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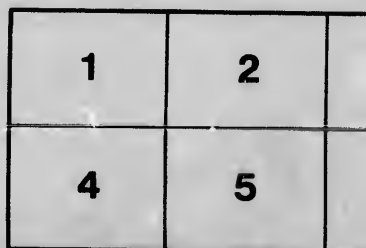
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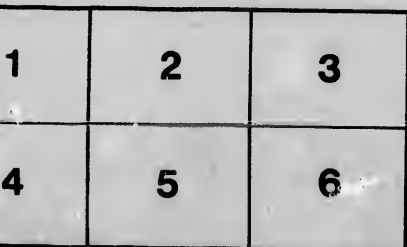
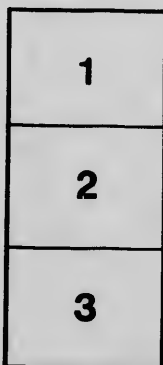
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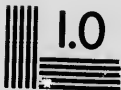
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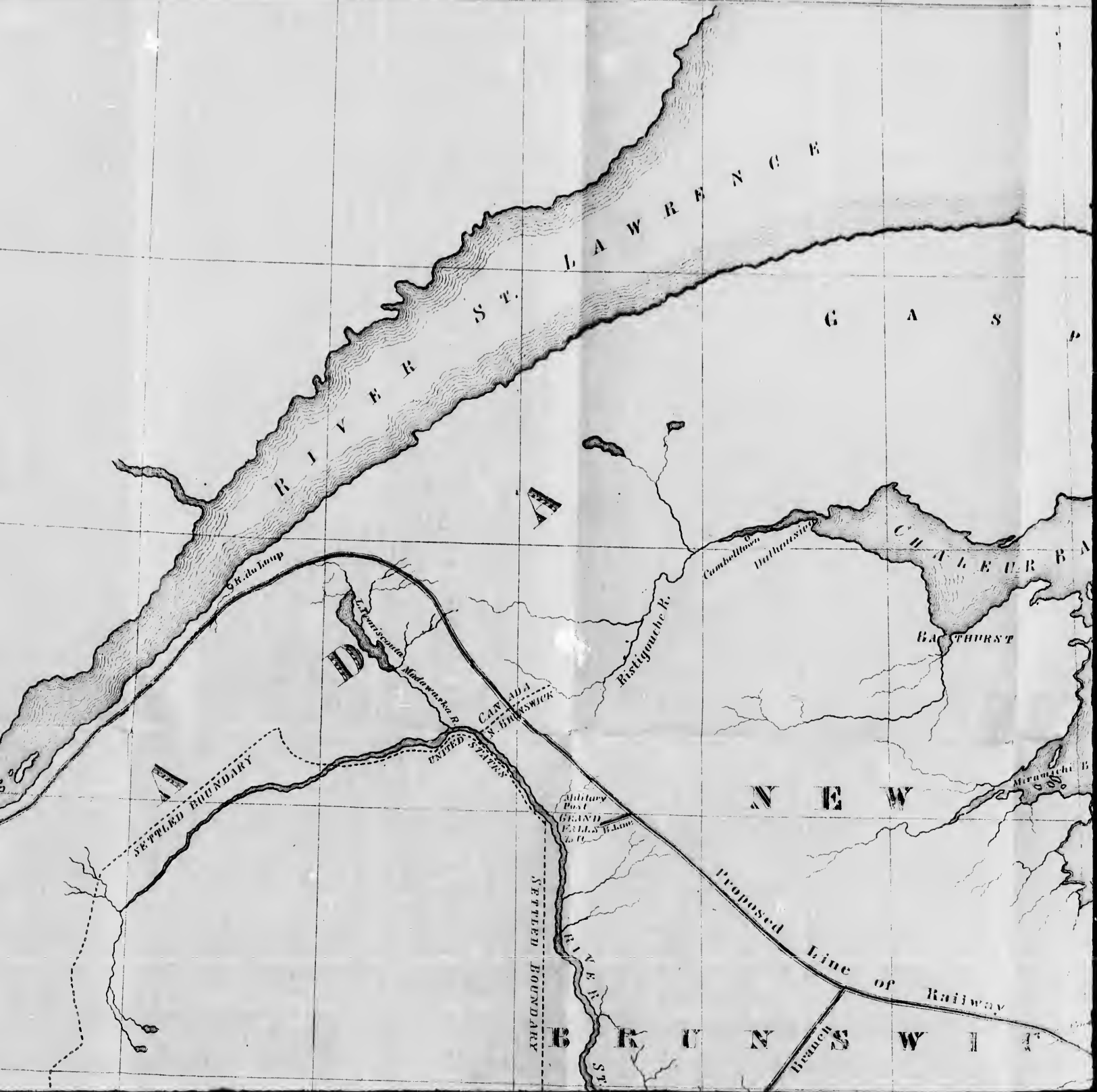
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ST. LAWRENCE RIVER

GULF OF ST. LAWRENCE

CHAMPLAIN SEA

BATHURST

NEW BRUNSWICK

CANADA

SETTLED BOUNDARY

SETTLED BOUNDARY

Proposed Line of Railway

Branch

Saguenay R.

Ristigouche R.

Miramichi R.

Military Post (BEING) ESTABLISHED to the

Cambelltown

Dallousville

Miramichi B.

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LAWRENCE

ST. ANTOINE

GULF

CHALEUR BAY

ST. L.

BAIE THURST

NEW

Military Post GRAND FALLS (Line 150)

Proposed line of Railway

BROCKTON

Branch

FREDERICTON

ST. ANTOINE

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SETTLED BOUNDARY

Proposed Line of Railway

NEW BRUNSWICK

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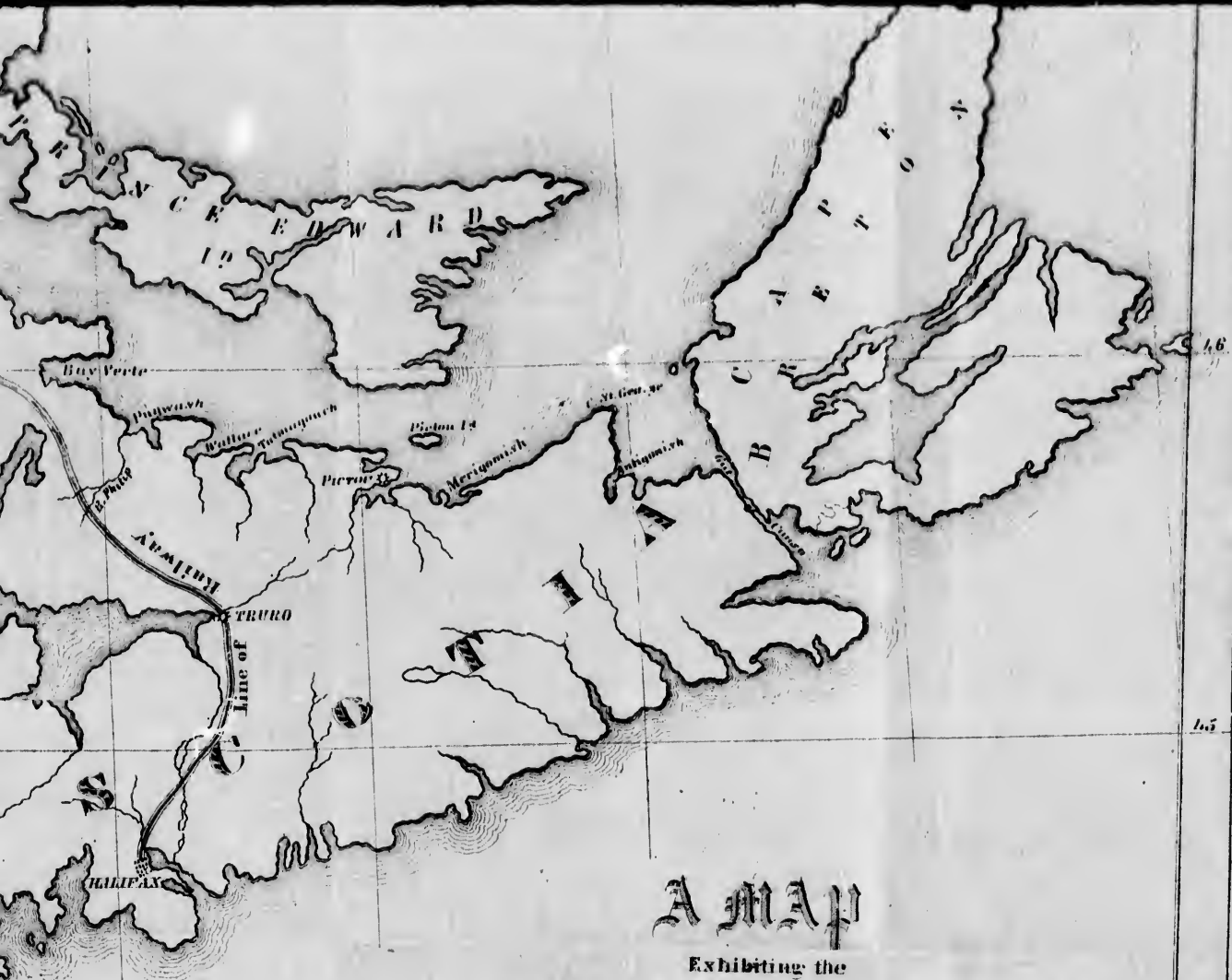
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A MAP
 Exhibiting the
PROPOSED LINE OF RAILWAY
FROM HALIFAX TO QUEBEC
and the
CANADIAN PROVINCES.

Geo James Alexander, C.E. Southampton.
Capt. W. P. Morrison, C.E. London.
John Valentine, C.E. London.

} **Engineers.**

Enlarged from the MAP of the LONDON COMMITTEE
By the Nova Scotia. Pro. Committee.

From Nelson's Map of Recent Surveys, adjusted to the latest Astronomical Observations.

PRO

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REPORT
OF THE
PROVISIONAL COMMITTEE,
OF THE
ATLANTIC & ST. LAWRENCE
RAILROAD,

APPOINTED 2ND OCTOBER, 1845,
AT HALIFAX.

SHewing THAT THE LINE SUGGESTED FROM HALIFAX, VIA
TRURO AND CUMBERLAND, IS BEST ADAPTED
FOR CONNECTING THE PROVINCES OF
BRITISH NORTH AMERICA.

WITH A MAP.



HALIFAX, NOVA SCOTIA.
PRINTED BY GOSSIP & COADE,
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ATLANTIC & ST. LAWRENCE RAILROAD.

PUBLIC MEETING AT MASON HALL.

Thursday, October 2, 1845.

PURSUANT to Requisition to the High Sheriff, a Public Meeting of the Inhabitants of Halifax was held at Mason Hall, this day, at 12 o'clock at noon, to consider the subject of a projected Railway from the Atlantic to the St. Lawrence.

On motion of the Hon. H. H. COGSWELL, *Resolved unanimously*, That J. J. SAWYER, Esq., High Sheriff, do take the Chair.

Mr. W. GOSSIP was requested to act as Secretary to the Meeting.

At the suggestion of JAS. B. UNIACKE, Esq. the Honble. the ATTORNEY GENERAL communicated to the Meeting information received by His Excellency the Lieutenant Governor on the subject of the proposed enterprize.

JAS. B. UNIACKE, Esq. addressed the Meeting in favor of the undertaking, recapitulating its advantages, national and commercial, individual and pecuniary, and concluded an eloquent speech on these topics by moving the following Resolutions, seconded by the Honble. SAMUEL CUNARD.

1st. *Resolved*, That the Meeting regard the project of a Railway from Halifax to the St. Lawrence with warm approbation, as being well calculated to promote the prosperity of British North America, and will co-operate with the Company formed for that purpose, and with the Legislative

Bodies of this and the adjoining Provinces in every possible way, in order to promote so beneficial an enterprize, and to carry it into successful operation.

2nd. *Resolved*,—That a Committee be appointed to obtain information, to correspond with the Directors of said Company and others interested, and to adopt the most efficient means for ensuring success to the undertaking. And further—that His Excellency be respectfully requested to bring the subject, so far as relates to this Province, under the favorable consideration of Her Majesty's Government.

W. YOUNG, Esq. addressed the Meeting in an eloquent speech in favour of the Resolutions, and submitted a Letter received from G. R. Young, Esq. by the last Packet from England, strongly recommending the enterprize.

The Secretary read the Resolutions, which were passed unanimously.

On motion of J. B. UNIACKE, Esq., *Resolved unanimously*, That the following Gentlemen be appointed a Committee to carry into effect the purpose of the Resolutions, viz :

Honble. H. H. COGSWELL; Honble. SAMUEL CUNARD; Honble. M. B. ALMON; Honble. M. TOBIN; the Honble. the Speaker, (W. YOUNG, Esq.); J. F. GRAY, Esq.; W. A. BLACK, Esq.; and W. PRYOR, Jr. Esq.

Resolved unanimously,—That J. B. UNIACKE, Esq. be added to the Committee.

On motion the High Sheriff left the Chair, and JAMES B. UNIACKE, Esq. was called thereto.

Moved by the Honble. SAMUEL CUNARD, and *Resolved unanimously*,—That the thanks of the Meeting are due to the High Sheriff for the able manner in which he has discharged the duties of the Chair.

The thanks of the Meeting were also voted to the Secretary, and the Meeting adjourned.

W. GOSSIP, *Secretary*.

HALIFAX AND QUEBEC RAILWAY.

*Minutes of a Public Meeting held at Masons' Hall,
Halifax, November 8, 1845.*

It was held that this Meeting had been called pursuant to adjournment of the previous Public Meeting on Thursday, 2nd October ult., to give an opportunity to the Provisional Committee thereat appointed, to communicate information of their proceedings; and that further measures might be adopted to promote the undertaking.

On motion of Honble. H. H. COGSWELL, seconded by Honble. SAMUEL CUNARD, J. J. SAWYER, Esq., High Sheriff, Chairman of the previous Meeting, and Mr. WM. GOSSIP, Secretary to the previous Meeting, were appointed Chairman and Secretary, respectively, of the present Meeting.

Honble. H. H. COGSWELL, Chairman of the Provisional Committee appointed at the previous Meeting, shortly stated to the Meeting the proceedings of that Committee since its formation, in effect as follows: That JAS. B. UNIACKE, Esq. had been appointed Secretary to the Committee, and had conducted their correspondence. That the proceedings of the former Meeting had been communicated to the Colonial Secretary, through the proper channel. That Letters had been addressed to the Governor General, and the Lieut. Governor of New Brunswick, and replies received. That the Committee had also prepared a Map, which had been sent to Boston to be lithographed, and that 500 copies of these had been ordered to be printed. That the letters received from various quarters were highly gratifying. That a Report had been drawn up and would be submitted to the Meeting. And he concluded by intimating that Mr. UNIACKE would read the Correspondence and the Report.

JAS. B. UNIACKE, Esq., Secretary to the Provisional Committee, referred to the proceedings of the Committee, and read several Documents; (*See Appendix.*)—also the Report, as follows:—

REPORT.

In order to gratify in some measure the desire of the public, and to arouse yet more and more, the awakened attention of the inhabitants of the Provinces generally, to the highly important work in which they are engaged, the Provisional Committee of the Halifax and Quebec Railway, at Halifax, are induced to submit a Map of the proposed line, enlarged from the Map lately published in London; together with such information on the subject, generally, as they have been thus far enabled to collect.

It will be manifest to every one, that for the Committee to attempt to enter into minute detail on one or other of the many points that the vast subject embraces, at this early stage of the proceedings, would be absurd;—their endeavour, at present, is merely to give their general views; so as to engage the sympathy and earnest aid of all, to help forward this magnificent project; for it is abundantly evident from all the Committee have been enabled to learn, that neither the British capitalist, nor the Parent Government are disposed to proceed one step in the actual work, without the combined and energetic efforts of the Colonists, evidenced in such a manner, as will leave no doubt of their sympathy and eager co-operation, to the full extent of their united and individual capability. With these few preliminary remarks, the Committee propose, briefly, to review the project of the Halifax and Quebec Railway,—and first, as a National benefit.

It is well known that the Parent Government have long desired the means of a safe and quick conveyance through their North American Provinces; and with this view, earnest solicitation to the Provincial Legislature has, from time to time, been made for its co-operation. At length the establishment of a proper Military Road, was resolved upon by the Government, and the necessary Surveys have been made. The Halifax and Quebec Railway will accomplish in the most efficient manner, this desired object. Passing, as it will be perceived it does, on reference to the proposed line on the map, through the heart of the Lower Provinces, it offers the most expeditious conveyance possible for troops—munitions of war and the mails, in perfect security from the danger of interruption and surprise incident to the transport near an enemy's border; and not only in this light may it be regarded as of National importance, for it will, also, afford the means of immediately establishing an Electric Telegraph, by which the orders conveyed from London to Halifax in ten days. may

in less than as many minutes, be forwarded to the Seat of Government in Canada, St. John's, Fredericton, and the Military Post at the Grand Falls.

The vast benefit of the Railway Company to the Government, can, perhaps, be best understood, when it is considered what the actual situation of Canada was in 1812, at the commencement of the American War, when, from the want of internal roads and facilities for the conveyance of troops, materials and mails, the country was at the point of being overrun by the enemy; and again in 1837-38, at the revolutionary outbreak, when only at immense sacrifice of money, great risk of surprise, and much suffering and privation by the troops, was the necessary assistance furnished in time to save the country.

Already has the assurance of the Colonial Secretary been given to the London Provisional Committee, that the project will, at the proper time, receive the most favourable consideration of the Government. The Committee have therefore, the best ground for believing that the pecuniary aid of Government will go far to swell the amount of anticipated revenue from the Line. In a moral and social point of view, it may be regarded as affording sooner or later to every village of the Provinces, the means of a rapid and frequent intercourse with one another, and with the largest and best markets for their productions. Farms, that were of little value, from the impossibility of disposing of their produce, at a price over the cost of production, will quickly increase in value from the speedy settlement of the country, and facility of cheap conveyance. To the thousands of suffering but honest poor of our Fatherland, it will offer the inducement to emigrate, affording to them profitable employment, while the Line is in progress of construction, and when completed, a happy home, in a fruitful and healthy country: and lastly, to one and all, it will bring all the increased blessings that may very reasonably be expected to flow from a free, rapid, and constant intercourse with the parent country—the most enlightened, religious, and liberal nation of the world.

The Committee have next to consider the proposed Line with a view to its commercial importance, in which they must, necessarily, be led to some length; although they are desirous of confining their remarks to the present trade of the Provinces, and most moderate anticipation of increase, rather than to endeavour to arrive at startling and striking results, by calculating its progress from the success of similar projects in other countries.

With the Map before us, it will be evident, that the great

object to be obtained is to connect the waters of the great Lakes of Canada and the St. Lawrence, flowing past Quebec, with the waters of the broad Atlantic flowing into Halifax harbour, the nearest port to Great Britain that can be reached, safe, convenient, and easy of approach at all seasons of the year. The same Line connecting, by a Branch, with the waters of the St. John, at Fredericton, and Bay of Fundy at St. John.

