as *that* private company, to carry out, as her Majesty's instrument, the work. If we are so recognized we instantly become possessed of those advantages that are held out.

**THE CHANCELLOR OF THE EXCHEQUER.**—There has been no attempt to raise capital for this company?

**MR. WYLD, M.P.**—None sir. First of all they must ask whether her Majesty's Government would entertain this proposition, and if her Majesty's Government will entertain it, then immediately the capital will be raised.

**THE CHANCELLOR OF THE EXCHEQUER.**—What is the date of forming this company?

**LORD BURY.**—A few days ago.

**THE CHANCELLOR OF THE EXCHEQUER.**—Have you submitted any memorial to the Secretary of State?

**LORD BURY.**—Yes, explaining the resolutions that were passed at a meeting held at the Thatched-house Tavern on Saturday week. That is a copy of it [handing it to the Chancellor of the Exchequer]. There may be a slight alteration to make in it of a few words at the



THE CHANCELLOR OF THE EXCHEQUER.—I have no hesitation in saying as *everybody must feel*, that this is an object of the *greatest importance and most desirable to be accomplished*. I should like very much to go into the financial part of it before I could speak with any precision upon the recommendation that I should give. You say there are gentlemen in this room who can communicate with me upon it.

Mr. SCHNEIDER, M.P.—Sir, there is one thing you should bear in mind—that is, the present state of railway enterprise in this country, and especially after what has occurred with regard to the Grand Trunk Railway. If her Majesty's Government do not feel it their duty to grant this £60,000, the line would be practically hopeless, and you will not find a class of shareholders to subscribe shares without there is a certain guarantee from Government. This guarantee would be £4 per cent., which would be little enough. A £4 per cent. guarantee upon the original estimate would induce anybody to embark in it; and, therefore, in this case it is not a question of getting a guarantee of £4 per cent. for the sake of making a line pay, but really as the foundation on which the line itself can be made. You would never raise the money without there was a certain guarantee of £4 per cent. upon the original capital.

THE CHANCELLOR OF THE EXCHEQUER.—*It is not an UNFAVOURABLE PERIOD for undertaking THESE GREAT WORKS*, if you can agree upon any arrangement. I can only say that I am *duly impressed* with the great importance of it; and your (Lord Bury's) very clear and lucid statement has revived my recollection. I remember a great deal on this point when Lord Grey was in office. It certainly is, in every point of view, *a matter of the highest consideration*, and I will confer with Sir Edward Bulwer-Lytton immediately upon it. I will not lose any time. Perhaps I had better communicate with you, Lord Bury?

---

Shortly after these deputations Sir Edward Bulwer Lytton and Mr. Disraeli replied verbally to Lord Bury, and pointed out that the assistance promised had been granted by the Colonial Legislatures in 1849; that the negotiations then entered into had not been carried out, and that the Acts then passed, though not formally expunged from the statute book, might not improbably be regarded as having fallen into desuetude.

Under these circumstances, it was determined that some gentleman should visit British North America, and ascertain, from personal observation, how far the colonies would be disposed to ratify and renew the engagements made in 1849.

Lord Bury undertook the mission, and on his return he,

referring to the above-mentioned enactments, reported as follows:—

"During my visit to the three provinces, I endeavoured, both in public meetings which were convened for the purpose, and by private conversation with gentlemen of every shade of political opinion, to ascertain whether the words in that and the similar acts of the lower provinces, still indicated the views of the people.

"I have to express my belief that a large majority of the people in the three provinces desire to see the work undertaken, and that the acts cited are considered still in force. I also think that if, from the length of time during which they have remained in abeyance, any renewal of their provisions were considered necessary, it would not be difficult to obtain their re-enactment.

"During the past year delegates from each of the three provinces met in England to discuss with the head of the Colonial Office the mode in which this work might be constructed. Their reports are not yet before the public, and it would be improper for me to allude further to the result of their labours than to say that I believe their opinions to be highly favourable to the construction of the road.

---

Delegates from Canada, New Brunswick, and Nova Scotia, arrived in this country simultaneously with Lord Bury's departure; the object of their mission was again to press upon the Imperial Government the necessity of granting aid to complete this railway.

They addressed Sir E. B. Lytton, the Secretary of State for the Colonies, as follows:—

"3, Charles Street, St. James's Square, London.  
26th October, 1858.

"SIR,

"The subject of an interoceanic railway from Halifax to Quebec has been so frequently and so fully discussed, both as between the colonies interested, and between those colonies and the Home Government, that the undersigned do not now propose to reproduce at length the arguments which have been from time to time urged in favour of its construction.

"The late Earl of Durham, in his report upon the affairs of British North America, suggested the importance of this railway.

"The first practical step, however, was taken in the organization of a survey by Mr. Gladstone, when Secretary of State for the Colonies, in 1846, which survey occupied a considerable period of time, involving a large amount of expense, and to which expense Canada, New Brunswick, and Nova Scotia contributed.

"Earl Grey, when Secretary of State for the Colonies, in 1851, distinctly pledged the Imperial Government to aid in making the line by affording the imperial guarantee to the payment of the interest on the capital required for the work, and this pledge would doubtless have been carried out at the time, had not a difficulty arisen as to a branch line from the main line into the State of Maine, for the cost of which Mr. Howe, of Nova Scotia, also claimed the imperial guarantee.

" Subsequently, in 1852, Mr. Hincks, on behalf of Canada, and Mr. Chandler, acting for New Brunswick, brought the matter under the notice of Sir John Pakington, then Secretary of State for the Colonies, who in effect repeated the pledge of Earl Grey, but a difficulty arose as to the route.

" His Grace the Duke of Newcastle, as Secretary of State for the Colonies in the ensuing year, had the project under consideration with a view to carrying it out; the Russian war, however, unfortunately intervened, and prevented any progress being made until last year (1857), when Messrs. Macdonald and Rose from Canada, and Messrs. Johnson and Archibald from Nova Scotia, again made application to the Home Government, and submitted to Mr. Labouchere propositions for the completion of this railway.

" The undersigned have thus, but briefly, referred to the action in relation to this question as between the Imperial and Colonial Governments, knowing, sir, as they do, that you are fully acquainted with its history in all its bearings, and that a reference to the Parliamentary Blue Books for the documents and despatches alluded to will be more convenient and satisfactory to you than a repetition of their contents.