To establish a new line of conveyance for merchandize, with a well grounded hope of success, it is necessary to be able to offer to the merchant and trader a manifest advantage from his adopting it. The proposed mode that we are considering, he will therefore, regard in these lights and enquire, First—Whether it is more expeditious; Secondly—If it involves a smaller cost of conveyance and insurance; and Thirdly, whether there is more or less chance of deterioration in value from the new, than by the old mode of transport. The Committee feel satisfied, that on all these points, a decision, very favourable to the Line, will be arrived at, even supposing the navigation of the St. Lawrence not to be impeded for six months of the year; but when it is considered, that at present, the whole trade of Canada is forced into a period of six months in the year—how very desirable must it appear to the Canada Merchant to encourage, to the utmost of his power, the completion of this line.

As proofs of what the Committee here advance, they would state—first, as to cost of conveyance, taking for example a barrel of flour—the freight from Montreal to London or Liverpool at the present moment is 6s. stg., a high rate certainly—but say, even 5s. for an average. The freight from Halifax to same ports would be 2s. 6d., 3s. stg. per bbl. The Insurance from Montreal in early spring and in autumn, either in England or United States, would be 3 a 4 per cent. —from Halifax to same ports 1½d a 2 per ct. prm.—thus leaving a large margin for Railway freight and profit. Secondly—the passage from Montreal to London or Liverpool, may be considered from 35 to 40 days—from Halifax to same ports 20 to 25 days. Thirdly—the deterioration of flour and grain arising from long confinement and heating in the vessel, with exposure and length of time loading, is very great. The rapid transport to Halifax and short time on ship-board, thence to England, would prevent this altogether—or, at all events, very much reduce the risk.

The next consideration, is the extent of the Canada trade, and its rate of increase. Viewing the immense extent of country, the enormous increase of population, of which,

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as it has been well observed, there is, perhaps, no parallel, either in ancient record or in modern history—together with the amazing capability of production, evidenced by a comparison of the exports of a few years past; the Committee are fearful to express their very sanguine anticipations of revenue to the Line, when brought into successful operation. They will, therefore, confine themselves, for the present, on this head, to a few leading facts, sufficiently striking to impress on the reflecting mind a correct estimate of its vast importance.

In the year 1820, the population of Canada amounted to little over half a million.

In 1845 it amounts to over one million and a half.

In 1835 the export of one article—Flour—reached only 96,000 barrels.

In 1844 it amounted to 360,000 barrels.

It would occupy more room than the Committee have allowed themselves in these few pages, to enumerate in detail the increase of export of Pork, Beef, Butter, Wheat, Cheese, Lard, Oatmeal, Pease, Pot and Pearl Ashes, &c. Suffice it to say, it has been immense.

The Committee now turn to the revenue likely to arise from the trade of our own Province.

With Canada, Halifax has ever been intimately connected in trade,—to it we look to take off two-thirds of our return trade from the West Indies, consisting of Sugar, Molasses, Spirits, Pimento, &c., but principally the two former articles, of which, together, the export to Canada this last few years, may average 6000 or 7000 hogsheads and puncheons. The annual import into Halifax from Canada, of Flour, Pork, Beef, Oatmeal, Pease, and Corn Meal, amounts to about 20,000 barrels, and into the lower Ports, from Bay de Chaleur to Straits of Canso, about 40,000 barrels, which latter could then be supplied by the Line to the most convenient Gulf Shore port, of which there are several within a few miles of the route—particularly late in the autumn, and in early spring—adding also a supply to Cape Breton and Magdalen Islands.

The annual import of Flour into Halifax, from all quarters, averages 60,000 barrels; of Meal, Rye, and Oatmeal, 24,000 barrels; of Wheat, and Indian Corn, 45,000 bushels; of Ship Bread, 9000 barrels and bags; of Pork and Beef, 6000 barrels,—and it is but reasonable to suppose, that the greatest part, if not the whole of this provision, will be drawn from Canada with its increase of production and the facility of intercourse, when the Line is completed. The present ex-

port of pickled fish from Nova Scotia and Cape Breton to Canada, may be set down at 12,000 barrels, which in a few years may be increased to six times that quantity, through Halifax and the nearest Gulf Shore port.

The trade between Halifax and St. John, New Brunswick, is at present conducted in five or six small schooners constantly running. The Line will, no doubt, greatly increase this trade.

The rapid increase of our own products, will also offer an immediate return to this Line of Railway,—although it may appear small at the first. A few years since, it was rare to find any quantity of Butter, Pork, Beef, &c., of Nova Scotia production, in the market. We can now point to one commercial Firm in the City that receives, annually, from 3 to 4000 firkins of Butter, and from 6 to 800 barrels of Pork and Beef from the country, for sale,—to two or three others, that receive from 250 to 1000 bbls. Beef and Pork, and from 3 to 600 firkins butter each,—and to 10 or 12 dealers in Pork, who receive in the carcass, and cure for retail, annually, about 2000 barrels.

The Committee refer to these facts with pleasure, as it enables them to shew, distinctly, the capability of Nova Scotia; and what returns may be looked for, when the Company bring into full and successful action, their plan of settling and cultivating the large tracts of valuable, but waste land, on either side of their proposed Line.

The conveyance of Merchandize and other supplies from Halifax throughout the Province, is extensive, and will, in all probability, make a handsome item of return to the Line, particularly in autumn and spring, when the freight and insurance to the ports on the Gulf Shore, and P. E. Island, by water, are a heavy charge.

It can be best judged of, by considering the following Official returns of value of Imports into Halifax, the greater part of which is conveyed into the interior.

The value of Imports by Official Returns:—

Into Halifax is,	£1,555,778	0	0
Outports	192,790	0	0

£1,748,568 0 0

The value of Exports per ditto.

From Halifax is	£972,672	0	0
Outports	242,494	0	0

£1,215,166 0 0

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The Committee deem that another source of large revenue to the Line, may be expected from the annual emigration to Canada from England; which averages about 34,000. The safe and quick passage to Halifax, compared to the dangerous and tedious passage of the St. Lawrence, combined with facility and cheapness of transport through the country to Canada, will, no doubt, induce a large number to avail themselves of the then increased facility of passage over the Atlantic, by the number of ships coming out to load for England; to which will be added, the thousands, to whom the Company will be enabled to hold out flattering inducements to settle in Nova Scotia and New Brunswick.

The Revenue likely to be derived to the Company from the general travel throughout the Line, the Committee find it impossible, at present, to estimate with any degree of correctness. That it will be large, no one can doubt, who reflects upon the large number of passengers, annually arriving at Halifax, in the Mail Steamers and passage vessels, and to whom, the journey to Canada, through the Provinces, by the Line, would be most inviting: indeed, a very large number of the passengers per mail steamers, throughout the year, is composed of merchants and others from Canada, visiting England on business or pleasure, and who have, heretofore, taken the route by Boston. All these would, assuredly, take the direct route.

The travel from Halifax throughout the Province near the Line, as well as to New Brunswick, and by New Brunswick to the United States, and again on the other side to Pictou, the various ports on the Gulf Shore, Prince Edward's Island, and Cape Breton, would also afford a considerable return. The Committee hope to be enabled, at an early day, to arrive at something like a correct estimate of this department of revenue to the Railway.

It now only remains for the Committee in bringing these brief remarks to a close, to refer to the late Report of the Chamber of Commerce of St. John, on the subject, in which they have drawn a comparison between the proposed Line of the London Committee, and a Line proposed by themselves. Their remarks are as follows: "Taking Halifax as the starting point, two lines of road prominently suggest themselves. The one by Truro, Bend of Peticoodiac, and from thence in as near a straight line as the nature of the ground will admit, to the Grand Falls of the River St. John, and thence by the shortest and most convenient route to Quebec.

"The other line from Halifax to Bridgetown, or to a

point between Annapolis and Bridgetown, where most convenient to cross the River,—thence down the Granville side to Indian Point, inside the Eastern head of Digby Strait, accessible to steamers at all seasons of the year, thence by Steamboat to St. John, and thence up the valley of the St. John through Fredericton and Woodstock to the Grand Falls, and from thence, as in the former Line, by the shortest and most convenient route to Quebec. In remarking upon the different merits of these two Lines, they believe, that as to distance, they will be found very nearly alike; but the first has the advantage of avoiding the Bay of Fundy, which they believe is the only advantage this Line possesses; passing as it does from nearly where it enters this Province, through an entirely wilderness country, in which there is, and can be no traffic. The business of the Railroad would be confined to carrying the mails, and what troops would pass along the line, and the conveyance of passengers to and from the mail steamers. On these grounds, therefore, they believe that the earnings would not pay half the expences that would be incurred working this Line."

The Committee in being obliged to dissent, altogether, from these views, feel they are treading on delicate ground, but will endeavour to point out the superiority, in every respect, of the Line proposed by the *London Committee* of the Halifax and Quebec Railway Company; and to shew how much more profitable and eligible it must ultimately be, for St. John's and Fredericton, than the Line referred to in the above extract, as thought the more desirable. For the Committee feel how great is the necessity for united endeavour and energetic co-operation for the promotion of a work so eminently calculated to accelerate the prosperity of both Provinces, and they trust their remarks may be considered as prompted by their earnest desire for the general good.

Following, therefore, the order they have adopted in this brief sketch, they would remark, that in a national point of view, the Line proposed by the London Committee offers to the Government a safe conveyance for the Mails, troops, and munitions of war in one unbroken line of transport—as also, the safe erection of the Magnetic Telegraph.

The Line proposed by the Chamber of Commerce of St. John, involves the discharge of trains at Digby—chance of disappointment, delay and danger in crossing the Bay of Fundy—embarkation by steamer twice, and route for a long distance, within four or five miles of the American border.

The Line, again, proposed by the London Committee, opens to the Company a wide field for carrying out that

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part of their plan from which they may reasonably expect to derive a large part of their revenue—viz :—the occupation and settling of a large tract of ungranted lands, by emigration, on either side the Line of Railway, and offering to settlers security and peace.

The Line proposed by the Chamber of St. John, would thus defeat one of their principal objects—for on one side, lies the American territory—and on the other, the River, of which, the same nation has the right of navigation.

Again,—the Line proposed by the London Committee—as will be seen on reference to the annexed map—running from Halifax through Truro, thence, by the Bend of the Peticodiac through New Brunswick, throwing out a Branch to St. John's, Fredericton, and the Military Post at the Grand Falls, on the one side, and on the other, touching the heads of the great Rivers, and running within five to thirty-five miles to the large and prosperous ports of Richibucto, Cocagne, and Shediac on the Gulf Shore, and of the thriving ports of Bathurst, Dalhousie and the Restigouche, at the head of the Bay de Chaleur, will connect, and open up a traffic between those ports, St. John's and Fredericton, of which, they have, hitherto, been entirely deprived ; and not only with these ports in the Gulf of St. Lawrence, but also, with Prince Edward Island, Cape Breton, Magdalen Islands, and Gaspé ; also, offering the greatest facility of supplying the lumberers on both sides of the Line, either from St. John's or Quebec.

The Line proposed by the Chamber of St. John, would deprive the Railway Company of all this valuable trade and intercourse.

Again,—the Line proposed by the London Committee, offers to the Canadian merchant the *choice* of forming his connexion, and directing his goods for shipment, either at the port of St. John or Halifax, as he may be disposed, the trains proceeding, to either port, in an unbroken Line.

The Line proposed by the Chamber of St. John, deprives him of this choice, and forces him to disembark his goods from train to steamer, and from steamer to train, to reach St. John, his only port of shipment. The Line proposed by the London Committee, would command all the trade and travel we have referred to, between Halifax and Canada, and from Quebec, St. John and Halifax, to the whole North East shore of Nova Scotia and New Brunswick. The Line proposed by the Chamber of St. John, cuts off all this intercourse. The Committee trust, therefore, that in a second consideration of the subject, the Chamber of Commerce of St. John

will agree with them, that it is not only more desirable for them, but vastly more advantageous for the Company generally, that the Line proposed by the London Pro. Committee should be adhered to.

The Committee have endeavoured, in this Report, to preserve the subdued and cautious tone of a calm and practical enquiry; yet, it is difficult to view even the possibility of so grand an enterprise being successfully accomplished, without indulging in anticipations of a warm and more exciting character. Halifax has been endowed by nature with one of the safest, and most capacious harbours in the world, in which, the largest commercial or warlike Navy that the British Empire could congregate together, might ride with perfect safety; while the boldness of the water, and the gentle flow of the tide, so different in the Atlantic and the Bay of Fundy, afford every facility, at all hours and seasons of the year, to the unloading and loading of ships. Surely then, while we indulge in hopes such as this great enterprise excites, we owe it to ourselves to omit no exertion, and to lose sight of no enquiry that can aid the men, who will do the work in carrying it through.

The Committee are persuaded, that neither Canada, New Brunswick, nor the Legislature and people of this Province, will ever abandon it, unless they are fully satisfied that it is impracticable. The Committee flatter themselves, that when the warm interest thus excited in the Colonies is known in England, the Government will be disposed to lend a serious ear and a generous encouragement, to this great design. What link can be conceived so strong and durable between the Mother Country and these her most valuable Colonies, as a Railway, which, in connection with one of the noblest and most successful of modern experiments, the navigation of the Atlantic by steam, will bring Quebec and Montreal, continually within twelve or thirteen days of London; and with the community of tastes, affections and habits, will render them, in fact, one mighty people? When we see what modern science has already achieved, why need we distrust the practicability of schemes that but a few years ago would have been condemned as extravagant and chimerical. The Committee have spoken of a Magnetic Telegraph from Halifax to Quebec. If it could be had, let us pause for a moment, and dwell on the immense superiority it would give to the Government and merchants of Britain, in the centralizing of military force, and the instantaneous transmission of intelligence. The merchants of London and Liverpool, would be in the markets of the West, before the news could reach New York

or Boston; and a Regiment stationed at Halifax, and required by any invasion in Canada, could be sent for, and despatched to the scene of action in a few hours.

The people of the United States are rapidly extending their Telegraph between their principal cities, and if the Railway be accomplished to Montreal, our Telegraph would quickly follow, and be almost, of itself enough, in connection with an enlightened policy, to secure and perpetuate the dominion of the Mother Country. In conclusion, while the Committee regret that they have been unable from the scanty and imperfect information yet collected, to handle the subject as they would wish, they desire it to be understood, that they are fully alive to its vast importance, and confidently reckon upon the cordial support and co-operation of all classes in a matter, which so nearly concerns them all; and renders it a common, and almost a sacred duty, to combine heart and hand, and leave no room for reproaching themselves hereafter with indifference or apathy to so magnificent an undertaking.

It was then moved by JAS. B. UNIACKE, Esq.; seconded by Honble. S. CUNARD, and passed unanimously:

1. *Resolved*,—That this Meeting gratefully acknowledge, and are fully sensible of the courteous reception given to their communication by the Right Honorable Lord Metcalfe, Governor General of British North America, and for his assurance that he will heartily co-operate with the people under his Government in any measure calculated to promote the important project of the Atlantic and St. Lawrence Rail Road.

2. Moved by Honble. H. H. COGSWELL; seconded by L. O'C. DOYLE, Esq., and passed unanimously:

Resolved,—That this Meeting is gratified by the assurance of His Excellency Sir Wm. Colebrooke, Lieutenant Governor of the Province of New Brunswick, that he anticipates the most cordial support to the undertaking of the Atlantic and St. Lawrence Railway, and that he will bring the subject under the consideration of the Legislature of that Province as soon as practicable.

3. Moved by the Honble. the SPEAKER OF THE ASSEMBLY; seconded by JOHN E. FAIRBANKS, Esq., and passed unanimously:

Resolved,—That this Meeting fully sensible of the ex-

ortions of the promoters of this great project, are of opinion that it should be viewed more as a national object than one of Provincial or individual speculation, and can be best and most speedily effected by the combined action and cordial union of the respective Legislative bodies of British North America, which alone will insure the countenance and support of the Imperial Government and liberal contributions of Capitalists, and in the judgment of this Meeting the Legislature when convened should have this subject submitted for its deliberation, that such steps may be adopted as will exhibit to the public its practicability, and insure success to the undertaking.

4. Moved by ANDREW M. UNIACKE, Esq., seconded by JAS. McNAB, Esq., and passed unanimously :

Resolved,—That the Provisional Committee be authorised to prepare and present a Memorial to His Excellency the LIEUTENANT GOVERNOR, requesting His Excellency to submit this measure to the favourable consideration of the Legislature of this Province, at its next Meeting.

5. Moved by His Worship THE MAYOR, seconded by Wm. PRYOR, Jun., Esq., and passed unanimously :

Resolved,—That this Meeting most highly appreciates the vigorous expression of opinion by the citizens of Quebec, on the important subject of the proposed Railway from the Atlantic to the St. Lawrence, and to insure more efficient co-operation, extends the Provisional Committee by adding thereto the following Gentlemen, with full power to correspond and promote this object, also to increase their number at pleasure.

Present Provisional Committee.

Honble. H. H. Cogswell ; Honble. M. B. Almon ; Honble. Michael Tobin ; Honble. S. Cunard ; Hon. Speaker of Assembly ; William Pryor, Jr., James F. Gray, Jas. B. Uniacke, and W. A. Black, Esquires.

Persons added 8th November, 1845.

James McNab, M. P. P. ; Joseph Howe, M. P. P., A. M. Uniacke, M. P. P. ; L. O'C. Doyle, M. P. P. ; G. R. Young, M. P. P. ; The Mayor of Halifax ; John H. Anderson, Wm. Stairs, Jno. E. Fairbanks, Honble. E. Kenny, William Murdoch, Honble. Enos Collins, J. N. Shannon, Joseph Starr, A. W. Godfrey, John Esson, Wm. Lawson, Jr., John Slayter, M. Kearney, Thomas Williamson, Jas. Thomson, Archibald Sinclair, Conrad West, D. Creamer, John Northrup, T. Ring, Edw. H. Lowe, John Tempest, M. G. Black, Alex. Keith, Jno. Strachan, Wm. Skerry,

Jno. Duffus, Jno. Barss, E. Billing, T. C. Kinnear, James Tremain, J. Gibson, A. Gesner, A. S. Dewolfe, Jonathan Allison, Joseph Bennett, Titus Smith, Col. Butler, David Allison, Hon. Hugh Bell.

6. Moved by Mr. A. W. GODFREY; seconded by Jno. Ross, Esq. M. P. P., and passed unanimously:

Resolved,—That the Inhabitants of the respective Counties of Nova Scotia and of Prince Edward Island, be requested to call Public Meetings and appoint Provisional Committees to require and transmit statistical and other information on the subject of the Railroad, to the Provisional Committee at Halifax.

7. Moved by the Honble. ATTORNEY GENERAL; seconded by J. H. WHIDDEN, Esq., and passed unanimously:

Resolved,—That the thanks of the Meeting be given to the Provisional Committee, and that their Report be adopted.

8. Moved by Honble. HUGH BELL; seconded by Hon. M. B. ALMON, and passed unanimously:

Resolved,—That the Secretary of this Meeting be instructed to convey through Mr. Bridges, the thanks of this Meeting to the Gentlemen in London who have devoted their valuable services in promoting this undertaking.