" It must be borne in mind, however, that the state of the question in the Colonies interested has been materially changed since the correspondence with Earl Grey and Sir John Pakington.

" At that time Canada, New Brunswick, and Nova Scotia had not, in fact, taken any step incurring debt or liability for the purpose of aiding the project; and it is proposed here to state briefly what has been done, and what liabilities incurred in the respective Provinces, towards carrying out this great Imperial and Provincial work.

" Canada has not only provided for the construction of a line of railway from Quebec to Montreal, and thence westward, passing through Kingston and Toronto to the western boundary of that Province at Sarnia, the foot of Lake Huron, but 40 miles below Quebec have been made, and are now worked for traffic; and during next year a further distance of 70 miles to Rivière du Loup, now being made, comprising in the aggregate 110 miles below Quebec, or 864 miles in all, from Rivière du Loup to Sarnia, will be completed, at a cost to the Province of £3,111,500 sterling, raised and paid out since 1852, to aid in the construction of this railway, and involving an annual charge upon the revenues of the Province to the extent of £186,000 sterling. From Rivière du Loup to the New Brunswick frontier the distance to be yet made depends upon the route selected, the shortest distance being about 50 miles; and there will then be a continuous line of railway throughout the entire length of Canada, from its extreme eastern boundary on the New Brunswick border to its western boundary at Sarnia, on Lake Huron.

" In addition to this large outlay, Canada will contribute the sum of £20,000 sterling annually, to aid in raising the capital for the completion of this important work.

" New Brunswick has incurred a heavy debt in the construction of railways. Upon the completion of the unfinished portion of the road between Shediac and the city of St. John, a distance of 110 miles, which are now under contract, her total expenditure for the construction of railways will exceed £800,000 sterling, for which she will be subject to the payment of an annual interest of £48,000 sterling. She has already given 100,000 acres of land to the St. Andrew and Quebec Railway and Land Company, and has pledged a further large grant of land, and agreed to pay an annual sum of £5,000 sterling to the same company on certain conditions, to assist in the construction of a railway from St. Andrew to Woodstock, a distance of 85 miles, 60 miles of which will be finished this autumn. Notwithstanding these large expenditures, New Brunswick will now provide a free right of way, and contribute £20,000 sterling annually to aid in raising the necessary capital for the completion of the intercolonial railway.

" Nova Scotia, before the close of this year, will have opened for traffic 61 miles of the trunk line from Halifax to Truro, and a branch line of 31 miles, connecting the main line with Windsor and the fertile counties of the western

portion of the province on the basin of mines, has been in operation since June last.

"This portion of the trunk line has cost about £500,000 sterling, and the Windsor branch £300,000 sterling, the interest of which is chargeable upon the revenues of the province, the capital having been raised upon provincial debentures bearing six per cent. interest. To complete the trunk line from Truro to the borders of New Brunswick there remain about 69 miles.

"Unless it be in connection with the Intercolonial Railway, it forms no part of the policy of Nova Scotia to carry the line from Truro to the New Brunswick frontier, as, unaided, it is entirely beyond her resources; and a line is now being located from Truro to Picton, by which communication will be opened with the Gulf of St. Lawrence, Prince Edward's Island, and the eastern counties, including Cape Breton.

"In the event, therefore, of the present effort failing to enlist the sympathy and co-operation of the Imperial Government in completing the Intercolonial Railway, in which the general interests of the empire are so largely involved, Nova Scotia must turn her resources to the construction of the line to Picton; and no hope can be entertained that she will afterwards be able to contribute to the Quebec and Halifax line, as all her means will have been expended upon the local lines already indicated. So deeply impressed is she, however, with the immense importance of this great Imperial and Colonial Railway undertaking, that, although nearly one-half of the line through Nova Scotia has been made and completed since the action of her Legislature in 1849, she is now willing to renew the pledges then given, to grant a free right of way, and provide and pay £20,000 sterling annually, so long as it may be required, to aid in meeting the interest of the additional capital to be expended in making the line from Truro to Rivière du Loup.

"Referring, then, to the action of the Home Government; to the pledges of Earl Grey in 1851; to the adoption of those pledges in effect by Sir John Pakington in 1852; and to the repeated admissions on the part of the Imperial authorities, that the interests and integrity of the empire are involved in the speedy construction of this railway, the undersigned respectfully submit, that the period has arrived when it is essential that the Imperial assistance necessary be granted.

"It is estimated that the different sections required to complete the line from Halifax to Quebec may now be made at a cost of three millions and a half of pounds sterling. If the million and a half of pounds which Canada owes to, and proposes to raise and pay off at once to the Imperial Government, be appropriated, there remain but two millions more to be provided; and to meet the interest on this sum, each province here proposes to contribute to the extent of £20,000 sterling, in each year.

"The British North-American Provinces would thus be brought together and consolidated; the postal communication between England and all North America would be conducted through Halifax, and that for the United States would thus pass first through British Territory, inasmuch as letters for Boston, New York, and other American cities would reach their destination sooner through Halifax and over the rail than in any other way.

"When the Intercolonial Railway is completed, there will be an unbroken communication by railway from Halifax, in Nova Scotia, to the western part of Canada, at Sarnia, extending over a distance of about 1,400 miles in the direction of British Columbia and Vancouver's Island, the whole being in the dominions of the Queen; and from Sarnia there is now an unbroken water communication for steamers and vessels of the largest class to the head of Lake Superior, at Fort William, a further distance of nearly 1,000 miles.

"The military objects are now so thoroughly understood, and have been so fully dwelt upon in former communications on the subject of this railway, that they are not here repeated.

"Trusting that this important matter may receive the early and favourable consideration of her Majesty's Government,

"We have, &c.

(Signed)	"G. E. CARTINE, JNO. ROSS, A. T. GALT, CHARLES FISHER, A. P. SMITH, CHARLES TUPPER, W. A. HENRY, R. B. DICKY,	} Canada. New Brunswick. Nova Scotia."
----------	--	--

And on being referred by him to the Chancellor of the Exchequer they addressed the following letter to Mr. Diasali—

"London, 16th November, 1858.

"SIR,

"We have the honour to enclose a copy of the joint letter from the delegates from the British North-American Colonies to the Chancellor of the Exchequer, on the subject of the intercolonial railway; and we venture to express the hope that her Majesty's Government may be able to give an early and favourable consideration to the question.

"We have, &c.,

(Signed)

"JOHN ROSS.  
"A. T. GALT."