On motion the HIGH SHERIFF vacated the Chair, and the Honble. the ATTORNEY GENERAL being called thereto, it was unanimously Resolved,—That the thanks of the Meeting be given to the High Sheriff for his able conduct in the Chair, and to the Secretary, for his services in recording the proceedings of the Meeting.

On motion the Meeting adjourned *sine die*.

WILLIAM GOSSIP, *Secretary*.

Halifax, Nov. 8, 1845.

APPENDIX.

[No. 1.]

Annual Import of principal Articles of Nova Scotia and Cape Breton Produce, into the Port of Halifax.

Butter,	Firkins—	15,372
Pork and Beef,	Barrels—	13,333
Head of Horned Cattle,	Number—	4,600
Sheep and Lambs,	"	21,050
Hay,	Tons—	2,025
Potatoes,	Bushels—	215,000
Oats,	"	—125,000
Coals, exclusive of quantity used for Steamers,	Tons—	22,293
Cheese, } not ascertained.		
Apples, }		

About an equal quantity of Butter, Pork, Beef and Cattle, is exported to Newfoundland from Eastern Ports of the Province, and Cape Breton.

Annual Export of Articles, the production of the Fisheries, from the Port of Halifax.

Dry Fish,	Quintals—	190,918
Pickled Fish—comprising Mackerel, Herrings, Salmon and Alewives,	Barrels—	85,832
Oil—Fish Oil of all kinds,	Gallons—	168,979
Seal Skins,	Number—	40,883
Smoked Herrings,	Boxes—	4,390

[No. 2.]

From the Appendix to the Journals of the House of Assembly, Session 1845.

(B.)

DISTRIBUTION AND EXTENT OF MINERAL DEPOSITS OF EASTERN NOVA SCOTIA.

Coal Fields.

THE productive beds of Coal are included in a great series of sandstones, shales, &c., constituting the Carboniferous system of geologists. The series of rocks occupies the

greater part of the Counties of Cumberland, Hants, Colchester, Pictou, and Sydney. It is divided by ranges of trap and disturbed strata, into three irregular trough-shaped deposits, extending from East to West.

The Southern trough extends from Antigonish and Pomket to the Stewiacke River, and probably to Windsor. On this line a small bed of coal has been seen at Pomket; and coal is stated to be found at Beaver Lake, Middle Stewiacke, and Windsor.—These coal measures are probably continuous with those of Port Hood and River Inhabitants, in Cape Breton. The greater part of the southern trough of Carboniferous strata, has not been geologically explored.

The central trough extends from Pictou, through Onslow, Londonderry, and Economy. It is bounded on the South by a hilly and disturbed line of country, extending from Cape St. George towards Truro; and on the North, by a similar range, extending from Tatamagouche to Cape Chignecto.

The most important Coal-field contained in the central trough, is that of the East River, Pictou. The productive Coal measures of this field include ten beds of coal, whose thickness and dip are shown in the accompanying section. Only one of those beds (marked No. 1.) is at present worked. It is 36 feet in thickness, and contains 24 feet of good coal; 12 feet of which are at present worked. This great bed and its associated measures, are cut off two miles north of their outcrop, by a Fault, which has probably thrown them down to a great depth, and they are not known to reappear in the County of Pictou. This fault cuts the outcrop of the Coal measures, at the distance of about three miles North West of the present mines, (see maps and plan). In the opposite direction, running to the S. E. the outcrop of the Coal strata extends about one mile, when it appears to be cut off by Faults; but the Coal measures perhaps reappear in Merigomish, where coal is found near the mouth of Sutherland's River. The outcrop of the Coal measures of the Albion Mines, thus appears to extend four miles, and the area of the beds of coal must be less than 12 square miles. Twelve feet of the thickness of the largest bed, as at present worked, may be estimated to contain at least 7,600,000 tons of good coal, which would supply the present demand for 130 years. I am not acquainted with the quality of the coal on the smaller beds; but if we suppose only four of them to afford good Coal, they would probably afford 100,000 tons annually for double the above period.

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In the sandstones of the Coal formation, which occupy that part of the county of Pictou, lying to the northward of the great Fault above mentioned, there are two small beds of coal, one of them three feet in thickness, but of inferior quality. They appear at Fraser's Mountain, distant N. E. from New Glasgow, about 2 miles, and extend thence to Merigomish Harbour. One of them reappears on the North side of the trough near Carriboo and in Pictou Island.

The Coal measures of Salmon River, in the county of Colchester, are equivalent to those of the Albion Mines in geological position, and belonging to the southern side of the central trough. Only one bed of coal one foot thick, and of inferior quality, has been discovered at Salmon River; but others most likely exist there.

The Coal measures of the Joggins, Macan River, Cape Chignecto, and other parts of the County of Cumberland, belong to the third or Northern trough of carboniferous strata. (Vide Gesner's statement.)

Iron Ores.

Numerous beds of *Clay Ironstone*, from 2 inches to 6 feet in thickness, exist in the Coal measures of the Albion Mines. Some of them are above the average richness of the clay Ironstones of Great Britain, and of sufficient thickness to be worked.

Brown Hematite, containing nearly 50 per cent. of iron, is found in veins in the lower coal formation, near its junction with the Silurian rocks (see section). The number and thickness of these veins are unknown; but from the large quantity of ore found on the surface, must be considerable.

Veins, similar in character and geological position to those of the East River, occur at the mouth of the Shubenacadie River; but the ore which they contain is less pure.

In the veins of Hematite, both in Pictou and near the Shubenacadie, Peroxide of Manganese is abundant, and might be profitably separated from the ores of iron.

Ten miles south-eastward of the Albion Mines, is a bed of Peroxide of Iron eighteen feet in thickness. The ore which it contains would yield nearly forty per cent. of good iron. Some of it was melted at the Albion Mines, but probably from errors in the process employed, yielded iron which would not run.

Sulphate of Barytes.

A vein of this mineral, three feet in thickness, has been found at Rogers' Hill, eight miles westward of the

Town of Pictou. It is equal in purity to that employed in Scotland in the manufacture of Baryto-sulphate pigment.

Copper Ores.

Grey sulphuret of Copper, or copper glance, containing 75 per cent. of Copper, is found in the Coal formation at Tatmagouche, Tony River, Carriboo, West River, and East River. The ore is in the form of nodules, or occupies the cavities of fragments of fossil wood. The deposits hitherto found are too small for mining purposes.

Lead Ores.

Galena, or Sulphuret of Lead, is found in small disseminated crystals, in Limestone near Gay's River. I have not however seen any valuable veins of that Mineral in the Eastern part of the Province. I have received good specimens of Galena from the Island of St. Paul; and have been informed that a vein of three feet in thickness, traversing Mica Slate, has been found there.

J. W. DAWSON.

Halifax, Feb'y 21, 1845.

(C.)

1845—Feb'y. 19th.

ABRAHAM GESNER.

I am a native of Nova Scotia, of the age of forty-five years. I have been engaged in the examination of the Geology of Nova Scotia for twenty-five years. I published a book on it in 1836. Do not know the Coal Fields of Cape Breton—have never been there—my enquiries confined to Nova Scotia Proper. Have prepared a Geological Map of Nova Scotia Proper—it contains 10,000 square miles—1,500 miles of this Coal Field. It is bituminous—no anthracite here—never saw any of the latter kind here. Do not believe the Field at Minudie the same as those at Pictou. The coal of different qualities. Have subjected the Cumberland, not the Pictou coal, to chemical analysis. Some of the former better than the Pictou coal—some inferior. No part of the Province where coals could be worked as cheaply as at Cumberland. Best coal at Spring Hill, Macan, I have ever seen in the Province of Nova Scotia.

The Minudie Mines at Cumberland could yield 100,000 chaldrons for one hundred years. From the Mines both at Joggins and Macan, these both belonging to one Field. Since 1838 I have been making application to the Govern-

ment for a Lease of these Mines. There is a Company ready to work them. It is a British Company, but part of the Stock taken in the United States. The Capital, I think, is £20,000. I think the expenditure of £10,000 would raise 40,000 chaldrons a-year. It has been examined by two English Mineral Surveyors, sent out by this Company at my suggestion. They were practical and competent men; I was with them—we only examined the Joggins—did not consider it necessary—they were satisfied with the outcrop—we were there for about a week. I was there with Mr. Lyell, also, for two days. He said that he had never seen so good a field of coal for working in his life. The estimate is made by the two Surveyors of the cost of raising the coal. They made the estimate of expenditure higher than mine—Ney estimated, that, by the expenditure of £10,000 stg. they could raise 40,000 chaldrons a year, for ten or fifteen years, on the water level—after that they contemplated to go under the level of the sea—they intended to build a breakwater and wharves. No steam engine required for ten or fifteen years—they mean to bring out the coals by adit levels on wooden rails. Intended to sell at 8s. cy. per Win. chaldron. The freight to St. John, N. B. would be not more than 5s. a chaldron—the same to Windsor and other ports of the Bay—coals would be sold in Windsor and in St. John from 14s. to 15s. per chaldron. They are not worked now, except by two poor Cornish miners, who sell from 300 to 500 chaldrons a-year—they are carried to St. John's, Windsor and Cornwallis—sold at the pit mouth for 10s. a chaldron, and are sold at St. John and other places at 14s. to 15s. These two fields nearly inexhaustible. Not aware of the extent of Coal at Cape Chignecto—do not think it is workable, not having been explored at all that I am aware of. The distance from the S. Joggins Shore to the River Hebert, 3 miles, where vessels of 200 tons could load. Railroad made of wood would cost £1,000 to £1,500 a mile—it is a level Line and a Railroad could be laid. The Company have ever said they would cheerfully pay the same Royalty as the Mining Company. The Company I do not think would come under any agreement to sell the Coals for a certain fixed price—could not foresee what is to happen. If the Company get a Lease they would agree to raise after 4 years, 40,000 chaldrons a year. They would pay the same rent, £3000 stg. a year, as the Mining Company, for the right of raising 50,000 chaldrons Newcastle, or 40,000 chaldrons of 36 bushels, being the Winchester or the measure used in this Province—to pay this after the fourth year,

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and then after that they would pay the same Royalty as the Mining Company, for any excess over the 40,000 chaldrons, 1s. for every Winchester chaldron. My opinion is, they could give ample security for a faithful performance of their contract. The Company intend the coal to be consumed in Manufactories in the Northern States not yet founded.

Interstratified with the coal field there is a bed of Iron ore eight feet in thickness, and limestone near for a flux—it is near the shore—could be worked advantageously—argillaceous oxide of iron—it would yield $33\frac{1}{2}$ per cent. It has been faithfully analysed in the United States and Scotland. The ores in Scotland yield on an average 33 per cent. (See Section No. 3.) One of the Mineral Surveyors, if they got these fields of coals, intended to lease the Annapolis Iron Works to mix the ores of Nictaux River with the Ores at the Joggins, and thus obtain a superior kind of iron. The ore at Annapolis yields about $33\frac{1}{2}$ per cent.—the ore at Annapolis *hematite*.

The Manganese could be worked—worth £8 per ton, could be sent to England and pay a profit. I think £200 a year might be got for the right of working Manganese. No Copper deemed workable in this Province—but required to be examined more carefully.

Halifax, Feb'y 21, 1845.

(D)

Statement in reference to the unopened Mines of the County of Cumberland, and other Mines in the Province of Nova Scotia.

At Springhill, Maccan, there is a stratum of Coal 12 feet thick.

1	do.	do.	$2\frac{1}{2}$	do.
1	do.	do.	3	do.

Four miles of Railroad would be required to reach the Maccan River, which is navigable for Lighters to Loading ground, 5 miles.

There is Coal on the Nepan River unexplored.

Coal outcrops on the borders of the River Hebert, one stratum is three feet in thickness—workable.—There are others, thickness unknown—one half a mile of Railroad would be required to the River, which is navigable for vessels of 200 tons burthen.

Fifteen strata of Coal appear at the Joggins, directly on the shore—five of these strata are workable.

1 Stratum, 4 feet 2 inches thick,
 1 do 2½ feet do.
 1 do. 5 do. do.
 2 do. 7½ do. separated by one foot of parting.

There is coal near Cape Chignecto not explored.

The general advantages of the coal in this quarter are its proximity to the American Market, New Brunswick, and the Towns and Villages of the Bay of Fundy, Basin of Mines, and the Western Counties of Nova Scotia.

The great advantages of the Coal at the South Joggins are—the Coal is on the shore of the Bay—no railroads are required. The necessary wharves and breakwater may be permanently erected—the rubbish of the mines will supply the ballast for those works.

Great quantities of coal can be removed by adit levels. The Mines may be cheaply drained and ventilated. The navigation is safe. Chignecto Bay closes by ice late in the year and opens early. There are no Coal Mines in New Brunswick, or any of the Eastern States, that can ever enter into competition with them. Timber is abundant on the surface. The Mines are near a fine agricultural country. The coal at a moderate depth is good, and the demand for it is constantly increasing. No steam engines will be required for fifteen years. Iron stone, with the lime-stone necessary for its flux, is interstratified with the coal, wherefore iron may be readily manufactured.—A single miner with a car running on wooden rails, can mine and bring from a distance of 600 yards beneath the cliffs to the wharf, two chaldrons of coal per diem.

Cost of each chaldron of Coal on the wharf,

say,	£0 3 0
Royalty for Winchester chaldron,	0 1 0
Shipping,	0 0 6
Profits,	0 2 6

Cost of Coal on wharf, £0 7 0

The above estimate of the cost of the Coal, was made by a good English Mineral Surveyor, with whom I visited the above place.

The disadvantages of the above Mines would be the expense for building the necessary wharves and a breakwater, the length of the winter, the payment of the Royalty, and the duty on Coals for the United States.

Coal required for home consumption.

For Amherst,	. . . . .	200	Chaldrons.
Sackville,	. . . . .	200	"
Dorchester,	. . . . .	100	"
Peticodiac,	. . . . .	100	"
Truro,	. . . . .	200	"
Onslow,	. . . . .	100	"
Windsor,	. . . . .	500	"
Horton,	. . . . .	200	"
Cornwallis,	. . . . .	200	"
Bridgetown,	. . . . .	400	"
Annapolis,	. . . . .	500	"
Digby,	. . . . .	300	"
Yarmouth,	. . . . .	500	"
Shelburne,	. . . . .	300	"
Liverpool,	. . . . .	600	"
Lunenburg,	. . . . .	500	"
St. John,	. . . . .	20,000	"
St. Andrew's,	. . . . .	1,000	"
St. Stephen's,	. . . . .	500	"

Total, 26,400 Chaldrons.

There are strata on the sides of the River Philip, unexplored.

Sulphate of Barytes, in thick veins, occurs at Cape Chignecto—this mineral is now manufactured into white paint.

The Oxides of Manganese are found abundant at Parrsboro, and in the County of Hants.

Lead Ores are found abundant on the Shubenacadie and other places.

Copper has been discovered at several localities.

The most valuable rocks of the Province are granite, marble, freestone, grindstone, fireclay, porphyry, slate, limestone, gypsum and marl.

A GESNER.

Halifax, 19th Feb'y. 1845.

[No. 3.]

To His Excellency the Right Honorable LORD METCALFE, Governor General of British North America, &c. &c.

MY LORD,

I have the honor to inform your Lordship, that a public meeting has been held in this City to consider a proposition submitted by a Company in England, to connect the St.

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Lawrence with the Atlantic, by a Rail Road at Halifax, Branch to St. John's and Fredericton, and terminating at Quebec, and I enclose the proceedings for your Lordship's consideration.

At this Meeting, which was numerously attended by the wealthy and influential of this Province, a Provisional Committee was appointed, consisting of the Honble. H. H. Cogswell, Honble. Samuel Cunard, Honble. M. B. Almon, Hon. Wm. Young, Hon. Michael Tobin, W. Pryor, Jun., James F. Gray, W. A. Black, and J. B. Uniacke, Esqrs., who waited on His Excellency Lord Falkland, and received assurances that his Excellency would use his influence with Her Majesty's Principal Secretary of State for the Colonies to promote the enterprise. The Committee feel how impossible it will be for a private Company to accomplish such a gigantic undertaking, (for an extension to the Pacific is ultimately designed,) without the sympathy and support of Government, and the united and simultaneous action of the people of British North America, and therefore solicit the co-operation of your Excellency, in such way as may best advance the objects contemplated. The Memorial submitted at the Meeting by the Lieut. Governor of Nova Scotia, a transcript of which has been presented to your Excellency, so fully discloses the views of the Company, that it is unnecessary at present to recapitulate them.

I have the honor to be,

Your Excellency's obdt. servt.

JAMES B. UNIACKE.

6th October, 1845.

[A similar Letter to the above was sent to the Lieutenant Governor of New Brunswick.]

*Civil Secretary's Office,
Montreal, 18th October, 1845.*

Sir,

I have the honor, by the command of the Governor General, to acknowledge the receipt of your Letter of the 6th instant, transmitting for His Lordship's information, the proceedings of a public meeting held at Halifax, to consider a proposition for connecting the St. Lawrence with the Atlantic by a Railroad from Halifax to Quebec, and to acquaint you in reply, that the Governor General is sensible of the important benefits that would be conferred upon British North America by the establishment of such a chain of communication as is contemplated, and he will be prepared to

co-operate heartily in any measures which may appear to be calculated to aid the undertaking.

The enclosed copy of the answer which has been, by order of the Governor General, made to the Memorial received from the Promoters and Provisional Board of the Halifax, Quebec and Montreal Railway Company, will explain the views entertained by the Government of Canada in reference to the projected Railroad, and their anxious desire to facilitate its completion by all the means at their disposal.

I have the honor to be, Sir,

Your obedient humble servant,

JNO. HIGGINSON.

J. B. UNIACKE, Esq.,

Sect'y. to Provl. R. R. Com., &c. &c.

(Copy.)

Civil Secretary's Office

Montreal, 15th Oct., 1845.

SIR,

I have the honor, by command of the Governor General, to acknowledge the receipt of your Letter of the 18th July last, transmitting a Memorial to His Excellency from the Promoters and Provisional Board of the Halifax, Quebec, and Montreal Railway Company, praying—

1st. A free grant forever of all the unlocated land in the Province of Canada, over which the Line shall pass, together with permission to use such timber and other materials along the course of the Railway, as shall be required for the construction of the work.

2d. A pre-emptive right to the Promoters and Shareholders to become the purchasers at each station on the Line of blocks of land, not less in extent than 20,000 acres each, at a minimum price per acre, the purchase money to be paid in ten equal yearly instalments, of which the first shall only become payable at the end of six months from the opening of such portion of the Line as shall be connected with the station to which the said blocks are attached.

3dly. That the Governor and Council of Canada, will be pleased to recommend this undertaking to the attention and support of the Home Government, and otherwise give to the Promoters and Shareholders such assistance and countenance, as may be necessary to obtain for the Company the confidence and co-operation of the British public, and all others locally interested.

I am directed to acquaint you in reply, for the information of the parties from whom this Memorial emanates, that

the Governor General in Council has given to it that degree of consideration which the vast importance of the subject merits; and that without offering any opinion on the feasibility of opening a Railroad communication from Montreal to the Pacific Ocean, His Excellency in Council considers that the proposed "chain of steam communication from England to Montreal," is calculated in a high degree to promote the interests and advance the prosperity of Canada, and is an undertaking well worthy of the countenance of this Government, and of the people of this and the neighbouring British Provinces.