To the Right Hon. B. Diasali, Chancellor of the Exchequer, &c.

"London, 13th November, 1858.

"SIR,

"In the interview with which we were honoured by the Secretary of State for the Colonies, on the subject of the railway from Halifax to Quebec, Sir E. B. Lytton stated that while the construction of this work unquestionably entered into Imperial policy, it involved questions more peculiarly financial, and that he therefore wished us to address you, and in submitting our united application, to add our views of the manner in which the British exchequer would be affected by your assent to our proposal.

"A reference to the enclosed copy of our joint letter to Sir E. B. Lytton will show you, that estimating the capital required to be £3,500,000, the Imperial Government are asked to apply £1,500,000, now payable by Canada, and to guarantee, if necessary, the proposed grant by the three colonies of £60,000 per annum. Assuming, which we trust will not be questioned, that the obligations of the several provinces will be honourably met, as has always hitherto been the case, the amount of aid asked from the British Government, to secure an object admittedly of vast Imperial interests is limited to the grant of £1,500,000, representing, at 4 per cent., an annual charge on the British exchequer of £60,000.

"Against this sum it is claimed that the construction of the railway would relieve Great Britain of certain known charges:—

	£	s.	d.
"Payment to United States Government for the transmission of mails to and from Canada . . . .	25,000	0	0
Reduction in ocean services, as now performed by the Cunard line, Halifax being 547 miles nearer Liverpool than New York, in proportion to the whole subsidy, at least . . . . .	35,000	0	0
Saving in transmission of troops and munition of war, at least . . . . .	10,000	0	0
Carried forward . . . . .	£70,000	0	0

Brought forward..... £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 hereinbefore enumerated, instead of an absolute grant of money, it would equally meet the expectations and desires of the several colonies:

"We have, &c.

(Signed)

"G. E. CARTIER, per A. T. GALT.

JOHN ROSS.

A. T. GALT.

CHARLES FISHER.

A. P. SMITH.

CHARLES TUPPER.

W. A. HENRY.

R. B. DICKEY."

*To the Honourable the Commons of the United Kingdom of Great Britain and Ireland, in Parliament assembled.*

(A similar Petition has been addressed to the House of Lords.)

**THE HUMBLE PETITION OF THE UNDERSIGNED  
MERCHANTS, BANKERS, AND OTHERS OF THE  
BOROUGH OF LIVERPOOL,**

**SHEWETH—**

**FIRST.**—That for six months of the year we are solely dependent on the United States of America for our communications with Canada.

**SECOND.**—That in case of an interruption of our friendly relations with the United States, our intercommunication with Canada, during that period, is liable to be cut off at a moment's notice, and an important portion of the British Empire placed in great jeopardy.

**THIRD.**—That the completion of the line of Railway from Halifax to Quebec would render us perfectly independent of the United States at all seasons of the year.

**FOURTH.**—That the completion of this line of Railway would accelerate the delivery of the Canadian Mails and Despatches at least thirty-six hours in advance of the present route through the United States.

**FIFTH.**—That the completion of this line of Railway would open up for colonization and settlement by emigrants from the mother-country upwards of 14,000,000 acres of ungranted lands within a journey of ten days from our own shores.

**SIXTH.**—That the military expenses for the preservation of British North America, borne by the Imperial Treasury, amount to the sum of £420,000 per annum.

**SEVENTH.**—That the completion of this line of Railway would



effect an almost total saving of this expenditure, as it would render Canada accessible within ten days at all seasons, whilst at the present time she is, in a military point of view, excluded from communication with the mother-country for six months of the year.

**EIGHTH.**—That it would link together the three provinces of Canada, New Brunswick, and Nova Scotia, and give them access to the ocean, at all seasons, through the port of Halifax, one of the finest harbours in the world, and nearer to England (and to Europe) by 400 miles than any other open port in America.

**NINTH.**—That your Petitioners believe that the immediate completion of the line of Railway from Halifax to Quebec is essential to the preservation and integrity of the British Empire in North America.

**TENTH.**—That your Petitioners believe, that in addition to its adding to the security and permanence of the British Empire in North America, accelerating the communication with the mother-country, reviving that identity of interest with her which has been too long engrossed by the United States, the Railway would also effect a saving to the Imperial Treasury far exceeding any assistance that may be required for its completion.

Your petitioners therefore humbly pray your Honourable House to grant such aid and assistance to the Halifax and Quebec Railway Company, Limited, as shall enable them to bring to a successful completion this great national undertaking.

And your petitioners will ever pray.

Chas. Horsfall & Sons  
Fielden, Brothers, & Co.  
Farnworth & Jardine  
Bailey, Brothers, & Co.  
James Beazley  
S. R. Graves  
Glen & Anderson  
R. L. Jones  
J. Bramley Moore  
C. W. & F. Shand  
Wm. Anderton

Rankin, Gilmour, & Co.  
Charles Saunders  
Cunard, Wilson, & Co.  
W. Tarbet & Sons  
Miller & Mosman  
David Cannon, Sons, & Co.  
Kenneth, Dowie, & Co.  
Liston, Young, & Co.  
John S. De Wolf & Co.  
Boult, English, & Brandon  
Morrow, Son, & Garbutt

Henry Holland  
 J. Prowse, Jr.  
 Dixon & Wynne  
 Thomas Kelly  
 J. Mott & Sons  
 W. H. Dixon  
 Henry Glynn  
 F. Stanton Hill  
 Thomas Hudson  
 Wm. Porter & Co.  
 J. Perrin, Son, & Co.  
 Chalmers & Co.  
 Alfred Hill & Co.  
 Maurice Williams  
 Kennedy & Gilkeson  
 W. B. Wade  
 Edmund Kaye  
 Wm. B. Kewley  
 John Johnson  
 W. P. Clarke  
 Henry Carter  
 E. Edwards  
 F. Mensch  
 Chas. Wise  
 Postlethwaite & Carlisle  
 J. F. Bradshaw  
 Wm. McCully  
 J. C. Bond  
 James H. Johnson  
 Will. Steel  
 Thomas Jackson  
 Robt. Tucker  
 John Gordon Brown  
 S. Lee Trotman  
 Joseph Jones  
 Hugh Jones & Co.  
 Mahler, Bros. & Sultzberger  
 John Cogan  
 John Holme  
 Strong, Reid, & Co.  
 Rob. Wilson  
 Sharples, Jones, & Cp.  
 Henry Wood & Co.  
 John Jardine & Son  
 J. & W. Robinson  
 John Joseph & Co.  
 J. P. Penny  
 Hakes & Garforth  
 S. J. Samuel

Job, Brothers  
 James Houghton  
 Houghton, Smith, & Co.  
 Wm. Brown  
 Gibbs, Bright, & Co.  
 James Baines & Co.  
 Allan, Brothers, & Co.  
 Wilson & Chambers  
 Gladstone & Co.  
 Wm. Sinclair & Co.  
 William Moon  
 D. & J. Macdonald  
 James Samuelson  
 Wm. M. Patterson  
 Charles H. McKenzie  
 Edward Mucklow  
 Newton Samuelson  
 Chas. P. Nosworthy  
 Joseph Thompson  
 Andw. Malcomson  
 Taylor & Timmis  
 Geo. Thompson  
 Nicholson, Bros.  
 G. D. Neroutsos (Merchant)  
 John K. Archer  
 James McLauchlan  
 Walter C. Nicholson  
 Thomas Irvine & Co.  
 Trimmer & Grainger  
 John Marquis & Co.  
 G. Bartlett  
 Fred. H. Powell & Co.  
 Richard Nicholson & Son  
 John Morris  
 S. Becker  
 David Robertson  
 Fox, Bromham, & Lewis  
 Wm. Higgins  
 James Baker  
 Nathl. Reyner  
 Thos. Hampson, Jr.  
 John Bedell  
 C. Fredk. Carne  
 Thom. Bell  
 William Fisher  
 Thomas Gaskell  
 Edward Chaloner  
 Joseph Gardner  
 Gunston, Wilson, & Co.

G. R. Jackson  
 Geo. Young, Jr.  
 Walter White  
 Dale and Ryrie  
 Charles R. Taylor & Son  
 William Lindsay & Co.  
 H. Steinthal & Co.  
 Geo. J. Cornish  
 Henry Cohan  
 C. Robertson  
 R. E. Archer  
 Thomas H. Williams  
 James Thomas Stokesley, Jr.  
 John Morgan  
 John Duacan & Co.  
 Thos. Eaton Barber  
 Duncan Gibb  
 John Cox  
 Joseph C. Shearson  
 George Ed. Smith  
 R. T. Baddeley  
 G. S. Kirkman  
 James Clayton  
 Edw. Hughes  
 A. K. Caroe  
 John W. Whitehead  
 Geo. Barraclough  
 George M. Bowen  
 Jas. M. Walthew  
 Geo. Booker & Co.  
 Caesar & Sobbe  
 G. B. Crow  
 Chas. & Jas. Roy  
 William Fox  
 Naylor, Vickers, & Co.  
 Richd. Cartull  
 James Carson  
 Robertson & Ewing  
 C. R. Ogden  
 Hugh Kerr  
 Albert E. Manders  
 W. J. Sweeney  
 H. Deekens  
 John Baines  
 Pilkington, Bros.  
 Alex. McGuchen  
 G. S. Miller & Barker  
 Cato and Overend  
 John W. Pritchard

Richard Wainwright  
 Duncan Patton  
 D. Macphie  
 Lee & Nightingale  
 Fras. P. Colley  
 Stitt, Brothers  
 Charles Moore & Co.  
 Wm. Twead & Co.  
 Sydney Bakewell  
 Paton & McNicol  
 Mark Clifford  
 Charles Turner  
 Darbyshire, McKinnell, & Co.  
 James Dowie  
 Cassidy & Turner  
 Morrow, Bros., & Dennis  
 Pro Peter Sutherland  
 G. Brown  
 Wade & Robson  
 Broach and Bostock  
 Moran, Galloway, & Co.  
 John Mathison  
 Geo. Bryan  
 Craven & Bull  
 John W. Jones & Co.  
 Arnold, Leete, Roscoe, & Co.  
 S. Pemberton  
 Wm. Singleton & Co.  
 Chas. Billinge  
 Wm. Jackson & Jas. Ronald  
 Thomas Verdin  
 Allen & Edwards  
 Robert Ralston & Co.  
 Wm. Nicholas  
 Winns & Co.  
 Mathew Strong & Co.  
 Robert Kirk  
 Ellerton & Wormald  
 W. Beardwood  
 Thomson Finlay & Co.  
 John M. Russell  
 John Morris  
 Alfred W. Talbot  
 John Daly  
  
 John Major, Jr.  
 John Wilson & Son  
 John B. Spence  
 Geo. P. Oxley

*To the Honourable the Commons of the United Kingdom of Great Britain and Ireland in Parliament assembled.*

(A similar Petition has been addressed to the House of Lords.)

**THE HUMBLE PETITION OF THE UNDERSIGNED  
MERCHANTS, BANKERS, AND OTHERS OF THE  
CITY OF GLASGOW,**

**SHEWETH—**

That for six months of the year we are solely dependent on the United States of America for our communications with Canada.

That in case of an interruption of our friendly relations with the United States, our intercommunication with Canada, during that period, is liable to be cut off at a moment's notice, and an important portion of the British Empire placed in great jeopardy.

That the completion of the line of Railway from Halifax to Quebec would render us perfectly independent of the United States at all seasons of the year.

That the completion of this line of Railway would accelerate the delivery of the Canadian Mails and Despatches at least thirty-six hours in advance of the present route through the United States.

That the completion of this line of Railway would open up for colonization and settlement by emigrants from the mother country upwards of 14,000,000 acres of ungranted lands within a journey of ten days from our own shores.

That the present cost of conveying the British North American Mails through the United States, estimated at £25,000 per annum would be saved to the Imperial Treasury.

That by making Halifax the terminus of the Atlantic Royal Mail Service, instead of Boston and New York, the sum of £48,000 per annum would be saved in the mileage rate, as at present paid for that service by the Imperial Treasury.

That the military expenses for the preservation of British North America, borne by the Imperial Treasury, amount to the sum of £420,000 per annum.

That the completion of this line of Railway would effect an almost total saving of this expenditure, as it would render Canada accessible within ten days at all seasons, whilst at the present time she is, in a military point of view, excluded from communication with the mother country for six months of the year

That it would link together the three provinces of Canada, New Brunswick, and Nova Scotia, and give them access to the ocean at all seasons through the Port of Halifax, one of the finest harbours in the world, and nearer to England (and to Europe) by 400 miles than any other open port in America.