The Governor General in Council, without being in possession of more information regarding the proceedings of the Company, is unable to do more than to assure them that they may rely on the Government of this Province for whatever protection and aid it may be consistent to render; and where the Railway may pass through the unconceded lands of the Crown, to confer the right to the Company of using what is necessary for the purposes of the Railroad.

The application for pre-emptive right on the part of the Company to purchase certain blocks of land on the route of the Railroad, will be fully considered hereafter, with reference to the existing laws for the disposal of the waste lands of the Crown,—the purposes for which the Company desire to make such purchases,—and the several interests of the Province.

I have, &c.
JNO. HIGGINSON,
Civil Secretary.

WM. BRIDGES, Esq.,
Secretary, Blackfriars, London.

Fredericton, N. B.
Oct. 21st, 1845.

SIR,
I am directed to acknowledge your communication of the 6th inst., addressed to the Lieut. Governor of this Province, in reference to the measures taken at a public meeting held in Halifax, to promote the formation of a Line of Railway to connect the St. Lawrence with the Atlantic; and I am to state that His Excellency entirely concurs with the Committee which was appointed at that Meeting, as to the necessary co-operation of the Provinces with the supporters of the undertaking, the importance of which to these Provinces, and in their relations to the United Kingdom, cannot be too highly appreciated.

The Lieutenant Governor has this day received from the Secretary in London, a Report of the proceedings of the Company, and as a Provincial Committee is about to be formed, he anticipates the most cordial support to the undertaking, which will be brought under the consideration of the Legislature, as soon as may be practicable.

I have the honor to be, Sir,

Your most obedient servant,

W. READE.

J. B. UNIACKE, Esq. &c. &c. &c.

[No. 4.]

AT a Meeting of the Inhabitants of the Counties of Westmoreland, in New Brunswick, and Cumberland, in Nova Scotia, held at the Sackville Hotel, in Sackville, the 1st day of November, 1845, pursuant to public notice.

THE HONBLE. WILLIAM CRANE, in the Chair.

Mr. W. H. BRCKERFIELD, having been appointed Secretary to the Meeting,—

It was proposed by the Honble. A. E. BORSFORD, seconded by ALEX. MACFARLANE, Esq., and unanimously Resolved:

1st. That this Meeting view the establishment of a Line of Railway connecting the Provinces of Nova Scotia, New Brunswick and Canada, as contemplated by a Public Company, now in course of formation in London, as an object *closely connected with* the best interests of these Colonies; being at the same time eminently calculated to strengthen the ties which bind us to the Mother Country, and to afford the means of establishing that perfect intercourse (indisputably so imperfect now) which is so essential to their mutual prosperity and happiness.

2nd. That this Meeting regard with marked approbation the proceedings of the Promoters of this great National Undertaking, and will cordially co-operate with them, and with the Legislatures of these Colonies, in carrying this magnificent enterprise into operation, by giving its assent to Free Grants to the Company of such portions of the ungranted lands over which the contemplated Line may pass, and also to such an annual appropriation from the Provincial Revenues, proportional to the advantage that will be derived from this great Work, and to the state of the funds of the Province; and by affording every other facility and encouragement within its power.

3rd. That this Meeting should sedulously refrain from

throwing any difficulties in the way of the successful accomplishment of this all-important project, by creating difference of opinion, by fomenting local jealousies, and by dividing the energies of the People of these Provinces, in inconsiderately selecting any particular Line for the main Railway, in preference to another, before the Capitalists in Great Britain, who must eventually decide this question, have had the opportunity of doing so upon the report of competent Engineers, after an actual examination of the face of the country; that this Meeting is prepared to give equal support and encouragement to whatever Line may be thus officially adopted. notwithstanding its decided opinion that a central Line, offering, as it does, the principal tract of ungranted land in these Colonies, and presenting a general summit level for the operation of the Company, unquestionably possesses superior advantages to the proposed Line up the Valley of the River St. John, which has attached to it the insuperable difficulties consequent upon a River Navigation of the waters of the Bay of Fundy.

4th. That a Committee be appointed in order to effect the objects of the Meeting, as contained in the preceding Resolutions, and to correspond with the Provisional Board of the Halifax and Quebec Railway and Land Company.

5th. That such Committee do consist of the following gentlemen:—The Honble. WILLIAM CRANE; the Honble. A. E. BOTSFORD; ROBERT BARRY DICKEY, Esq.; ALEXANDER MACFARLANE, Esq.; Mr. W. H. BUCKERFIELD, with power to add to their number, and that three do form a quorum.

WILLIAM CRANE, *Chairman.*

The Chairman having left the Chair, it was moved by Mr. BUCKERFIELD, seconded by the Honble. A. EDWIN BOTSFORD, and *Resolved unanimously*, that the thanks of this Meeting be given to the HONORABLE WILLIAM CRANE, for his able conduct in the chair.

WM. HENRY BUCKERFIELD, *Secretary.*

At a Meeting of the Committee appointed at the Meeting of the Inhabitants of the Counties of Westmoreland and Cumberland, for the purpose of promoting the proposed Railroad between Halifax and Quebec, held at Sackville on the 6th day of November, 1845.

The Honble. WILLIAM CRANE in the Chair.
Mr. W. H. BUCKERFIELD was appointed Secretary to the Committee.

The Honble. E. B. CHANDLER, of Dorehester; JOSHUA CHANDLER, Esq., High Sheriff of the County of Cumberland; WILLIAM SAYRE, Esq., High Sheriff of the County of Westmoreland; R. Mc. G. DICKIE, Esq., Member of Assembly for the County of Cumberland; and MICHAEL GORDON, Esq., Collector of Her Majesty's Customs for the County of Cumberland, were added to the Committee.

The Secretary reported that he had been in correspondence with the Honorable Sir RICHARD BROUN, Baronet, Chairman of the Provisional Committee of the Halifax and Quebec Railway and Land Company, and that in pursuance of his request he had recommended a Line of Railway to be adopted, as presenting few physical difficulties, from the northern extremity of the City of Halifax along the valley of the Shubenacadie to the Stewiacke, and then diverging to the Town of Truro. That it should pass through a gorge between the hills trending from the Cobequid Mountains to the head of the Wallace River to the southward of Wallace and Pugwash, passing the Cumberland Isthmus a few miles north of Amherst, and crossing the boundary of the Province of New Brunswick, and thence to the neighbourhood of the Bend of the Petiteoudiac. That it should then keep the nearly level tract between the streams flowing into the Gulf of St. Lawrence on the one side and the St. John River on the other, to the southwest branch of the Miramichi River, and thence in a north west direction to the Great Falls. That its course should be from the Falls on the east side of the Saint John and Madawaska Rivers to Canada, taking as a guide the Line surveyed for the Military Road.—That he had also drawn the attention of the Provisional Committee to the facilities this Line would afford for constructing branches to Pictou, Saint John, Fredericton, Miramichi, and other places whose trade might require such an accommodation, and also, for a communication with Prince Edward Island, and to the Minerals contained in the districts over which such Railroad would pass. And that he had in subsequent letters shewn the comparative population, extent of clear land, and number of miles, as far as information could be obtained in the townships, traversed by this Central Line, as well as to the saving of distance thus effected in the direct Line between Halifax and Quebec, and the disadvantages and interruptions which the navigation of the Bay of Fundy would occasion to this great National line of inter-communication, *Resolved*, That the several letters of Mr. Buckerfield, bearing date respectively the 29th of August, and the 12th and 26th of September last, be fully approved and adopted by this Committee.

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Resolved, That the Secretary do transmit a copy of the Resolutions passed on the first of November inst., with the Resolutions of this Meeting, to the Secretary of the Halifax and Quebec Railway and Land Company.

WILLIAM CRANE, *Chairman.*

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APPENDIX,

*To Report of Provisional Committee of the Atlantic
and St. Lawrence Railroad, appointed
2d October, 1845, at Halifax.*

December, 1845.

[No. 5.]

HALIFAX AND QUEBEC RAILROAD.

Public Meeting in Pictou.

At a Public Meeting of the Inhabitants of the County of Pictou, called by the High Sheriff of the County, pursuant to a Requisition signed by a number of the said Inhabitants, and held in the Court House, in Pictou, on Wednesday, the 26th day of November, A. D. 1845, at the hour of one o'clock, P. M.

JOHN W. HARRIS, Esquire, High Sheriff, was unanimously called to the Chair.

JAMES SKINNER, Esquire, was unanimously appointed Secretary; and thereupon the Chairman read the following Requisition:—

“To JOHN W. HARRIS, Esquire, High Sheriff of the County of Pictou.

“SIR,—We, the Subscribers, Freeholders and Inhabitants of the County of Pictou, hereby request you to convene a Public Meeting of the Inhabitants of this County, for the purpose of obtaining an expression of opinion relative to the contemplated Railroad between Halifax and Quebec.”

And thereupon,

1st.—On motion of DAVID CRICHTON, Esq.; seconded by Mr. ROBERT DAWSON, *Resolved unanimously*,—That the Meeting entertains with deep interest the project now submitted to the public, to connect Halifax and Quebec by a Line of Railroad, considering it as calculated in a high degree to promote the interests and advance the prosperity of

the Provinces, and to draw closer and strengthen the connexion between them and the Mother Country.

2nd.—Moved by ALEXANDER P. ROSS, Esquire; seconded by PETER CRERAR, Esquire, and *Resolved unanimously*,—That this Meeting mark with much satisfaction the encouragement extended by the Right Honble. the Secretary of State for the Colonies, and the different Provincial Governments, to this important undertaking; and they earnestly hope that all parties having the interest of the Empire at heart, will cordially co-operate in accomplishing a work so eminently calculated to promote the interests of Britain, and her North American Colonies.

3rd.—On motion of HENRY POOLE, Esquire; seconded by DR. ANDERSON, *Resolved unanimously*,—That this Meeting, impressed with the magnitude of the interests involved in this great enterprise, reiterate the opinion of the Meeting in Halifax, that it should be viewed more as a National object than one of Provincial or individual speculation, and can be best and most speedily effected by the combined action and cordial union of the Legislative Bodies of British North America, which alone will secure the countenance and support of the Imperial Government, and give confidence to the capitalists; and in the judgment of this Meeting the Legislature when convened should have this subject submitted for its deliberation, that such steps may be adopted as will exhibit to the public its practicability, and ensure success to the undertaking.

4th.—Moved by WILLIAM ROBERTSON, Esq.; seconded by JAMES PRIMROSE, Esq., and *Resolved unanimously*,—That this Meeting is not prepared to offer any opinion, as to the course of the Line, but feels confident that the parties who must eventually decide the question, will use the utmost discretion in this, and in every other respect; and being desirous of meeting the wish expressed in the Halifax Resolution, they hereby appoint as a Provisional Committee to collect and transmit statistical and every other information to the Provisional Committee at Halifax, the following Gentlemen; and it was therefore

Moved by ALEXANDER P. ROSS, Esq.; seconded by Mr. ROBERT DAWSON, and *Resolved unanimously*,—That the Provisional Committee consist of twenty-eight Gentlemen, —when the following were appointed, viz:—William Robertson, Esqr. Collector; Alex. P. Ross, Thomas Dickson, Peter Crerar, Henry Poole, (Mines,) James Fraser, Alex. Fraser, (New Glasgow,) Henry Blackadar, James D. B. Fraser, David Crichton, J. W. Dawson, Hugh H. Ross, (West Ri-

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Esquire; seconded unanimously the Secretary of the Government earnestly the Empire at ing a work s of Britain,

e; seconded at this Meet- ests involved the Meeting National ob- tion, and can joined action ritish North nce and sup- pendence to the the Legisla- bmitted for as will exhib- ccess to the

; seconded *unanimously*,— inion, as to the parties the utmost d being de- ax Resolu- ittee to col- ormation to ng Gentle-

seconded by *stly*.—That Gentlemen, am Robert- ckson, Pe- Alex. Fra- B. Fraser, (West Ri-

ver,) James Carmichael, (New Glasgow,) James Primrose, Alexander McKenzie, (River John,) Dr. Anderson, James Crerar, (Merigomishie,) John Holmes, (East River,) George Smith, Robert Dawson, William Matheson, (West River,) Robert Murray, (Mergh,) Daniel Dickson, William Gordon, James Fogo, John McKay, (New Glasgow,) Donald Fraser, (West River,) and James Skinner, Esquires.

5th.—On motion of JAMES B. D. FRASER, Esqr.; seconded by JAMES SKINNER, Esqr., *Resolved unanimously*,—That the Provisional Committee be authorised to prepare a Memorial, and forward to His Excellency the Lieutenant Governor, requesting His Excellency to submit the measure to the favourable consideration of the Legislature of this Province, at its next meeting.

6th.—Moved by HENRY BLACKADAR, Esquire; seconded by THOMAS DICKSON, Esquire, and *Resolved unanimously*,—That their Excellencies the Right Honble. Lord METCALFE, Governor General of British North America; the Right Honble LORD VISCOUNT FALKLAND, Lieutenant Governor of Nova Scotia; and Sir WILLIAM COLBROKE, Lieutenant Governor of the Province of New Brunswick; are justly entitled to the thanks of the Meeting for the interest they have taken in this matter.

7th.—On motion of JAMES FOGO, Esquire; seconded by THOMAS DICKSON, Esquire, *Resolved unanimously*,—That a copy of the proceedings of this Meeting be transmitted to the Secretary of the Province, to be laid before His Excellency the Lieutenant Governor.

8th.—Moved by Mr. ROBERT DAWSON; seconded by PETER CRERAR, Esquire, and *Resolved unanimously*,—That the proceedings of this Meeting be published in the *Eastern Chronicle* Newspaper, and other Provincial Periodicals.

9th.—Moved by ALEX. P. ROSS, Esqr.; seconded by HENRY BLACKADAR, Esqr., and *Resolved*,—That DAVID CRICHTON, Esq., take the Chair, and thereupon,

10th.—Moved by ALEX. P. ROSS, Esquire; seconded by DANIEL DICKSON, Esquire, and *Resolved unanimously*,—That a vote of thanks be given to JOHN W. HARRIS, Esqr., High Sheriff, for his promptitude in acceding to the Requisition for this Meeting, and for his able conduct in the Chair; and also the thanks of this Meeting be given to JAMES SKINNER, Esq., for his services as Secretary—and then the Meeting adjourned, by giving three hearty cheers for our Sovereign THE QUEEN.

THE QUEBEC AND HALIFAX RAILWAY.

WE find that the feeling in favor of this Railway, as a Central Line extending throughout British America, and forming a general channel of communication with the United Kingdom, open at all seasons, and independent of the United States, is gaining ground in every part of the country. The Eastern Provinces are all in favour of a Line from Quebec to the sea within their limits; a line to Montreal is already *provided* for by an Act of Incorporation passed last Session, and *part of it* is likely to be opened as far as the River St. Francis; the Kingston people seem agreed on a line to Montreal, and also with the inhabitants of Toronto on a line to that city; and lines from Toronto to Port Sarnia and Goderich on Lake Huron, and a line from Toronto to Hamilton and Sandwich, are also to be petitioned for. Another line from the Niagara frontier to opposite Detroit, is proposed.

We are, in truth, waking up, and it is time. While our southern neighbours have 4000 miles of Railway, we have got only a few miles from Laprairie to St. John, which closes with the navigation of Lake Champlain on which it depends. There is some danger that having overslept ourselves, there may be some confusion in making up for lost time, every one thinking only of serving himself, and in the end, not even succeeding in that. The work to be done, is something like draining a marsh, there must be a main drain in the most eligible place, as a grand outlet. If this is not done it will matter little how many small drains are made, the water will still stagnate or run over, in wrong directions, without substantial and permanent benefit.

We hope all parties will come to an understanding, so that no time or expense may be lost, in effecting an object which all admit to be essential to the future prosperity and security of British North America.—*Quebec Gazette.*

APPOINTMENT OF A SUB COMMITTEE.

THE Provisional Committee appointed at the Public Meeting, met on Friday the 14th November, and after a long discussion, named the following Gentlemen to act as a Sub Committee for the whole, to prepare Statistics, conduct Correspondence, and Report occasionally to the General Committee. It was also left to the Sub Committee to recognise or approve, as they should see fit, of the proceedings of the London Provisional Committee:—

Sub Committee.

HON. H. H. COGSWELL, JAMES B. UNIACKE, JOSEPH HOWE, GEORGE R. YOUNG, WILLIAM PRYOR, JUN., ARTHUR W. GODFREY, WILLIAM LAWSON, JUN., HON. M. TOBIN, JAMES F. GRAY.

[No. 6.]

Report of a Meeting at Truro, respecting the Railroad from Halifax to Quebec.

A Meeting was held at the Court House at Truro, on Wednesday the 12th inst., called by the Sheriff in compliance with a Requisition of the Magistrates, Freeholders and others.

JONATHAN BLANCHARD, Esq., acting Sheriff, explained the object of the Meeting to be—the consideration of the proposed Railroad from Halifax to Quebec; and on motion he was requested to take the Chair of the Meeting.

EBENR. F. MUNRO, Esq., was chosen Secretary.

A letter from JAMES B. UNIACKE, Esq., Secretary of the Provisional Committee at Halifax, to the Sheriff of Colchester, was read by the Chairman, requesting an expression of public opinion upon the proposed Line from Halifax to Quebec, by the way of the Western Counties across the Bay of Fundy, and other matters.

The Report of the Chamber of Commerce of Saint John, N. B., various Communications and Correspondence between the Provisional Committee at Halifax, and the Governor General at Canada, the Lieut. Governor of New Brunswick, and others, as published in *The Times Newspaper*, were then read by the Secretary.

JOHN ROSS, Esq., addressed the Meeting, stating the magnitude of the proposed undertaking—the advantages that were certain to accrue from its completion—and his belief of its practicability.

It was then stated, that a number of Gentlemen who felt a deep interest in the undertaking having met on Monday last by appointment, to adopt some course of procedure for the public Meeting, appointed John Ross, Edward Blanchard, Charles Tucker, Joseph Crow, Jonathan Blanchard, and E. F. Munro, Esqrs., as a Committee to prepare a brief Report, to be submitted as the opinion of the County. The above persons having met on Tuesday, were assisted by A.

S. Archibald, and William Flemming, Esqrs., and the following, as their Report, was read by the Secretary :—

R E P O R T.

THE design of a Railroad from the Atlantic to the St. Lawrence, affords cause of congratulation to the Inhabitants of the British Provinces in North America, as it opens to them in prospective, an extensive increase to their trade—a commencement and profitable prosecution of manufactures, for which Nova Scotia in particular is so well adapted, by the extensive supplies of Mineral and other deposits within the soil; and an encouragement and stimulus to agriculturalists to improve and enlarge their operations, by the easy, certain and cheap transit of their products to a diversity of markets. The undertaking, therefore, is viewed as a measure, which, if carried into effect, will confer many great and enduring benefits upon the Provinces; and firmly believing in its practicability and eventual success, we would recommend it to the favorable consideration and active aid of all who feel an interest in developing the resources of these much neglected Provinces.