That your Petitioners believe that the immediate completion of the line of Railway from Halifax to Quebec is essential to the preservation and integrity of the British Empire in North America.

That your Petitioners believe, that in addition to its adding to the security and permanence of the British Empire to North America, accelerating the communication with the mother country, reviving that identity of interest with her which has been too long engrossed by the United States, the Railway would also effect a saving to the Imperial Treasury far exceeding any assistance that may be required for its completion.

Your Petitioners therefore humbly pray your Honourable House to grant such aid and assistance to the Halifax and Quebec Railway Company (Limited), as shall enable them to bring

to a successful completion this great national undertaking.

And your Petitioners will ever pray.

Henry Dunlop	Robt. Hastie & Co.
W. B. Huggins & Co.	William Kidston & Sons.
Geo. Gillespie & Co.	A. G. Kidston & Co.
Jas. Richardson & Co.	Edmiston & Mitchell
Stirling, Gordon, & Co.	Hew, Young, & Co.
J. & J. G. Rodger	Wingate, Sons, & Co.
James Burns	M. A. Clunie
Gregor, Turnbull, & Co.	Sam. R. & Thos. Brown
James Ewing & Co.	Lewis, Potter, & Co.
Handysides & Henderson	H. & A. Galbraith
J. & R. Young & Co.	John Atiya & Co.
Wm. McLaren, Sons, & Co.	T. Currie Gregory
T. C. Orr	Hay Wright
John Loudoun & Co.	Charles Tennant & Co.
Wm. Leggat	A. & J. McKeand
J. & W. Mackinlay	Adam Pearson
Miller, Rose, & Co.	W. Connal & Co.
Brown, Maxwell, & Co.	John McCall & Co.
John F. McLaren	Macleroy, Hamilton, & Co.
Thos. W. Mackay	John Ronald & Co.
J. Wallace Robertson	Wm. Malcolm & Co.
Wingate, Birrell, & Co.	Thomas Clavering
John Wardlaw Ramsay	Geo. Smith & Sons
Pro H. L. Schwabe & Co. }	Robert Bryson & Son
Theo. R. Schwabe }	Pro William Baird & Co. }
John McGregor	James Bain }
Wm. Henry Dobie	A. D. Robertson
Peter Buchanan & Co.	Walter Gray & Co.
James Bunten & Co.	Wm. Ewing
James Black & Co.	Neil Macnish
Jas. & W. J. Scott & Co.	Playfair, Bryce, & Co.
J. & W. Campbell & Co.	Henry Monteith & Co.
William P. Paton	James Murison & Co.
P. Henderson & Co.	Robt. Chrystal
Paterson, Jamieson, & Co.	William Birrell
A. & S. Henry & Co.	

*To the Honourable the Commons of the United Kingdom  
of Great Britain and Ireland, in Parliament  
assembled.*

(A similar Petition has been addressed to the House of Lords.)

**THE HUMBLE PETITION OF THE UNDERSIGNED  
MERCHANTS, BANKERS, AND OTHERS OF THE  
CITY OF BRISTOL,**

**SHEWETH—**

That for six months of the year we are solely dependent on the United States of America for our communications with Canada.

That in case of an interruption of our friendly relations with the United States, our intercommunication with Canada, during that period, is liable to be cut off at a moment's notice, and an important portion of the British Empire placed in great jeopardy.

That the completion of the line of Railway from Halifax to Quebec would render us perfectly independent of the United States at all seasons of the year.

That the completion of this line of Railway would accelerate the delivery of the Canadian Mails and Despatches at least thirty-six hours in advance of the present route through the United States.

That the completion of this line of Railway would open up for colonization and settlement by emigrants from the mother country upwards of 14,000,000 acres of ungranted lands within a journey of ten days from our own shores.

That the present cost of conveying the British North American mails through the United States estimated at £25,000 per annum would be saved to the Imperial Treasury.

That by making Halifax the terminus of the Atlantic Royal Mail Service instead of Boston and New York, the sum of £48,000 per annum would be saved in the mileage rate as at present paid for that service by the Imperial Treasury.



That the military expenses for the preservation of British North America borne by the Imperial Treasury amount to the sum of £420,000 per annum.

That the completion of this line of Railway would effect an almost total saving of this expenditure, as it would render Canada accessible within ten days at all seasons, whilst at the present time she is, in a military point of view, excluded from communication with the mother country for six months of the year.

That it would link together the three provinces of Canada, New Brunswick, and Nova Scotia, and without which a federation of those provinces would be useless, and give them access to the Ocean at all seasons through the Port of Halifax, one of the finest harbours in the world, and nearer to England (and to Europe) by 400 miles than any other open port in America.

That your Petitioners believe that the immediate completion of the line of railway from Halifax and Quebec is essential to the preservation and integrity of the British Empire in North America.

That your Petitioners believe that in addition to its adding to the security and permanence of the British Empire in North America, accelerating the communication with the mother country, reviving that identity of interest with her which has been too long engrossed by the United States, the Railway would also effect a saving to the Imperial Treasury far exceeding any assistance that may be required for its completion.

Your Petitioners therefore humbly pray your Honourable House to grant such aid and assistance to the Halifax and Quebec Railway Company Limited as shall enable them to bring to a successful completion this great national undertaking.

And your Petitioners will ever pray, &c.

John Shute, Chairman of the Bristol Chamber of Commerce  
on behalf of the Chamber  
Thos. Evans, Deputy Chairman  
Leonard Bruton, Secretary  
John Batcs, Mayor of Bristol  
Miles & Co., Bankers