Although persuaded of the almost incalculable advantages of the proposed Railroad to the Parent Government, in affording a speedy and secure means of transport through their own territory;—and also aware of the great and numerous advantages to be derived by the commercial community, —yet the Committee refrain from entering upon these topics, as lying more particularly within the province of the Committee at Halifax, and would draw attention at once to the Line of Road, and other matters in which their local knowledge may be of service.

That Halifax should and will be the Atlantic terminus, we do not consider it necessary to delay a moment to expend a doubt upon; its situation upon one of the best harbors in the world—its safe approach—it being the chief military and naval depot on this station,—together with many other causes, unnecessary to be referred to here, render it incomparably preferable to any other position that may be named.

It is presumed that the shortest Line of Road that will connect Halifax with Quebec, other things being equal, is that which will be adopted; and a little attention may with propriety be given to the subject, by contrasting the two Lines spoken of, that from Halifax to New Brunswick, through this County, and that through the western Counties, across the Bay of Fundy, to St. John. The Eastern Line goes en-

tirely upon Terra Firma—the Western is severed by the Bay, dangerous of navigation at all seasons of the year, and without exaggeration may be set down as unnavigable, for the purposes contemplated, for four months in the year.—The Eastern Line goes through a country abounding in mineral wealth, and vast resources for supplying a carrying trade to the Metropolis; in addition to these the agricultural products for transmission to market, would form no inconsiderable item in the profits of the undertaking. The Western affords no such prospect, depending principally upon the transmission of agricultural produce and merchandize; by the Eastern route the mean distance is about twenty-five miles less than by the Western, and would not require an exchange from the Train to the Steamer, as would be requisite by the Western; and it is believed that the Eastern is preferable to the Western in respect of altitudes and levels.

Being of the opinion then, that the Route should pass through this County, the Committee still withholds an expression of its opinion as to the particular Line which should be adopted, considering it would be premature, previous to a survey; but they cheerfully communicate for the information of the Provisional Committee in Halifax, that which they believe may be relied on for its accuracy. From Halifax to Truro there is no difficulty in procuring a level Line, and upon entering the suburbs of Truro, a survey will be requisite to decide the preferable Line over the high lands rising between Onslow and the Gulf of St. Lawrence. By passing through the village of Truro and the Eastern part of Onslow, it is believed that the high lands can be crossed at their lowest elevation. While at the same time a Line is believed to be practicable by passing to the westward of the village of Truro, and crossing the Bay at the Board-landing on Savage's Island, (at which point it may be spanned by a bridge,) then passing through the Western part of Onslow, in the direction of the Jolly Mountain, over which it may pass by the aid of science. The high lands once passed, and the northern level reached, no difficulty of any magnitude opposes itself on the face of the country; for through Wallace, Pugwash, and the other parts of the County of Cumberland, near the Gulf of St. Lawrence, the country is extremely well suited to Railroad engineering.

There is no difference worth noticing in the quantity, quality, or value of Timber for Railroad purposes in these two Lines. In the southern section of the Township of Truro, called Brookfield, Juniper is pretty abundant; but after passing that settlement there is none to be found to any extent

until the back parts of Ouslow are reached ; and it is only abundant about the Chigenoise River, which is near the line mentioned over the Jolly Mountains. After passing to the north of the highlands, considerable quantities of Juniper are now annually supplied for shipbuilding. Large quantities of Pine are to be obtained along another line, while Spruce and Hemlock abound all through the country.

By adopting the Line round the head of the Bay, the various Ports along the Gulf of St. Lawrence, viz. : Tatmagouche, Wallace, Pugwash, also Amherst, Bay de Verte, Shediac, Richibucto, Miramichi, Bathurst, Bay de Chaleur, and other places, could easily be brought into connection with the main Line by means of branches ; thus affording to them a line of communication with St. John, as well as other markets, preferable to the Canal so earnestly advocated by the Merchants of St. John, to connect the St. Lawrence and the Bay of Fundy.

The Fisheries of Labrador, the Magdalen Islands, the Northern part of Newfoundland, and the whole of the Gulf of St. Lawrence north of Cape Canseau, would then be brought nearer to St. John than they now are to Halifax.

Under this view of the subject, the Committee deem the Report of the Chamber of Commerce of St. John, calculated to defeat the designs of their Merchants, for certainly the benefits to be derived from an extension of profitable and substantial trade, must be of more serious importance to the interest of their Province, than the advantage of having St John made the port of shipment for the Canadas a portion of the year, the only solid gain they would derive from the Line of road going through the western Counties of this Province, and crossing the Bay from Digby.

The Committee are of opinion, that many places now rejected as Fishing Stations along the coast of the Gulf, on account of the inconvenience of procuring supplies at the suitable time for engaging in such occupation, would then be resorted to, to secure an expeditious transit of their gains to market, and a safe and easy mode of receiving their supplies. Settlements for agricultural purposes would also be made, as the land is well adapted for tillage.

Should the Eastern Line through this Province be adopted, only twenty-four miles of branch road would be required to connect the county town of the large and prosperous County of Pictou. This point once reached, the trade of Guysborough, Sydney, Inverness and Prince Edward Island, would tend thither, and we would anticipate a considerable revenue to be raised from the carrying trade of this portion of the

country alone, comprising as it now does over one hundred and twenty thousand inhabitants.

The Committee would submit a meagre statement of the sources of revenue upon this Line of Road, founded upon the present export and import through this County, confident in a large increase upon the completion of the undertaking. The following statement is intended to apply to one year, and unless where differently named, to this County :—

<i>Article.</i>	<i>Quantity.</i>	<i>Freight.</i>			
Neat Cattle,	3,000	2s. 6d. ca.	£375	0	0
Sheep and Lambs,	5,500	7½d. ea.	171	7	6
Calves,	500	9d.	101	15	0
Pork,	300 Tons,	5s.	75	5	0
Butter,	100 "	5s.	35	0	0
Poultry,	20 "	5s.	5	0	0
Oatmeal,	50 "	5s.	12	10	0
Potatoes & other } vegetables, }	2,500 "	5s.	625	0	0
Deals,	4,000 "	5s.	1000	0	0
Timber and Boards,	4,000 "	5s.	1000	0	0
Hay,	100 "	5s.	25	0	0
Passages fr. Truro } to Halifax, }	50,000	5s.	12,500	0	0
Do. from Amherst } to Halifax, }	25,000	10s.	12,500	0	0
Do. from Pictou } to Halifax, }	25,000	7s. 6d.	9,375	0	0
Merchandise to } Truro, }	4,000 Tons,	5s.	1,000	0	0
Do. for Pictou, } River John, } Tatmagouche, }					
Wallace, Pugwash } Amherst, Bay de } Vert, Prince Ed- } ward Island, }	50,000 Tons,	5s.	12,500	0	0

£51,207 12 0

In conclusion the Committee would fain indulge the hope, that the magnitude of the undertaking will not prevent its completion, but that the harmonious action of all classes will tend towards so desirable an object.

After reading the Report it was moved and seconded, and unanimously

Resolved,—That the Report read be adopted as the opinion of the Meeting.

Moved by ALEXANDER L. ARCHIBALD, Esq. ; seconded by Dr. DAVID B. LYNDS, and passed unanimously :

Resolved,—That a Memorial be prepared to be generally signed by the Freeholders of this County, praying the Legislature to afford every facility to any Company that may embark with sufficient capital to complete the Railroad now contemplated to connect Halifax and Quebec by the way of Truro.

Moved by JOHN LEAVER, Esq. ; seconded by MARK P. MARTIN, Esq., and passed unanimously :

Resolved,—That a Provisional Committee be now appointed to correspond with the Secretary of the Provisional Committee in Halifax.

The following persons were then named, and upon being moved and seconded, it was unanimously

Resolved,—That the Committee consist of John Ross, Esq., M. P. P. ; William Flemming, Esq., M. P. P. ; John Crow, Esq., M. P. P. ; Glorid W. M'Lellan, M. P. P. ; Doctor John Waddell, John Wier, Esq., Alex. L. Archibald, Joseph Dickson, Charles Tucker, Joseph Crow, John Leaver, Alexr. Kent, Charles Blanchard, Adams G. Archibald, Mark P. Martin, and Eben F. Munro, Esquires, and that E. F. Munro be Secretary and Convener of the Committee.

JONATHAN BLANCHARD, Esq., vacated, and Doctor JOHN WADDELL took the Chair ; and on motion it was unanimously

Resolved,—That the thanks of the Meeting be given to JONATHAN BLANCHARD, Esq. for his able conduct in the Chair. The Meeting then adjourned.

E. F. MUNRO, *Secretary*.

Truro, 12th Nov. 1845.

[No. 6.]

At a Meeting of the Committee of Management, held at the Chambers of J. B. UNIACKE, Esq., 6th Dec., 1845, it was

Resolved,—That MESSRS. MOORE, ROSS, STEPHENS, and McNAB, be employed to survey the Line through the Province of Nova Scotia ; and WM. CRANE, Esqr., requested to have it conducted through the Province of New Brunswick.

Circular addressed and sent to the above Gentlemen.

The Provisional Committee of the Atlantic and St. Lawrence Railway, are anxious to have a Survey of the

Line through Halifax, Colchester, Cumberland, and on to the Grand Falls, and will rely on the Legislature to provide for the expense. I am therefore requested to ascertain whether you will undertake the duty, and at what rate, and whether you will be satisfied to wait for the decision of the Assembly for payment, if so, we hereby authorize you to commence in your District, to explore the most advantageous Line, to make a profile Map of the Country, shewing the rise in a mile or the highest gradient,—if the inclination can be reduced to 35 or 40, the Line will be good,—55 to 80 has been surmounted by the Locomotive on the Worcester Railroad, and 55 on Liverpool and Manchester Line,—the Curves are also important to be known, and you will therefore have the kindness to indicate them on the Map, and to make a list of the owners of the land on the route, and the quantity of each proprietor, its value, and disposition of the occupant to vend, also the Mineral resources, Commercial and Agricultural capabilities, and probable transit of Passengers and Merchandize on the Section when completed. I feel pleasure in assuring you, that we have originated a subscription to defray the expense of this proposed Survey, in the event, (which I can scarcely believe possible,) of the Assembly refusing to make suitable provision, and the amount thus realised will be applicable to meet actual expenditure in exploration. Hoping to hear from you immediately, I am, dear Sir,

Yours faithfully,

JAMES B. UNIACKE.

15th December, 1845.

Replies to above.

BAY VERTE, N. B., Nov. 27, 1845.

Sir,

Having done me the honor to communicate your desire that I should render you what information I have obtained, particularly through my professional avocations, with respect to the "Atlantic and St. Lawrence Railway, prior to the formation of the Company, and undertaking actual survey," it affords me much pleasure to comply with your request.

That the undertaking reflects the highest degree of credit to its spirited undertakers, and will prove pregnant with advantages both to the Company and the Provinces, must be evident to every reflecting mind.

The only reported difficulty of any magnitude, of an

engineering nature, on a central Line connecting Halifax and Quebec by way of Cumberland, is the Cobequid Mountains, and to a casual observer they would appear to be a great obstacle.

From what actual knowledge I have, along with what I have collected from persons who have explored the whole route, I find that by following the margin of the Folly River, thence down the margin of the Wallace River, a beautiful Line can be obtained, presenting no engineering difficulties, then by keeping about four miles from the North Shore to the Bend of Peticodiac, a distance of sixty-five miles.

This part of the Line will pass near an excellent Salt Spring at River Phillip, which has been wrought to a considerable extent, and found to produce large quantities of good salt; also, a large quarry of Freestone, as a specimen of which it is only necessary to examine the Province Building at Halifax. This Line will pass near, if not over, two extensive Coal Fields, and Lime Stone in abundance.

From the mountains to the Bend the land is improved to a great extent, and found very productive, and the forest abounds with Spruce, Hemlock, Juniper, and Pine, with an intermixture of hard wood; and piles can be easily and substantially driven.

From the Bend it will run through a wilderness of about 80 miles, till it meets with the land owned by the N. Brunswick Land Company, a great part of which I divided from the Crown Land, by order of the N. B. Crown Land Department, and made surveys for the Company under the direction of Capt. HAYNES, their Agent. The land is very arable, and is clothed with Spruce, Hemlock, Juniper, Cedar, and hard wood; and very few excavations will be required.

As the Line from the Bend to the Grand Falls will pass through the sources of the tributaries to the St. John and Miramichi, and as land is generally flat in this country at the formation of streams, it is not likely there will be any obstacles of an engineering nature appear on this section.

Having thus presented you with a cursory view of a part of the central Line, it will not be amiss to contrast the distances of the two unhappily conflicting Lines now in contemplation; taking the Report of the Chamber of Commerce of the City of St. John, the distance from Halifax to the Grand Falls, where the two Lines are said to unite, is as follows:—from Halifax to Indian Point, Granville, 100 miles; from thence to St. John, across the Bay of Fundy, 39 miles; thence to Fredericton, 65 miles; thence to the Grand Falls, 136 miles; in all 340 miles. The following extract from a

letter to Sir WILLIAM COLEBROOK, from Lieutenant SIMONS, of the Royal Engineers, dated Fredericton, N. B., October 28, 1844,—“ From the Grand Falls to Boistown, course S. E. by East, distance about 83 miles, making use of about eight miles of the road heretofore known as the Royal Road, the construction of which is half executed. Then (from Boistown) to the Bend of Peticodiac River, east by south, 84 miles ;” then by accurately measuring on Lt. CL. NILAN’S map of the British Provinces, the distance from the Bend to the Isthmus is 29 miles ; then via Truro to Halifax, 115 miles ; in all 311 miles ; leaving a difference of 29 miles in favor of a central Line. But according to the report of Mr. GRANT, Civil Engineer, the distance from Halifax, via Windsor and Horton to Digby, is 137 miles, then across the Bay of Fundy, 40 miles, which seems to be nearer the truth, leaves a difference of 67 miles in favor of central Line.

Taking into consideration the moderate gradients ; the great saving of distance ; the field opened for the ingress of emigrants ; the improvements of the rich arable lands through which it will pass ; the safe transmission of the Mails ; the adaptation of the Electric Telegraph, and the invincible state of the Provinces, one cannot but be forcibly impressed with the immense advantages obtained by this central Line in preference to that by the way of Digby, which while it does not confer some of those advantages, presents obstacles of an insurmountable nature. It is utterly impossible at present to investigate the resources that might be rendered available to the support of a Rail Road, passing through as it were the bowels of these Provinces, and answer the question, “ what traffic will be afforded on any finished section ?”

I shall be happy to procure all the information I can, which I shall have great pleasure in transmitting, and I have the honor to be your most obedient servant,

ALEXANDER MONRO,
*Practical Land Surveyor for the
Province of New Brunswick.*

TO JAMES B. UNIACKE, Esq.,
Secretary to the Halifax Committee.

Sackville, 22d. Decr. 1845.

DEAR SIR,

I have to acknowledge the receipt of your letter of the 15th inst., relative to a survey of the Line of the proposed Atlantic and St. Lawrence Railway, and have only deferred

my answer until I could collect some information on the subject. The Hon. E. A. Botsford, and Mr. Palmer, the principal Land Surveyor in this County, and other persons conversant with the subject, all agree that to have the levels taken on the line in such a manner as to give a correct profile Map, would be expensive, and at this season of the year when deep snow may be expected, very difficult to effect, as the best Line in this County would probably be almost altogether through the forest; but Mr. Palmer states, that with a compass of a peculiar construction, in running the Line an experienced Surveyor could form such an idea of the rise and fall of the land, as to enable him to make a tolerably correct profile view of the same.

From the information I have received from Mr. Botsford, and Mr. Palmer, I think a very favourable route can be found through this County, say about sixty miles, the land being generally level, and does not present so many difficulties as the Lines of either of the Railroads you mention; they are also of opinion that a Line may be found from the western border of this County for at least sixty miles in the direction towards the Grand Falls, equally favourable to that through this County, and if the Line mentioned by them should be adopted, the greater part of it will pass over ungranted land, and if otherwise the proprietors would no doubt consider themselves fortunate in having the Railroad pass over their land. I have been informed that the expense of survey would be about sixty shillings per mile, and I have to inform you, that we are ready to have the same commenced as soon as we hear from you, and are quite satisfied to wait for payment in the way mentioned. I presume it is intended we shall commence at or near the border of the Nova Scotia Line.

As the Hon. E. A. Botsford is well informed on the subject of our communication, I have spoken to him, and he is willing to lend his assistance. You will therefore please address any further letter on this matter to us and the Hon. E. B. Chandler—all of us feeling interested in its success.

I am, dear Sir,

Sincerely Yours,

WILLIAM CRANE.

HON. J. B. UNIACKE, &c. &c.
Halifax.

Pugwash, 20th Dec., 1845.

DEAR SIR,

I have received your letter of the 15th inst., relative to a survey of the Railroad Line; you request me to let you know if I will undertake the survey, and at what rate. In answer I have to say that I will do the duty at 15s. per day, and can get men to assist me at five shillings per day. I am of the opinion that I can perform the service through this County, including that part of Colchester from Onslow to this County Line, a distance of from 10 to 12 miles, making a Map embracing all of the particulars mentioned in your Letter, viz.: the Rises, Falls, Rivers, Courses, Distance, showing the ungranted and granted Lands with the names of the owners of the granted Lands, also the Coal and other Mines as far as they are known, &c., in three or four weeks,—that will make the whole expence range from £35 to £50 for this service, a distance of from 40 to 50 miles, that is from Onslow to New Brunswick, near the head of the Bay Verte. I feel entirely confident that I can make the Survey in much less time than any other person. from having a knowledge of the whole country, and all the hills and valleys included within the above space. There are two valleys or low places through the Colchester and Cumberland Mountains, which I believe are the best places for a Line that can be found near a direct course; the first is where the East Branch of Wallace River, passes through the mountains; this falls nearly in the strait line from Onslow to the head of the Bay Verte. The other is where the French (one of the Tatmagouche Rivers) passes the mountains in the New Annan Settlement. This Line, will increase the distance five or six miles more than the former. In which of the two places the best level will be found, I cannot now say. I am agreeable to wait for payment till the Session of the Legislature, and as you say in that case to proceed, I will commence at once, before the snow gets deep, trying first the two passes through the mountains before mentioned, beyond that there is nothing in the way in shape of a hill on to New Brunswick. I should have answered your letter by return of last post, but was from home, and did not receive it till after the mail had left this place.

I am Sir,

Your Obt. Servant.

A. N. STEVENS.

To J. B. UNIACKE, Esq. }
Halifax, }

At a Meeting of the Committee appointed at a Public Meeting of the Inhabitants of Bay Verte and its vicinity, held at Mr. Chapman's Office, on the 25th November, 1845,

JOHN W. OXLEY, Esq., in the Chair.

This Committee having received the statements of their Chairman, who has long resided at Wallace, in Nova Scotia, and is now living at Tidnish, near the place of Mr. Alexander Munro, who is a Land Surveyor, and Mr. John Toby, proprietors of a saw mill, both Members of the Committee, and well acquainted with the surrounding country, unanimously Report,—That it appears from Mr. Oxley's statement, that there is a deep gorge or ravine intersecting the Cobequid Mountains, formed on the one side by the Folly River, falling into Colechester Bay, and on the other by a River falling into Wallace Harbour. That having himself travelled along these Rivers, he is enabled to state from his own knowledge, that there is no perceptible ridge or high ground between them, and that it is generally reported in the neighbourhood that they originate in the same lake.