Miles, Bros., & Co., Merchants  
 Stuckey's Banking Co.  
 James Poole, Ex-Mayor of Bristol  
 Mark, Whitwill, & Son, Shipowners  
 Lucas, Bros., & Co., Shipowners  
 W. D. & H. O. Wills & Sons, Merchants  
 Richard & William King, Merchants  
 C. & J. R. Price, Stoneware Manufacturers  
 T. & A. Warren, Merchants. &c.  
 E. S. & A. Robinson, Paper Merchants  
 Wm. Terrell & Sons, Merchants  
 Wait & James, Merchants  
 J. M. Hyde & Co.  
 William Gough  
 James Protheroe, Warehouse Keeper  
 Chas. P. B. Howell, Timber Merchant  
 Alfred Robinson  
 Robert Bruce, Merchant  
 Henry Granger  
 Joseph G. Lovell, Merchant  
 Alf. W. W. Holmes, Broker.  
 J. Hayward, Corn Factor  
 William Witchell, Corn Merchant  
 S. Ward & Son, Seed Merchants  
 Longman & Co., Wholesale Druggists, &c.  
 Joseph Almond, Iron Merchant  
 Hudden & Ditchett, Tobacco Manufacturers  
 Candy & Eggar  
 Willm. B. Peck, Wine Merchant  
 Francis Adams, Merchant  
 Franklyn, Daveys, & Co., Merchants  
 Evan, Baillie, Sons, & Co., Merchants  
 Fedden, Morcom, & Co., Colonial and Foreign Sugar  
     Brokers  
 Manning, Hayman, & Baker, Merchants  
 Bevan, Elton, & Cross, Iron Merchants  
 Jones & Nash, Timber Merchants  
 Taylor & Low, Brothers, Timber Merchants  
 Ford & Canning, Bonded Warehouse Keepers  
 Hassall & Cogan, Merchants  
 Wm. Patterson, Ship Builder  
 J. Webb & Co., Iron Merchants

Nash, Cole, & Elton, Iron Merchants  
 Leonard, Warren, & Co., Iron Merchants  
 Wm. C. Beloe  
 Thos. P. Jose  
 F. K. Barnes & Sons, Merchants  
 G. W. Lucas  
 George Cole, Merchant & Shipowner  
 Wm. Yeo, Merchant  
 Robert Carpenter, do.  
 Howell & Leak, Merchants  
 Thomas Pike, Broker  
 Edwd. Allen  
 E. B. Hippenley, Corn Merchant  
 S. J. Sayce, Broker  
 T. B. Miller & Co., Seed Crushers  
 Richard Rowe, Shipowner  
 Danks, Venn, & Sanders  
 George C. Glasson  
 Richard Cripps, Redcliff Whf.  
 Barnes & Adey, Merchants & Shipowners  
 John Edwd. Germaine, Timber Merchant  
 Richd. Mogg Bryant, Builder  
 William Claxton, Merchant  
 Woodrow & Bell, Chain & Anchor Makers  
 M. J. F. & A. Alexander, Merchants  
 Jno. Edwards & Co., Shipowners  
 Tratman, Brothers, Ship Chandlers  
 Henry Prichard & Co., Merchants  
 James & Robert Bush, Merchants  
 Cox & Shaw, Merchants and Soap Manufacturers  
 Thomas Harris & Co., Distillers  
 Slaughter, Gruning, & Co., Engineers  
 Chrstr. Thomas & Bros., Soap Manufacturers  
 G. & S. Wills, Wine Merchant  
 Llewellins & James, Brass and Copper Works, Castle  
 Green  
 Powell & Ricketts, Glass Bottle Manufacturers, St. Philip's  
 William Powell & Sons, Stoneware Manufacturers, Temple  
 Gate  
 Roberts & Davis, Timber Merchants, &c.  
 William C. Cambridge, Engineer, &c.  
 Pro Winton E. Baker  
 Charles Hill & Sons, Ship Builders, &c.

*To the Honourable the Commons of the United Kingdom  
of Great Britain and Ireland, in Parliament  
assembled.*

THE HUMBLE PETITION OF THE UNDERSIGNED  
MERCHANTS, BANKERS, AND OTHERS OF THE  
CITY OF LONDON.

SHEWETH,

FIRST.—That for one-half of the year we are solely dependent on the United States of America for our communications with Canada.

SECOND.—That in case of an interruption of our friendly relations with the United States, our intercommunication with Canada, during that period, is liable to be cut off at a moment's notice, and an important portion of the British Empire placed in great jeopardy.

THIRD.—That the completion of the line of Railway from Halifax to Quebec would render us perfectly independent of the United States at all seasons of the year.

FOURTH.—That the completion of this line of Railway would accelerate the delivery of the Canadian Mails and Despatches at least thirty-six hours in advance of the present route through the United States.

FIFTH.—That the completion of this line of Railway would open up for colonization and settlement by emigrants from the mother-country upwards of 14,000,000 acres of ungranted lands within a journey of ten days from our own shores.

SIXTH.—That the present cost of conveying the British North American Mails through the United States, estimated at £25,000 per annum, would be saved to the Imperial Treasury.

**SEVENTH.**—That by making Halifax the Terminus of the Atlantic Royal Mail Service, instead of Boston and New York, a large annual sum would be saved in the mileage rate, as at present paid for that service by the Imperial Treasury.

**EIGHTH.**—That the military expenses for the preservation of British North America, borne by the Imperial Treasury, amount every year to the sum of £420,000.

**NINTH.**—That the completion of this line of Railway would effect an almost total saving of this expenditure, as it would render Canada accessible for the extradition and transmission of Troops and Military Stores within ten days at all seasons, whilst at the present time she is, in a military point of view, excluded from communication with the mother-country for six months of the year.

**TENTH.**—That it would link together the three provinces of Canada, New Brunswick, and Nova Scotia, without which any further combination of these Provinces would be impracticable, and would also give them access to the ocean at all seasons through the port of Halifax, one of the finest harbours in the world, and nearer to England (and to Europe) by 400 miles than any other open port in America.

**ELEVENTH.**—That by completing the construction of the Railway from Truro to Trois Pistole, a distance of 350 miles, a direct Railway communication will be established through British territory between Halifax, Quebec, and Lake Huron, a distance of 1,300 miles, from whence it is intended to open a direct communication with British Columbia, Vancouver's Island, and the Pacific.

**TWELFTH.**—That your Petitioners believe that the immediate completion of the line of Railway from Halifax to Quebec is essential to the preservation and integrity of the British Empire in North America.

**THIRTEENTH.**—That your Petitioners believe that in addition to its adding to the security and permanence of the British Empire in North America, accelerating the communication with the mother-country, reviving that identity of interest with her which has been too long engrossed by the United States, the Railway would also effect a saving to the Imperial Treasury far exceeding any assistance that may be required for its completion.

**FOURTEENTH.**—That from the formation of the Halifax and Quebec Railway, commercial advantages of immense value would be secured to Great Britain and Canada, and the great importance of the line is fully acknowledged by every trading community. It would benefit most of the Railways at present in existence in the Colony, and its accomplishment is looked forward to with great anxiety.

Your Petitioners therefore pray your Honourable House to grant such aid and assistance to the Halifax and Quebec Railway Company, Limited, as shall enable them to bring to a successful completion this great national undertaking.

And your Petitioners will ever pray.

Baring, Brothers, & Co.  
 Gillespie, Moffat & Co.  
 Thomas H. Brooking  
 William Chapman  
 James J. Cummins  
 John B. Elin & Co.  
 W. R. Chapman  
 John Ranking  
 Isaac Braithwaite  
 Charles Franks  
 W. Wilson.  
 T. H. Mitchell.  
 W. T. Hibbert.

Glyn, Mills & Co.  
 S. J. Bosanquet  
 M'Calmont, Brothers, & Co.  
 James Hutchinson  
 J. Thomson, T. Bonar, & Co.  
 Gilmour, Rankin, Strang, & Co.  
 Thomas Devas.  
 Robert Benson & Co.  
 S. Cunard  
 R. Carter  
 Henry Barnewell  
 Robert Gillespie.

&c. &c.

&c. &c.

*To the Honourable the Commons of the United Kingdom  
of Great Britain and Ireland in Parliament  
assembled.*

**THE HUMBLE PETITION OF THE UNDERSIGNED  
MERCHANTS, BANKERS, AND OTHERS OF THE  
CITY OF MANCHESTER,**

(A similar Petition is addressed to the House of Lords.)

**SHewETH,**

**FIRST.**—That for one-half of the year we are solely dependent on the United States of America for our communication with Canada.

**SECOND.**—That in case of an interruption of our friendly relations with the United States, our intercommunication with Canada is liable to be cut off at a moment's notice, and an important portion of the British Empire placed in great jeopardy.

**THIRD.**—That the military expenses for the preservation of British North America, borne by the Imperial Treasury, amount every year to the sum of £420,000.

**FOURTH.**—That the completion of the line of Railway from Halifax to Quebec would secure for Great Britain and the North American Colonies the following important advantages, *videlicet* :—

It would render this country perfectly independent of the United States at all seasons of the year.

It would accelerate the delivery of the Canadian Mails and Despatches at least thirty-six hours in advance of the present route through the United States.

It would open up for colonization and settlement for emigrants from the mother-country upwards of 14,000,000 acres of ungranted lands within a journey of ten days from our own shores.

It would effect a saving to the Imperial Treasury of the present cost of conveying the British North American Mails through the United States, estimated at £25,000 per annum.

It would effect an almost total saving of the above-mentioned expenditure of £420,000, by rendering Canada accessible for the extradition and transmission of troops and



military stores within ten days at all seasons; whilst at the present time she is, in a military point of view, excluded from communication with the mother-country for six months of the year.

And it would link together the three Provinces of Canada, New Brunswick, and Nova Scotia, and would give them access to the ocean at all seasons through the Port of Halifax, one of the finest Harbours in the world, and nearer to England (and to Europe) by 400 miles than any other open Port in America.

**FIFTH.**—That by the completion of the Railway from Truro to Trois-Postoles (about 350 miles), a direct Railway communication will be established through British territory between Halifax and Quebec and Lake Huron, a distance of 1,300 miles, from whence it is intended to open a direct communication with British Columbia, Vancouver's Island, and the Pacific.

**SIXTH.**—That your Petitioners believe that the completion of the line of Railway from Halifax to Quebec is essential to the preservation and integrity of the British Empire in North America.

**SEVENTH.**—That from the formation of the Halifax and Quebec Railway commercial advantages of immense value would be secured to Great Britain and Canada, and the great importance of the line is fully acknowledged by every trading community. It would benefit most of the Railways at present in existence in the Colony, and its accomplishment is looked forward to with great anxiety.

Your Petitioners therefore pray your Honourable House to grant such aid and assistance to the Halifax and Quebec Railway Company, Limited, as shall enable them to bring to a successful completion this great national undertaking.

And your Petitioners will ever pray.

A. & S. Henry, & Co.  
J. P. & E. Westhead & Co,  
Robert Barbour, Brother, & Co.  
James Brown and Son,  
J. & W. N. Phillips  
Thomas Tilley.  
Rylands & Sons.  
James M'Larn & Nephew.

H. Baunerman & Sons.  
Callender, Sons, & Dodgshon.  
Cook, Sons, & Co.  
Daniel, Lee, & Co.  
S. Fletcher, Sons, & Co.  
John Dugdale & Brothers.  
Kershaw, Sidebottom, & Berry.  
James Burton & Sons.

And 140 of the first Firms in Manchester.

Copy of a Letter from His Royal Highness the Duke of Kent, to the late Chief Justice Sewell, of Quebec, on the Union of the British North-American Provinces.

*" Kensington Palace, 30th Nov. 1814.*

" MY DEAR SEWELL,

" I have this day had the pleasure of receiving your note of yesterday, with its interesting inclosure. Nothing can be better arranged than the whole thing is, or more perfectly I cannot wish ; and when I see an opening, it is fully my intention to hint the matter to Lord Bathurst and put the paper into his hands,—without, however, telling him from whom I have it, though I shall urge him to have some conversation with you relative to it. Permit me, however, just to ask you whether it was not an oversight in you to state that there are five Houses of Assembly in the British Colonies in North America—for, if I am not under an error, there are six, viz., Upper and Lower Canada, Nova Scotia, and New Brunswick, the islands of Prince Edward and Cape Breton. Allow me also to beg of you to put down the proportions in which you think the thirty members of the representative assembly ought to be furnished by each province ; and finally, to suggest whether you would not think two Lieutenant-Governors, with two executive councils, sufficient for the executive government of the whole, viz., one for the two Canadas, and one for Nova Scotia and New Brunswick, comprehending the small dependencies of Cape Breton and Prince Edward's Island, the former to reside at Montreal, and the latter at whichever of the two situations may be considered most central for the two provinces, whether Annapolis Royal or Windsor. But, at all events, should you even consider four executive governments and four executive councils requisite, I presume there cannot be a question of the expediency of comprehending the two small islands in the Gulf of St. Laurence with Nova Scotia.

" Believe me ever to remain, with the most friendly regard,

" My dear Sewell, yours faithfully,

(Signed) " EDWARD."