That the course of each River is rapid, but the declivity by no means steep, nor are there any considerable falls on either stream. That there are several saw mills on both, and some grist mills on the Wallace River, and that the whole of the country, as far as it has fallen under his observation, is generally fit for cultivation, abounding with hardwood, some pine, and immense quantities of spruce and hemlock.

Both the vallies are in some measure cultivated, and on the Wallace River there are some settlements with fine farming land, and a considerable quantity of intervale.

With regard to the district extending from the foot of the Mountains to Bay Verte, Mr. Oxley, Mr. Munro and Mr. Toby, can each state from his own knowledge, that keeping the Line within from three to five miles of the North shore, so as to avoid the Leicester and other small ridges, a nearly level course will be found, through a tract principally woodland, but with some fine settlements, and generally capable of cultivation.

That there are in the vicinity some extensive ridges of hardwood timber, but that the flats consist principally of spruce, hemlock, juniper, larch, and other soft woods. That there are several copious Salt Springs on the River Philip, one but a short distance above the tide, the brine from which is of great strength, and may be evaporated either by heat or by

the operation of frost, and that the salt has been found to be of excellent quality. That there is another Salt Spring on the Black River, a branch of the River Philip, where some Salt has been manufactured. That a Freestone quarry has been worked on the Wallace River, from which the material for the Province Building at Halifax was taken, and which is easily worked and yields blocks of a large size. The same Quarry has also produced fine grindstones, which are in great request throughout all North America. That a seam of Coal of considerable thickness is known to exist in Spring Hill, on the Black River, which is highly bituminous, and has been used in Smiths Forges, although what has been hitherto raised has been only taken from the surface or outcrop; and that on the Leiceister ridge, a short distance from the proposed Line, there is an immense quantity of Limestone; that the use of lime as a manure is found most advantageous throughout all these districts, and is daily increasing, being only limited by the difficulty of carriage.

Mr. Monro having in the practice of his profession, had frequent opportunities of traversing not only the district above referred to, but also that from Bay Verte to the Bend of Peti-codiac, states that he knows this tract to be perfectly level, and to present no impediment whatever to the construction of a Railroad. He has also seen a seam of Coal opened at Tidnish a little to the Northward of the proposed Line of Road, of good quality and highly bituminous. Mr. Monro also states that he has been employed in surveying between the Miramichi River and Fredericton, on part of the lands belonging to the New Brunswick Land Company, and that the country there is generally level and abounds with spruce, cedar, hemlock, vast quantities of pine and other woods, and that there are large bodies of excellent land capable of cultivation, including some intervale. This Committee have requested Mr. Monro to embody the result of his knowledge of and observations on the neighbourhood, in a Report, a copy of which will be transmitted, and which this Committee recommend to the attention of the promoters of the proposed Railroad.

Mr. Toby is enabled to speak with the utmost confidence as to the abundance of timber of every description in the whole District above mentioned, as well as to the ease with which a level may be obtained, but more especially with regard to that part of it between Bay Verte and the Cobequid Mountains.

This Committee having had their attention drawn to a supposed difficulty from the effect of the frost—upon piles

which may be driven for the construction of the Road, are of opinion that in all situations where piles would be necessary, they would not be affected by any frost, if driven to a sufficient depth.

This Committee have made every enquiry in their power from those persons in their neighbourhood who have been accustomed to the navigation of the Bay of Fundy, or have resided on its shores, and they submit to the promoters of the Railway their decided opinion that no steamer could cross from Annapolis or Digby to Saint John, at all times during the winter season, with safety, certainty and dispatch. That even in the summer, a great impediment to regularity and speed is presented by the frequent fogs, but in winter they regard these objects as absolutely unattainable, from the prevalence of North West Gales, and the quantities of ice.

The Committee wish to draw the special attention of the Promoters of the Halifax and Quebec Railway, to the connection which the Central Line of Railroad would form between the important and thriving Colony of Prince Edward's Island, and the City of Halifax. The harbours of Bay Verte, and Tidnish afford the most convenient point for establishing a Communication by Steam Boat with Charlotte-town and the other harbours of the Island during the summer season; between the months of December, January, February and March, the only route by which the Mail Bags and Passengers can cross the Northumberland Straits, is from Cape Tormentine, in this immediate vicinity to Cape Traverse, a distance of nine miles, which is usually performed on the ice, there being no other point at which the drift ice obtains sufficient solidity to be traversed with any degree of safety.

Another important advantage to be derived from the Central Line would be the access thereby afforded to the increasing Ports of New Brunswick, in the Gulf of St. Lawrence, including Shediac, Cocaigne, Buctouche, Richibucto, Miramichi, Bathurst, Dalhousie, and the Bay of Chaleur, all of which derive a considerable portion of their supplies, from the more Southern parts of this Province, and from Nova Scotia. Large quantities of flour, pork and other articles of consumption, are also brought to these ports from the Province of Canada, and this trade of itself would constitute a very considerable item of traffic. The important Fisheries in the Gulf, both on the Mainland and in Prince Edward Island, though as yet in their infancy, would contribute their quota towards the Trade of this Line of Road.

JOHN W. OXLEY,
Chairman of Committee.

Londonderry, Decr. 8th, 1845.

SIR,—I have delayed answering your letter about the Halifax and Quebec Railroad, because there has been so much said and wrote on the subject—but there is one thing I wish to bring to your notice, the necessity of having an immediate survey of the Cumberland Mountains, as that is the only real difficulty in the Line as far as Nova Scotia and New Brunswick are concerned, (my knowledge extending no further.) It must be evident to every person acquainted with that Mountain, that nothing can properly be done until it is surveyed. Many vaults make up on each side, and it is probable some may be found nearly meeting, and a level should be obtained so that the project may be thrown into the English market as soon as the necessary Acts of the Colonial Legislature are passed, which I think is a great object to have done at an early day—besides it can be better done before the snow falls deep—you could easy consult Members of the Assembly enough to insure the payment of the expense. Mr. Whightman would be a good hand, as he has been on the mountain looking out roads. As to whether the Railroad will pay, will be best known by looking at what Railroads have done in countries similar to this—a young agricultural growing country, doubling every twenty years, rich in natural wealth, minerals on the line of almost all kinds, with timber in abundance, and the line through Nova Scotia and New Brunswick, with the exception of some forty miles from Halifax, is capable of being improved for agricultural purposes. It may not pay a high interest at first, but it will soon increase. Twenty-five years ago I was in Boston, where they had a miniature Railroad for a show, now I believe it is difficult there to get out of sight of one. A Rail Road cannot but be much desired by every person who resides in the Colonies, and wish to see their advancement, and to live under the flag of old England, as one cannot shut their eyes to the necessity for something to bind the Colonies together. Raftsmen when they find their rafts going to pieces, put what they call a gripe, a rope secured round the whole. That the Railroad will have the same effect on the Colonies, in uniting them, *is truth*. The day to a certainty will come when it will be needed. It appears to me the rails might be of wood, they would last twelve or fifteen years. It would be a great saving in expense and advantage in regard of the deep snows, to have the rails laid twelve or fifteen inches off the ground, which could not be so correctly done with iron.

Yours respectfully,

G. W. McLELAN.

JAMES B. UNIACKE, Esq.

Truro, 22d Decr. 1845.

SIR,

On my return home on Saturday last, I received your favour of the 15th inst. authorising me to undertake a survey through this County, to ascertain some accuracy as to the gradients and curves, and other useful information respecting the Atlantic and St. Lawrence Railway.

I have not been able as yet to ascertain what the probable expense may be, but from the spirit manifested at the public meeting held here last month, as well as the universal approval expressed by every one, of the incalculable advantages to be derived from such an undertaking, I doubt not but the disposition to sell the land *actually required for the Road*, will be on very reasonable terms. The survey across the Londonderry Mountain will take some time, but I doubt not but a good route will be found.

There is only one point at which Truro can be entered, that point is at McClure's mill, very near the present Halifax Road, and about one mile distant from the Court House—there two Lines present themselves, one across the Bay at Savage's Island, where the Bay is about half a mile wide, and the tide rises at spring floods about twenty feet—the other goes directly through the Truro village, and round the head of the Bay, and will be from 4 to 4½ miles longer.

That portion of the route lying in this County, lying between Truro and Gay's River, will not be explored at present, as it will be necessary to know the point at which you will enter this County before that is commenced.

It ought also to be observed, that altho' the Line across the Bay shortens the distance, yet the gradients from that point will be greater, as the Onslow shore will be reached some four or four and a half miles nearer the summit level between Londonderry and Wallace, than by the other route. It is however my present intention to survey both Lines, if your Committee approve of such a course.

I observe what you say as to the mode of payment, and I am perfectly willing to run the risk. Those that will be employed will be given to understand the terms, and I doubt not they will also agree to wait until the House provide the needful.

I am,

Dear Sir,

Yours very respectfully,

JNO. ROSS.

JAMES B. UNIACKE, Esq., &c. &c.

Gay's River, 22d December, 1845.

DEAR SIR,

I received your letter of the 9th inst., only on Friday last, and since then have been preparing the sketch I now send you.

You inform me that the Committee were surprised, and thought it almost impossible, that such a difference as that mentioned on my proposed Line, and that on the road now travelled, could exist. In order to give that explanation which the Committee desire, I must refer you to the letter in question, which says "that this Line only measures, *on the plan*, forty-eight miles from Truro to Dartmouth, and allowing two miles in addition, for curves in the Railroad, which make 50 miles. The distance from Halifax to Truro, by Sackville, is 64, hence a saving of 14 miles." In order to explain this paradox, it will be necessary to inform you that the Nine Mile House, on the Sackville road, is equally distant from Truro as Dartmouth; hence the first nine miles travelled on this road, has not brought the traveller any nearer to Truro than when he commenced his journey, as he has travelled this distance at a right angle to a right line drawn from Halifax to Truro. Here nine miles of the difference is accounted for. I have now only to refer you to the Map of the Province; there you will see that the road from the Nine Mile House to Truro, is formed with large curves; and these are again composed of curves too small to be delineated on the Map, but may be plainly seen by the traveller. This, I trust, will account for the other five miles. I send to you the sketch, (though imperfect) which you require, and corresponding as far as is in my power, with the particulars alluded to in your letter. Your future letters please to put in the Post Office, I will then receive them on the Tuesday following, at 4 o'clock.

The want of time and proper materials, and more particularly, the want of tracing the line by actual survey, renders the sketch much less perfect than I could have wished, but I hope it will give you a general view of the line intended. The red line on the Map is intended as a base line, and it is not expected that the Railroad will be equally direct with it, but the general range of land on or near it, is such that nearly a level can be obtained. A large part of it I am acquainted with; and that which I have not been on, I am informed that there is no obstruction.

Yours truly,

SAMUEL MOORE.

ARTHUR W. GODFREY, Esq., Arcade, Halifax.

Pugwash, December 18th, 1845.

Sir,

In reply to yours of the 18th inst. I am sorry to inform you that I cannot undertake the survey for the Railroad through this County, owing to the state of my health, and prior engagements, but will be most happy at all times, to render any assistance in my power, to any person engaged in the survey. But in the first place I would suggest that a competent person, well acquainted with Railways, be employed to ascertain the best Line from Truro over the Mountains, by Earl Town, New Anian, or any other place that may be found best, by Tatamagouche, as this will be the most difficult part of the whole Line; when this is ascertained, there will be no difficulty of getting a good Line through the whole of the County of Cumberland. From my own knowledge, I am persuaded that the rise will not be more than one foot in 100 or 120 feet, that is, if the Line should come by Tatamagouche, crossing Wallace River near the head of the tide; Pugwash, about two miles from harbor at the Narrows, (so called); River Philip near the ferry; thence keeping to the North-East of the Leicester ridge (so called); and so to continue on between the Tidnish River and the head of Amherst Marsh. This, I think, will be found the best and most level route through the whole of this County.

Wishing every success to the undertaking,

I am, Sir,

Your most obedient servant,

JAMES McNAB.

JAMES B. UNIACKE, Esq. &c. Halifax.

Tatamagouche, 19th Dec. 1845.

JAMES B. UNIACKE, Esq., *Secretary*
of Prov. Committee, Halifax
and St. Lawrence Railroad.

Sir,

Previous to receiving your Communication on the subject of the Railroad, which now appears to engross (*and very properly*) a good deal of attention, I had expected our friends on the other side of the mountain, (*Truro*), would have called on us to attend the Meeting on this subject; this they have not thought proper to do, and I thank you kindly

for now individually calling my attention to this most important subject, which I consider should interest every British subject in the N. A. Colonies. From the spirit in which this subject has been taken up at Pictou and Wallace, and other places, I do not consider a Meeting here would be any thing more than an expression of opinion, already entertained throughout the Eastern parts of the Province generally : but from what I have seen of Railroads in England, I have no doubt that the contemplated Line from Halifax to Quebec, is most desirable, both in a Commercial and National point of view. With reference to the proposed Line, I can have no doubt a proper Survey will be made, and if this be done, from what I have seen of the country, from Truro to Amherst, the most level Line will be found from Truro to the Pond by North River to within ten miles of this place, and from thence on to the head of the French River, about ten miles nearer from the harbour of Tatmagouche, thence on to Dewar's, and crossing that River near the Tide and Wallace River, about four miles from Wallace Harbour, and the River Phillip and Pugwash River about the head of the Tide, and thence on to Amherst, about six miles to the Eastward of that place, and meeting the Line proposed by the Meeting held at Saekville, N. B. I cannot give the number of miles exactly, but from the best information I have obtained, the distance is less than by any other route from Truro to Amherst. I consider one great object in laying down a Railway Road through this Province, will be to connect as much as possible the Bay of Fundy, and the Gulf of St. Lawrence, Prince Edward Island, and the Eastern country. This would be accomplished by the Line I have named, at Truro, and Amherst on the Bay of Fundy, and at this port and the harbours between this and Bay Verte on the Gulf of St. Lawrence ; and if it is the most direct Line, it is well worth the attention of those who may be most concerned both in a Commercial and National point of view. The distance from Tatamagouche to Charlotte-town, P. E. Island, is only about 25 or 26 miles ; from Pictou to this place on a nearly level and in a direct line will be, say, from Pictou to R. John Harbour, about 21 miles, from R. John to Point Bruely Harbour, about five miles, and from P. Bruely to this place about five miles, or whole distance from Pictou not over 32 miles. I have learned from the best information I can procure, that there is no difficulty to be apprehended from Truro to the Pond, and from my own observations nearly a level Line can be obtained from that place on to Amherst.

You may either retain the information I have now given, or hand it, *if you think it worth notice*, to your Committee, as you think proper, for publication.

Yours Very Truly,

A. CAMPBELL.

[No. 7.]

To His Excellency LUCIUS BENTINCK, LORD VISCOUNT FALKLAND, *Knight Grand Cross of the Guelphic Order, and Member of Her Majesty's Most Honourable Privy Council, Lieutenant Governor and Commander-in-Chief in and over Her Majesty's Province of Nova Scotia, and its Dependencies, &c. &c.*

May it please your Excellency.

We a Provisional Committee appointed by the Citizens of Halifax to aid the undertaking of a Railway from the Atlantic to the St. Lawrence, respectfully approach your Excellency, and assure you that we have maturely considered the Resolutions passed at public meetings in Canada and New Brunswick, Westmoreland, Cumberland, Colchester, and Pictou, and are satisfied that this great project is calculated to unite the British Provinces and the Mother Country, so as to elevate British America to a national, commercial, and agricultural position, more exalted than could have been anticipated by the most sanguine.

Impressed with these opinions, and being fervently attached to the British Government and their Sovereign, the numerous assemblage of the people whom we represent, respectfully pray that your Excellency will be pleased to bring this important subject to the contemplation of the Imperial and Colonial Governments, so as to insure the combined co-operation of the respective Legislatures of the British Provinces in its favour.

The prompt attention of your Excellency to the wishes of the people, by transmitting to H. M. Secretary of State for the Colonies the proceedings of a former Meeting, convinces us that your Excellency will take a warm interest in

promoting a project so pregnant with advantages to this important portion of H. M. dominions.

We have the honor to be,

My Lord,

Your Excellency's very obdt. humble servants,

HENRY H. COGSWELL, *Chairman.*

JAMES B. UNIACKE, *Secretary.*

WM. PRYOR, JUNR.

MICHAEL TOBIN,

JOSEPH HOWE,

GEO. R. YOUNG,

JAMES F. GRAY,

ARTHUR W. GODFREY.

WM. LAWSON, JUNR.

Government House, Halifax, Dec. 11th, 1845.

The Lieutenant Governor has received the Letter of "the Provisional Committee appointed by the Citizens of Halifax, to aid the undertaking of a Railway from the Atlantic to the St. Lawrence," requesting him to bring the project under the consideration of Her Majesty's Ministers, and of the several local Governments of the British North American Colonies.

In reply the Lieut. Governor has the satisfaction to inform the Committee, that he has not waited until now to urge so important a matter on the attention of the Colonial Secretary, but that he has addressed Lord Stanley at length on the subject—has transmitted copies of his Despatch in relation to it to their Excellencies the Governor General, and Sir William Colebrooke, and further, that it is his intention to lay this Correspondence, and its results, before the Legislature of Nova Scotia as early as possible after the approaching Meeting of the Provincial Parliament.

Numbers of the Reports of the Committee and Maps, have been transmitted to influential persons in Quebec, Montreal, Kingston, Toronto, Gaspè, New Brunswick, and Nova Scotia. Public Meetings have been held at the following places, and Resolutions, &c., passed, viz :—

From the Québec Gazette.

It will be seen by an advertisement in this day's *Gazette*, that the Railway Meeting is fixed to be held at the House of Assembly, at 2 o'clock, P. M., on Thursday the 23rd inst.

We are glad to find that the Requisition is signed by a fair representation of the citizens. Quebec is no doubt in-

terested in the proposed Railway ; it is less interested than the south side of the St. Lawrence, through which the road must pass. We concur in the opinion of Mr. Uniacke expressed at the Halifax meeting of the 2d inst., that there should be "a continuous chain to Toronto, to Lakes Huron and Superior." We have no objection that there should be every facility for a commercial communication with the United States, but we think that the inhabitants of *all North America* ought also to have every facility of reaching, by the most direct and surest route, a sea port within their own territory, for communication with the United Kingdom at all seasons of the year.

It is well known that a great part of the surplus agricultural produce of the year cannot be got ready to be shipped in the season it is produced, by the St. Lawrence. It must lie over five or six months, producing nothing but loss and risks, and perhaps missing the best of the home market, when high prices have occasioned a glut of similar produce from other countries. The interruption of our navigation also forces us to lay in a larger stock of British goods, with loss of interest, irregularities of supply, and deficiency of assortment, all of which would be remedied, if we could speedily get supplies as they are wanted.