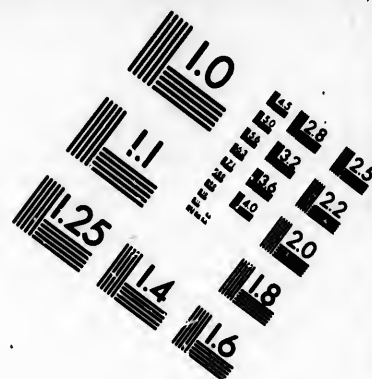
e of  
nion

4.

note  
better  
wish ;  
at the  
thout,  
e him  
how-  
o state  
ies in  
x, viz.,  
ck, the  
to beg  
e thirty  
hed by  
t think  
fficient  
he two  
compre-  
dward's  
nichever  
the two  
events,  
nd four  
estion of  
the Gulf

gard,





1.0 cycles/mm

1.1 cycles/mm

1.25 cycles/mm

1.4 cycles/mm

1.6 cycles/mm

1.8 cycles/mm

2.0 cycles/mm

2.2 cycles/mm

2.5 cycles/mm

2.8 cycles/mm

3.2 cycles/mm

3.6 cycles/mm

4.0 cycles/mm

4.5 cycles/mm

5.0 cycles/mm

5.6 cycles/mm

6.3 cycles/mm

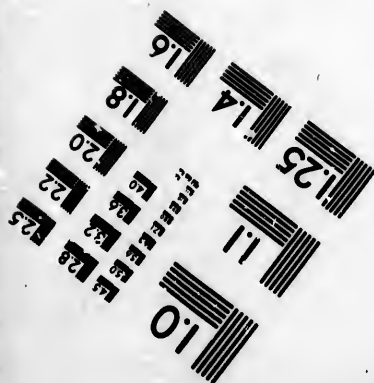
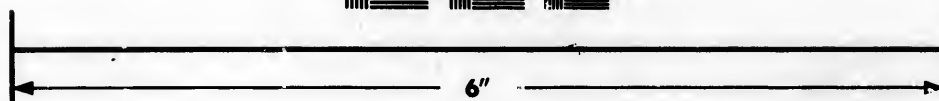
7.1 cycles/mm

8.0 cycles/mm

9.0 cycles/mm

10.0 cycles/mm

Munsell Color Services Lab



# Photographic Sciences Corporation

**23 WEST MAIN STREET  
WEBSTER, N.Y. 14580  
(716) 872-4503**



# Map of CANADA.

WITH PART OF NEW BRUNSWICK & NOVA SCOTIA.

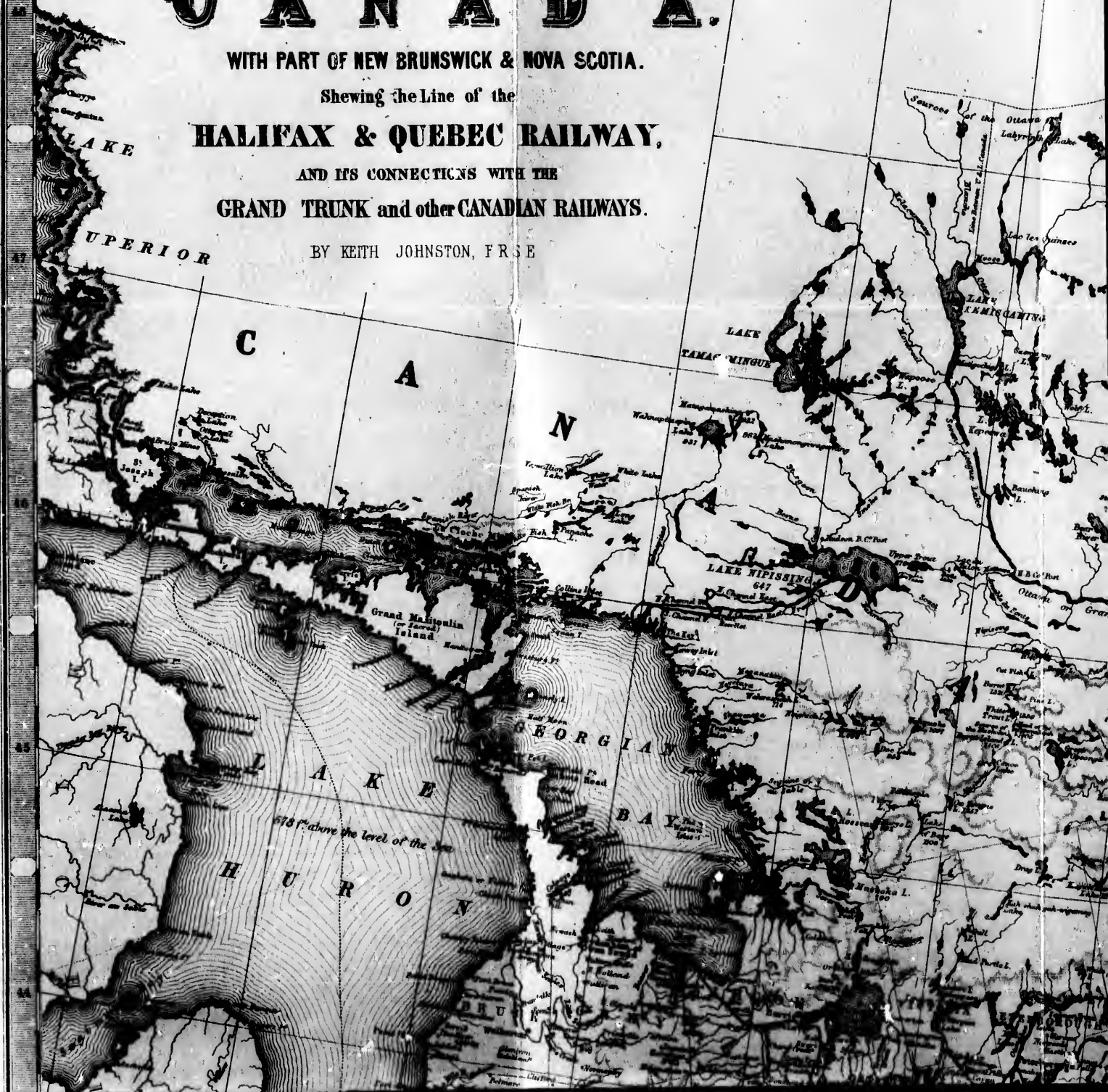
Shewing the Line of the

## HALIFAX & QUEBEC RAILWAY,

AND ITS CONNECTIONS WITH THE

### GRAND TRUNK and other CANADIAN RAILWAYS.

BY KEITH JOHNSTON, F.R.S.E





ON BAY OF TERRITORY

Longitude 17 West of Paris