To suppose that the commercial communications of two millions of souls, which now form about the population of British America, are not sufficient to support a Railroad, is contrary to the experience of all other countries. The competition of Railways through the United States would, no doubt considerable ; but it must be recollected that *the advantage given to our produce over the produce of foreign countries is only to be obtained on shipments from British ports.*

This alone would be sufficient to overcome the competition of United States Railroads. It is this advantage that keeps our prices of agricultural produce for shipment by the St. Lawrence, constantly higher than in the ports of the United States.

All that we want to secure increased prosperity, is to be able to send our produce to the British markets, and get our returns throughout the whole year, and this will be obtained by the contemplated Railway.

There are other advantages which we shall not insist on at present. The Railway and improvements in the navigation, would *secure* us against foreign aggression. But if we were even to become a part of the United States, *which is not very likely*, the same efforts of competition which now prevail among *their* sea ports, would be required to preserve

to the countries on the Saint Lawrence, the full enjoyment of their natural advantages, preventing their decay, and becoming subservient to other interests than their own.

What we are doing now, we should still have to do, and under greater disadvantages.

We have the same description of produce as the adjacent countries, to convey to the same markets.

RAILWAY MEETING AT QUEBEC.

The Meeting of the Citizens of Quebec, called by the Mayor, on a Requisition of a number of the Citizens to take into consideration the proposed Railway from Halifax to Quebec, was held yesterday at the House of Assembly in the Parliament Buildings.

The Hon. R. E. Caron, Mayor, took the Chair shortly after two o'clock, and explained very fully in both languages, the object and importance of the meeting.

The Meeting was ably addressed by the Hon. William Walker, Chairman, of the Quebec Board of Trade, who moved the first Resolution, followed by the Hon. Mr. Aylwin, Member for Quebec, the Honorable Messrs. Neilson, Black, and Cochran, and Mr. J. B. Forsyth.

Mr. Cochran, who is a native of Nova Scotia, and has frequently visited the Eastern Provinces, gave some interesting information respecting the countries through which the Railroad must pass, and the entire absence of any material physical obstacles to the formation of the Road, and the aid which might be expected from Nova Scotia and New Brunswick.

The Meeting was zealous and unanimous, and both from the number and respectability of the persons who attended, gives an earnest of the active co-operation of the Citizens of Quebec from this District, in promoting a measure which, in its results cannot but prove beneficial to the whole of British America.

We have no doubt of the establishment of a Railway communication, not only between Halifax and Quebec, but also between Quebec and Montreal, and from Montreal on the *north side* of the St. Lawrence, to the great Lakes.

The following are the Resolutions passed unanimously:

On motion of the Hon. W. Walker, seconded by P. J. O. Chauveau, Esquire, M. P. P.

1.—That the Citizens of Quebec have learned with great satisfaction the proceedings which have been had in England and the Sister Provinces, for promoting the formation of a Railway between Halifax and Quebec, with a view

of its being extended so that the inhabitants of British America may have a sure and speedy commercial intercourse with the United Kingdom, at all seasons of the year, through a port within their own limits.

On motion of the Hon. T. C. Aylwin, seconded by Henry LeMessurier, Esq.

2.—That the Citizens of Quebec will cordially unite in every possible effort to carry into speedy effect the proposed Railway.

On motion of the Hon. John Neilson, seconded by the Hon. Louis Massue.

3.—That the proposed Railway, besides facilitating commercial intercourse, will have an important effect in adding to the security of the Provinces, as a part of the British Empire. It is therefore desirable that the Line be laid out by scientific men of established character, as speedily as possible, with the concurrence of the Imperial Government.

On motion of the Hon. Henry Black, seconded by Vival Tetu, Esquire.

4.—That an humble Address be presented to His Excellency the Governor General, signed by the Mayor of this City, in the name of this Meeting, with a copy of the present Resolutions, praying that His Excellency would be pleased to bring the subject thereof under the favourable consideration of Her Majesty's Government, and that he would take such other steps, as, in his opinion, may be deemed most expedient for furthering the undertaking.

On motion of the Hon. A. W. Cochran, seconded by James Bell Forsyth, Esq.

5.—That a Committee be appointed, to correspond with Companies formed, or which may be formed in England, for promoting the aforementioned Railway, and with Committees, public bodies, and individuals within the Provinces, in furtherance of the views of this Meeting, and that they report, from time to time, such matters as to them may seem most likely to promote the objects of this Meeting.

On motion of James Bell Forsyth, Esquire, seconded by Peter Paterson, Esquire.

6.—That the Mayor of Quebec, the President of the Board of Trade, the Members of the Legislature resident in the City and District, and Messrs. A. W. Cochran, H. Black, L. Panet, W. Price, H. LeMessurier, R. Cassels, A. Simpson, F. Freer, F. X. Methot, C. Turgeon, G. B. Symes, J. Gilmour, J. E. DeBlois, James Tibbetts, J. Gillespie, J. Chouinard, T. Lloyd, J. Noad, V. Tetu, J. R. Eckart, F. X. Paradis, J. Bell Forsyth, C. Langevin, P. Paterson, A. Pater-

son, James Gibb, John Munn, C. Gethings, J. Bonner, E. Ryan, J. McLeod, A. Laurie, J. Legare, fils, J. Duval, G. H. Parke, W. Stevenson, H. Burstall, James McKenzie, of Point Levy, J. Jones, W. Sheppard, T. C. Lec, D. Burnet, Dr. Morrin, C. E. Levey, H. Atkinson, E. Bacquet, P. Langlois, G. O. Stuart, E. Glackemeyer, J. Taurangeau, and H. Pemberton, be Members of the said Committee, with power to add to their number.

Attested.

F. X. GARNEAU, Secretary.

RAILROAD MEETINGS IN CANADA.

The inhabitants of the populous villages of St. Germaine and St. Lazare, on the south Shore of the St. Lawrence, held a Public Meeting on the 2d inst., in compliance with a request of the Mayor, M. Turgeon, to re-echo the Resolutions passed at the Public Meeting held at Quebec, in support of the great scheme of the Halifax and Quebec Railway. The Mayor was called to the Chair, and Joseph Jolwet, Esq. acted as Secretary. A series of Resolutions was passed—a Committee appointed to communicate with the Quebec Committee—and in order to facilitate and diminish the cost of the Survey that will be made, a Commission was appointed, consisting of Messrs. Elie Audet, Pierre Boldue, Louis Audet, Ant. Audet, Louis Fournier, and Francois Baquet, to examine the locale over an extent of about twenty leagues, in order to establish the spots over which the projected Road can more readily be traced on that tract, in approximating it as near as possible to the City of Quebec.

MEETING AT COBOURG, CANADA WEST.

THE RAILWAY.—We have been favoured (says the *Quebec Gazette*,) with a copy of the following Letter and Resolutions addressed by the Board of Trade of Cobourg, Upper Canada, to the Quebec Railway Committee. We have no doubt but that the sentiments expressed and the example set by Cobourg, will be approved of and followed throughout the Western section of Canada:—

Cobourg, Dec. 5th, 1845.

“GENTLEMEN,—I have the honor to acknowledge your Circular of 28th Oct., and to transmit herewith, by order of the Board of Trade of this Town, an extract from their mi-

minutes, with Resolutions adopted on the subject of a proposed Railroad to connect the interior of this fine Province with the Sea, and that too without passing the boundaries of the British Possessions.

"I have further to say that such is the interest felt here in that great undertaking, that active steps will be taken to secure the earnest co-operation of the people at large, and to this end a public meeting of the District will be called for an early day, to take the subject into consideration, when it is hoped an expression of opinion will be obtained, which will tend to awaken the public mind to a due sense of its vast importance

I have the honor to be, Gentlemen,
Your most obedt. servant,

THOS. EVANS,

Sec'y & Treas. Cobourg Board of Trade.

To J. C. FISHER and W. STEVENSON, Esqrs.
Secretaries, Quebec Committee."

Extract from the Minutes of the Committee of the Board of Trade, Cobourg December 5th, 1845.

A communication from the General Committee of the Citizens of Quebec, calling on the Board for co-operation in the matter of a proposed Railroad connecting this Province with the sea at Halifax, and also certain Resolutions adopted at a Public Meeting held in that City, on the 23rd October last, being read, it was—

Resolved 1st—That this Board has much satisfaction in learning that an undertaking of such magnitude as the proposed grand Line of Railway, connecting the interior of this Province with a seaport available at all seasons, and passing its whole length through British territory, has received the sanction of such men as those named on the Quebec Committee.

Resolved 2nd—That this Board being fully sensible of the great importance of such a Line of communication, both in a commercial and political point of view, will endeavour by every means within its power to promote so great a work.

(A true extract,)

THOS. EVANS,

Sec'y. and Treasurer, Cobourg Board of Trade.

WE are pleased to find, (says the *Quebec Gazette*,) the Inhabitants of the parishes below Quebec, on the south shore, continuing to afford proof of the lively interest they take in this Line of Railway. The following document from

the Municipal Council of Rimouski, announces that that body are in favour of the route via Restigouche:—

“The Municipal Council of Rimouski, having consulted public opinion, respond, in the name of their Constituents, to the appeal made by the citizens of Quebec to the various Sections of the Province, for an expression of opinion as to the advantages to accrue from a Railway communication between the Ports of Quebec and Halifax. This Council and those they represent entertain no doubt as to the utility of such an enterprise.

“If it be permitted to this Council to suggest the route for the Railway in question, they would recommend that of Restigouche, for two principal reasons: first, the supply of food transmitted to Quebec, during the summer by the River parishes, would continue to be furnished throughout the winter, to the great benefit of a large portion of the producers and the whole of the consumers: second, that an examination of the locality will show that the cost of the undertaking will be diminished by one-half.

“JOS. CARON, *Mayor.*”

RAILROAD MEETING AT DORCHESTER, COUNTY OF
WESTMORLAND, NEW BRUNSWICK.

At a Public Meeting of the Inhabitants of the County of Westmoreland, in the Province of New Brunswick, held at the Court House in Dorchester, on Tuesday the 18th November instant, pursuant to public notice, given by William P. Sayre, Esquire, High Sheriff of the County, in compliance with a numerous signed requisition for a Public Meeting to be called to express the feelings of the County, respecting the proposed Railroad from Quebec to Halifax.

WILLIAM P. SAYRE, Esquire, High Sheriff, having been called to the Chair, and CHRISTOPHER MILNER, Junior, Esquire, having been requested to act as Secretary, the following Resolutions were moved and carried unanimously.

Resolved,—That the establishment of a line of Railroad connecting these Lower Provinces with Canada, is a measure which—whether considered in a social, political or national point of view—should receive the support as well of the people and Legislatures of British North America, as of the Mother country.

Resolved,—That if such Road pass through the Provinces of Nova Scotia and New Brunswick by the head of the Bay of Fundy, the country which would be traversed is

in general remarkably well adapted for Railway purposes, presenting few, if any, Engineering difficulties; that its proximity to the navigable waters of the Bay of Fundy on the one side, and the Straits of Northumberland on the other, renders it peculiarly eligible as the Line of the great Trunk Road; branches and communications being easily formed with Prince Edward Island, the Northern Counties of New Brunswick, and the Counties on either side of the Bay of Fundy, while at the same time its remoteness from the frontier of any Foreign Nation, and being well adapted to the application of a Telegraphic communication, render it the only Line which could be applied to the purpose of national defence.

Resolved,—That although this Meeting is strongly impressed with the paramount advantages of this Line, yet if by an examination by disinterested and competent authorities, any other should be found desirable, or that would more readily ensure the protection and support of the Imperial Government, this Meeting would cheerfully yield its opinion, and predilections, and give its hearty support and co-operation to whatever route might be found practicable.

Resolved,—That this Meeting is of opinion that the Legislature of this Province should make liberal grants to the proprietors of the intended Railroad, of Wilderness land on either side thereof, and that means should be adopted by Legislative enactments to secure to the proprietors or Company, all improved Lands through which the said Road may pass, at its now lowest value, and that the Legislature should give such pecuniary aid as the resources of the Province will justify.

Resolved,—That the Hon. Edward B. Chandler, Daniel Harrington, Esq. M. P. P., Philip Palmer, Esq. M. P. P., John Robb, Stephen Binney, Joseph Avar, junr., Samuel L. Wilmot, and Alexander Munro, Esquires, be a Committee to obtain statistical and other information respecting the proposed Railway.

Resolved,—That the Secretary do forward a Copy of these Resolutions to His Excellency the Lieutenant Governor of the Province.

CHRIS. MILNER, Junr., *Secretary*.

SIR,

I have the honor to enclose copy of sundry Resolutions which have been recently adopted at a Public Meeting of the

inhabitants of the County of Cumberland, relative to the projected Railroad hence to Canada.

I have the honor to be, Sir,
Your obt. humble servant,

ALEX. STEWART.
Halifax, 19th Nov. 1845.

J. B. UNIACKE, Esq., Hon'y Sec'y., &c. &c.

RAIL ROAD MEETING IN CUMBERLAND.

At a Public Meeting of the Inhabitants of the County of Cumberland, called by the High Sheriff of the County, pursuant to a Requisition signed by a number of the said Inhabitants, and held at the Court House in Amherst, on Saturday the 15th day of November, 1845, at the hour of one o'clock, p. m.

In the absence of the Sheriff, ROBERT R. SMITH, Esquire, was unanimously called to the Chair.

ROBERT R. DICKEY, Esq. unanimously appointed Secretary.

On motion of R. M. G. DICKEY, Esq., seconded by Mr. ARTHUR W. MARSTERS, Resolved unanimously,—That it is the first duty of this Meeting to express its respectful and cordial acknowledgments to His Excellency the Lieutenant Governor, for his ready attention to the request of the Meeting convened at Halifax, to forward the Resolutions in favor of the Halifax and Quebec Railroad.

On motion of W. W. BENT, Esq., seconded by C. J. HALLIBURTON, Esq., Resolved unanimously,—That the thanks of this Meeting are also due to the Right Honorable the Secretary of State for the Colonies, for his immediate and statesmanlike reply to the Lieutenant-Governor's communication upon this important subject.

On motion of ELISHA B. CUTTEN, Esquire, seconded by JAMES W. DELANEY, Esquire, Resolved unanimously,—That this Meeting take a deep and lively interest in the great National undertaking of a Railroad from Halifax to Quebec, and that the County of Cumberland will to the utmost of its ability aid in effecting it.

On motion of Mr. W. P. MOFFAT, seconded by Mr. ROBERT KIELLER, Resolved unanimously,—That from the entrance of the proposed Line of Railroad into this County, near the Eastern head of the Wallace River, to the confines of New Brunswick, the land is uniformly level, and presents no serious obstacle to the formation of such a Line; and without wishing to undervalue the advantages of other routes,

this Meeting cannot help remarking, that this uninterrupted land route, besides being perfectly practicable, is free from the objection involved in the passage of the Bay of Fundy during four of the winter months,—an undertaking usually hazardous at that season, and frequently impracticable, especially for Steamers.

On motion of Doctor TUPPER, seconded by Doctor JOHNSTON, Resolved unanimously,—That the Representatives of this County and of the Township of Amherst, be respectfully requested to give their best assistance to effect said Railroad; and that in doing so, while they cordially cooperate with those who have the interest of the Province at heart, they are at the same time to hold themselves unfettered by any Company formed in London, and any proceedings adopted in the City of Halifax—this Meeting considering that the success of this measure depends upon the free action of the Provincial Legislature in General Assembly convened.

On motion of ALEXANDER MACFARLANE, Esq., seconded by Mr. BLAIR BOTSFORD, Resolved with but one dissentient voice,—That these Resolutions be forwarded to His Excellency the Lieutenant Governor through the usual channel, with the respectful request of this Meeting, that His Excellency will be graciously pleased to bring the subject of the said Railroad before the Legislature, in such manner as may best advance the objects of this Meeting; and that the Honble. Alexander Stewart, Member of the Executive Council for this Province, be requested to communicate information to His Excellency in reference to the objects of this Meeting.

On motion of J. W. DELANEY, Esq., seconded by Mr. GEORGE CRUIKSHANKS, Resolved, with but one dissentient voice, that the Secretary of this Meeting be requested to refer James B. Uniacke, Esq. for the proceedings of this Meeting to the Honble. A. Stewart, and that the thanks of this Meeting be tendered to the County of Halifax Committee, for their obliging communication thereon.

On motion of Mr. BENT, R. M. G. DICKEY, Esq., was called to the Chair, and the unanimous thanks of the Meeting were given to Mr. SMITH for his able conduct in the Chair.

A vote of thanks to the High Sheriff for his promptitude in acceding to the Requisition for this Meeting was then unanimously passed, and the Meeting adjourned.

R. K. SMITH, *Chairman.*

R. B. DICKEY, *Secretary.*

[No. 8.]

17th November, 1845.

Messrs. J. C. FISHER AND W. STEVENSON.

Secretaries of Quebec Sub-Committee on subject of Atlantic and St. Lawrence Railway.

GENTLEMEN,

I am directed by the Hon. H. H. Cogswell, to acknowledge the receipt of your Circular, 28th October last, which was submitted to a Meeting, held here on 8th Nov., the proceedings at which I send by this mail. The success of this great project depends on the combined action of the Colonies, and the support of the Imperial Government; the rapid progress of the adjoining Republic in such enterprizes, and the insatiate thirst for extension of territory, will exclude the British from the shores of the Pacific, unless counteracting means are adopted. Already have the Americans asserted their right to the whole Oregon, and have it almost recognized to 49° N., leaving no harbour of importance except Nootka for England, should that bound be established; still the Oriental seas can be approached through British territory, and no doubt will at some remote period; the commencement of this chain of strength is what we are more immediately interested in, viz., the Atlantic and St. Lawrence portion of it. You are aware that the route suggested and preferred by us, is from Halifax, by Truro, Cumberland, thence to Grand Falls of the St. John's, thence to the St. Lawrence. That proposed by the Merchants of St. John is via Digby in Nova Scotia, and by the vale of the St. John, to Fredericton, thence to Grand Falls, thence to St. Lawrence. That proposed by the people of St. Andrew's, is from Digby via that place. The two latter Lines involve the passage of the Bay of Fundy, attended with uncertainty, risk, necessity of transhipment, and finally the impossibility of combining the electric telegraph, (of such national importance,) and therefore I think must be abandoned, and the first adhered to, which will traverse the centre of the Lower Provinces, and be accessible by branch Lines to every important part of them, opening a fine country to the source of the St. Lawrence, whither information from Europe may be communicated two days earlier *via* Halifax than any other route. We shall collect statistical information and submit it to the Legislature at its next Session, and hope you will do the same; we contemplate having the Line surveyed through this Province, and the

Gentlemen interested in New Brunswick will do the same there, and if you cause a survey from Point Levi to the frontier, we shall have ascertained whether it is practicable to lay rails with suitable gradients. I shall send you Maps compiled and now in lithographic press, as soon as I receive the copies, to guide your Surveyors. In the meantime we should like information as far as it can be collected, from persons conversant with the country, on the following heads :

1st. The level afforded from Halifax to the St. Lawrence, the summit elevation of any intervening hills, what the rise may be in 100 feet or yards.

2d. The agricultural capabilities—the nature of the timber, whether pine, juniper, cedar, &c.—the mineral resources, whether coal, iron, salt, &c.

3d. Facilities of constructing the Railway—whether piles can be driven and rails laid on them.

4th. Probable traffic, enumerating the various merchandize, with a table of the freights paid by the navigation of the St. Lawrence at present, as also to England ; this is important, as an agent for another Line of Railroad gives out that commercial men in England have asserted that this enterprise cannot be profitable.

5th. The opinion of your Committee on the proposition involving the passage of the Bay of Fundy, particularly in the winter, when fog and ice render its navigation tedious and uncertain.

We have raised a subscription to defray the expense of collecting information and making surveys, and think if you do the same we may have a mass of statistics highly important, and calculated to lead to simultaneous and uniform action of the respective Colonial Legislatures. Hoping to hear from you on this important subject, replete with advantages to British America, I remain, Gentlemen,

Your obedient and faithful servant,
JAMES B. UNIACKE.

MESSRS. STEVENSON and FISHER,

*Secretaries to the Prov. Committee
of Atlantic and St. Lawrence Railway.*

GENTLEMEN,

On 17th inst. by Steamer, I forwarded to you a Report and Map, and fearing accidents, I now transmit another. We have determined to have a survey of the Line through our Province, and hope your Committee will concur, and give instructions to accomplish the same to the frontier, or,

rather boundary, between New Brunswick and Canada. As we shall require extensive grants of Land on the route of the Railway, it is important to understand the present tenure, I will therefore thank you to apply to the proper Office, and transmit authentic information on this point, particularly what portion of the tract between the St. Lawrence and settled boundary appertains to the Crown, and if conceded, how it may be obtained, and what may be the value per acre or 100 acres; this enquiry should extend to Campbell Town on the Restigouche. If I may be permitted to make a suggestion, perhaps it would be well to appoint one or more of your Committee, to co-operate with some of our Committee, and some of New Brunswick, to conduct these Surveys simultaneously, to gather the foregoing information, and to be Trustees to accept grants of territory on the Line of Railway; so that at the meeting of the respective Legislatures, we shall be able to lay before them a Survey, estimate of the cost and quantity of Land the Government may be willing to convey for colonization on a matured and judicious system. Thus we shall obtain the aid of these bodies; and having exerted ourselves, we can appeal with confidence to the Imperial Government and British capitalists. I had an interesting interview with Sir James Alexander, who passed through on his way to Montreal; and if proper application is made through the Governor General or Colonial Minister, I have no doubt we can secure his services—valuable in consequence of his acquaintance with the country through which the projected Military Road is to pass, and which the Railway probably will supersede, as also for the confidence which would be reposed in him by Government. I shall in a few days send you a Geological Map of this Province and New Brunswick, and will thank you to forward to me any information of that nature published about Canada. Mr. Logan I presume, has published some Reports, and can furnish a Map. The Coal Fields of Nova Scotia and New Brunswick, on the route, are inexhaustible. Finally, let me urge you to lose no time in hastening forward this great project, by the accomplishment of which we shall be knit together with a golden chain; without it we shall be hopelessly lost, and doomed to witness the products of the rich Prairies, pass from Detroit to the Atlantic, over Foreign territory, in one never ceasing stream. Hoping soon to hear from you,

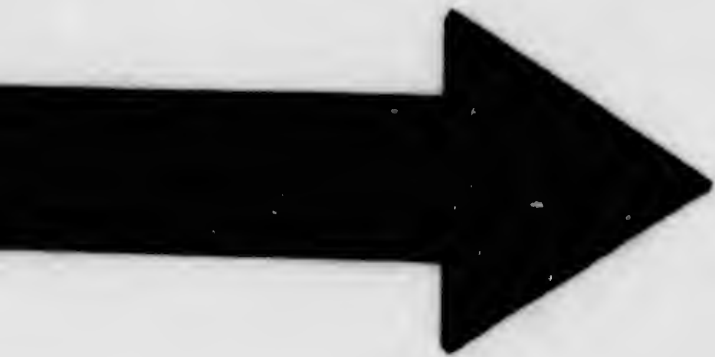
I remain, Gentlemen,

Your obt. Servant,

JAMES B. UNIACKE.

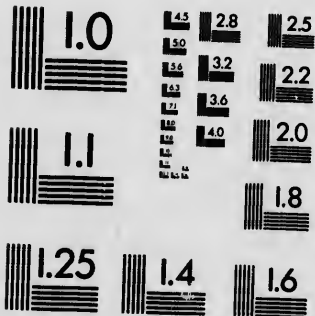
21st November, 1845.





MICROCOPY RESOLUTION TEST CHART

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(716) 482 - 0300 - Phone
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Quebec, 14th December, 1845.

Sir,

We are instructed to acknowledge the receipt of your letters of the 17th and 21st November, on the subject of the great project of the Halifax and Quebec Railway.

We are engaged in collecting information on the important points submitted in these letters; the result will of course be communicated to you.

In the mean time, we are desired to transmit to you a copy of a Resolution, passed unanimously at the last Meeting of our General Committee, on the subject of the different Lines suggested, from our frontier to Halifax.

"*Resolved*,—That under present circumstances, it is not expedient that this Committee should identify itself with any one of the proposed Lines of Railway between Quebec and Halifax; but that, considering the work to be of paramount national importance, it is indispensable that the direction of the Line should be fixed by Her Majesty's Government."

We also beg to thank you for the Map transmitted, which we intend to get reduced and lithographed, for general distribution, accompanied by an Address to the Inhabitants, which our Committee is preparing.

In fine, we beg to assure you and the Committee of Halifax, that our Committee feel the greatest interest in the project, and will steadily and carefully do all in our power to promote its ultimate completion.

We have the honor to be, Sir,

Your very obedient humble servants,

J. CHARLTON FISHER, } *Sec'ys.*
W. STEVENSON, }

To J. B. UNIACKE, Esq., &c. &c.

J. WESLEY WELDON, Esq.

DEAR SIR,

I took the liberty of transmitting to you a Pamphlet and Map, shewing the contemplated Eastern Route of the Atlantic and St. Lawrence Railway, and now send you a Geological Map shewing the Coal Fields of this Province, and marking by a dotted line what I believe to be the Coal Measure of New Brunswick, commencing at Bathurst and crossing to Fredericton, and thence to Cumberland; I did not colour the same, not having in my possession any Geological work of authority on that point, and shall be glad if you can give me information on the subject, or correct me if in error.

The success of this great project depends on the combined action of the Colonies, aided by the patronage of the Imperial Government, and I should deplore any dissension among ourselves which will indicate the absence of that mutual forbearance so essential to harmony, and involve the failure of this National undertaking. The rapid progress of the adjoining Republic in such enterprizes, and the insatiate thirst for the extension of territory, will dismember these Colonies, and exclude the British from the shores of the Pacific; already they have asserted their right to Oregon, and it is almost recognised to 49° N., leaving no harbour of importance for England except Nootka on the Sound, should that bound be established; still the Oriental Seas can be reached through *British Territory*, and no doubt will at some remote period; the commencement of this chain of strength is what we are more immediately interested in, viz., the Atlantic and St. Lawrence portion of it; and here I would remark, that the Erie Canal, opened a country which built New York, whilst Boston pined; the enterprize of Clinton placed the former on vantage ground; the laudable rivalry of the Bostonians, roused by the establishment of the Cunard Steamers, has already stretched a Railroad to Buffalo, and Sir Allan M'Nab has obtained money in England to prolong it to Detroit, whence through Republican territory it will penetrate the far off West, perhaps to the Pacific Ocean; already Railways approach the St. Lawrence at Montreal from Boston *via* Concord, and from Portland across Maine,—is it not therefore manifest that we shall be cut off from the legitimate resources of British America, unless we exert ourselves, and place our undertaking before the British Government and people in its most prepossessing and attractive shape, our geographical position, and geological resources, we cannot be deprived of by the former, we can transmit letters and information by the aid of science to Western America in 48 hours, less time than from any point on the Continent; our route of transport will pass through a mineral, agricultural, and commercial country, and being entirely over land can become a Line for the Electric Telegraph; thus yielding a home to the surplus population of Great Britain, and uniting by a friendly and indissoluble bond British America to its fostering Mother.

It behoves us then to merge all jealousies, and to unite cordially on this subject, with a view to which I will solicit information on the following points, which I prefer from the most authentic Offices—the population of New Brunswick, designating that in proximity to the Railway—the exports and traffic—the travel—whether there are any and what

tracts of uncultivated land on the Line, and how wooded—where coal, gypsum, lime, iron, &c. are to be found. As we shall require extensive grants of land for the purposes of colonization, it is important to understand the present tenure, particularly what portion of the tract between the boundaries of Nova Scotia and Canada appertains to the Crown, and if conceded how it may be obtained, and what may be the value per acre or one hundred acres. If I may be allowed to suggest, perhaps it would be well to appoint one or more of your Committee to co-operate with one or more Members of the Committees of Nova Scotia and Canada, to conduct surveys of the respective Provinces simultaneously, to gather the foregoing information, and to be trustees to accept grants of territory on the line of Railway, so that at the meeting of the respective Legislatures we may be able to lay before them a survey, estimate of the costs, and quantity of land the Government may be willing to convey for colonization on a matured and judicious system—thus we shall obtain the aid of these bodies, and having exerted ourselves can appeal with confidence to the Imperial Government and British capitalists. I had an interesting interview with Sir James Alexander, whose services I think may be secured by the Canadians. He has surveyed the country for the Military Road, (which this Railway will probably supersede,) and his Report will secure the confidence of Government. I conclude by asking any information on this subject, and particularly what traffic would be likely to attach to the Railway if completed.

I am, dear Sir,

Your obt. servt.

JAMES B. UNIACI

27th Nov. 1844.

DEAR SIR,

The Resolutions transmitted by you on the 16th October last, were considered by the Nova Scotia Provisional Committee on 3rd inst., who resolved on calling a Public Meeting, which convened on the 8th inst., and increased the number of the Committee, which assembled yesterday, and decided that at present they could not sanction or permit the Prospectus enclosed by you, to be laid before the public, inviting them to take stock. The Committee hope to receive the approbation of the Legislature, and cannot assume any power independent of that body; nor do they feel disposed to authorise or participate in any application to the public,

until after the next Session of the Provincial Parliament. We shall in the mean time gather information and statistical facts, to influence its decision; and think the case would be strengthened by your forwarding a correct list, and the fullest information, concerning the present Provisional Committee in London; the number and names of those disposed to comply with the requisites of the Law, previous to issuing the Prospectus for Stock; which, I repeat, is here thought premature, until the Colonial Legislature and Imperial Parliament have considered and decided on the course they will adopt, to promote this projected Railway.

I am, your ob't. Servant,

J. B. UNIACKE,

*Sec'y. to Provisional Committee of Atlantic
and St. Lawrence Railway, c^t Halifax.*

WILLIAM BRIDGES, Esq.

3d December, 1845.

MY DEAR SIR,

In reply to your favor of the 17th ultimo, I can only say, that it has occasioned the promoters of this undertaking as much surprise as regret that their views and intentions should have been so misapprehended. No Prospectus has been issued by this Board to the public. No call for subscriptions has been made. The printed Prospectus sent you was a private document, *printed* merely to avoid the delay and expense of having *written* copies and with the view to secure gradual accessions of strength by its being confidentially submitted to influential Gentlemen in the Colonies. The promoters feel as little disposed as yourself or colleagues to make any application to the public at present, but up to this moment have borne and are content to bear all preliminary expenses. During the present depression in the money market, no important ostensible support can be looked for for some time, but we have influential friends in our interest who will join us at the proper time. Our object is to secure the sanction of the Home and Colonial Governments to this project, as to which we claim exclusively the honor of having zealously and indefatigably, and at no small personal outlay and trouble, endeavored to gather together the nucleus of necessary influence here to carry it into successful operation. We have never come before the public as possessed in ourselves of the requisite capital, (whether one or three millions,) to execute this work: but as desirous of

instituting inquiries and obtaining such information as would secure all necessary local and British support. What superior merit is to be conceded to the Millionaires of the Railway Stock Exchange, I leave you to judge from the actual exposition of the affairs of the Great Western of Canada, in which the names of George Hudson, Masterman, and others not unknown, figure conspicuously in the City article of the Times of Monday last, the 1st instant.

In conjunction with other representatives of Colonial Railway projects, I had the honor to be summoned yesterday to a conference with Lord Stanley, on the subject of general Colonial Railway Regulations, to which I am sorry that I cannot without breach of confidence further advert, except to remark that I consider his Lordship's views as very statesmanlike and judicious, and likely not only to protect the public, but to promote the best interests of the Colonies.

From the frequent references made by His Lordship to the Halifax and Quebec Railway, in illustration of his views, it occurred to me that he was very deeply impressed with the National importance of the undertaking.

I am, Sir,

Your very obedt. servt.

W. BRIDGES, *Sec'y.*

GEORGE R. YOUNG, Esq. having expressed a wish to meet the Committee of Management, that he might submit certain Resolutions received from Mr. Bridges, the Members were convened on 19th December, when the same were read, stating that the London Committee would not recognize the Provisional Committee of Halifax, in any other capacity than a subordinate body for correspondence and co-operation, reserving to itself all originating authority and administrative functions,—which being considered an unexpected assumption of power, Mr. YOUNG requested the matter to be submitted to the full Provisional Committee, which met at Masonic Hall, on 27th December—when the Secretary read the Letter from Mr. BRIDGES to G. R. YOUNG, Esquire, and the Resolutions alluded to above, as follows :—

HALIFAX AND QUEBEC RAILWAY.

38, *Moorgate Street, Decr. 3d, 1845.*

DEAR SIR,

Herewith I have the honor to transmit you a copy of a series of Resolutions, passed by a meeting of our Provisional Board held here yesterday.

Since my former communication with you, the Board have received an official reply from the Governor General - Canada, to their Memorial; whilst by the last North American Mail they have received the Resolutions of a Public Meeting of the Counties of Cumberland and Westmoreland, at which the Hon. Mr. Crane presided.

It is only necessary for me to advert to those documents, because duplicates of them appear in print, at pages 27 and 29 of the pamphlet entitled—Report of the Provisional Committee of the Atlantic and St. Lawrence Railroad.

The last mail has likewise brought to us a Copy of the said Pamphlet, and various Newspapers, containing Reports of your Public Meeting at Halifax, on the 8th of November last.

From the Resolutions passed by our Board yesterday, you will observe that the Promoters and Originators of the projected Railway, whilst highly gratified with the encouragement which is to be derived from the disposition evinced by the Colonial authorities and the Inhabitants at large, of Quebec and other places in the Province, are by no means satisfied, (not with what occurred at the Halifax Meeting, as regards the development of local party political feeling, to which they do not attach the slightest importance,) with the Resolutions carried by said Meeting; which by no means correspond in their general scope, with what might have been expected from a body constituted by a public Meeting of the Inhabitants of Halifax, under a Resolution recognising the project which we have set on foot, with warm approbation, as being well calculated to promote the prosperity of British North America, and nominating certain persons to co-operate with us, and with the Legislative bodies in the three Provinces, in every possible way, in order to promote so beneficial an enterprise, and carry it into successful operation.

We find from those proceedings, that the individual who seconded the Resolution above quoted, now puts himself in an antagonist position, attributing to us somewhat like blame, because we had placed his name on the list of those who are to be associated with us, provisionally, for carrying into effect the contemplated undertaking.

We also find in the said Resolution, nothing of that character which evinces a disposition on the part of those nominated, to act as a Committee with us, that we shall receive at their hands that co-operation which the very fact of their being nominated a Committee implies.

In those Resolutions we find no mention of the Title of the Company, but a constant recurrence to an undertaking designated "the Atlantic and St. Lawrence Railway"—a name, indeed, which first appeared in our draft Prospectus, but which has latterly been dismissed by us from the face of our proceedings, as being too general and indefinite for the object which we propose; which is limited exclusively to the junction of Halifax and Quebec, by the most direct overland line of route which engineering ability can establish—and at the best a name which we have discarded, because of the confusion which it may create, as regards a half United States, half British American projected Railway, to which our Board here are desirous to lend no countenance whatever. In the said Resolution, emanating out of, and based upon a Report which recognizes in the amplest and most gratifying manner, the position which the Provisional Board here is entitled exclusively to occupy, we find a Resolution conveying a vote of thanks, not to that Board, as a constituted and acting body, but merely to such individuals, as the vague and general terms, "having devoted their valuable services in promoting the undertaking," may be construed to apply to.

If you will compare the tenor of the Resolutions passed by the Meeting of the important Counties of Westmoreland, New Brunswick, and Cumberland in Nova Scotia, with those passed at your Haligonian Meeting, you will readily understand why the Board here should not consider that the proceedings of your Meeting have been of the cordial and business character that ought to recommend them to their favourable consideration.

The Board therefore require of you, as their sole legal Agent and representative in Nova Scotia, to take those effective steps, on the receipt of the Resolutions enclosed, that shall enable them, by the return of the next Mail from Halifax, clearly to understand, whether the Committee nominated on the 8th of November, are to be considered by the Board as a co-operative or a conflicting influence. If the latter should unhappily prove the case, (as the disaffection of Mr. Cunard and others, seems to prognosticate,) then in that case you will at once proceed to organize, amongst the friends and supporters of our project, a Halifax Committee, who shall consent to act with ours as a Sub-Committee for correspondence

and co-operating; a *Committee quoad* the locality for which it acts, but a *Sub-Committee quoad* the Board in London, the originating head and source of this undertaking.

Further, having attended yesterday in my official capacity, a Meeting called by Lord Stanley at the Colonial Office, for the purpose of discussing the rules which the Government have in contemplation for the regulation of Colonial Railway enterprises, and upon which I do not feel myself authorised to enlarge, it is a matter of paramount importance to the successful carrying out of this object and the obtaining of the capital in Great Britain, necessary to its execution, that our Bills of Incorporation should be expedited through the several Colonial Assemblies with all possible despatch.

The Board here having the fullest reliance in your capacity, activity and zeal, will wait with perfect confidence on your taking the most prompt and immediate steps to secure for the Company that legislative sanction and encouragement which the importance of the ends it contemplates warrants, and which after the universal manifestation of approbatory feeling in the Colonies, leaves no doubt upon the minds of the Directors here, that it will be attended with the success it deserves.

You will be kind enough to return the enclosed prospectus after submitting it, certified as to the names at Halifax who agree to act as Provisional Members of the Committee, and also let us know what steps you have taken relative to the Bills for Incorporation of the Company, the draft heads for which you would receive by last Mail.

I remain,

My dear Sir,

Yours very truly,

W. BRIDGES.

(Signed)

GEORGE R. YOUNG, Esq., Halifax.

HALIFAX AND QUEBEC RAILWAY.

At a Meeting of the Promoters and Provisional Committee, held at No. 38 Moorgate Street, London, the 2nd December, 1845.

JOHN CARMICHAEL, Esq., in the Chair.

The Secretary submitted various letters and papers received by the Canada Mail, which arrived the 29th ult., which being duly considered, it was

Resolved,—That the names of the Gentlemen nominat-

ed at a Public Meeting, on the 8th ult. to act as a Local Committee at Halifax, shall now be added to the list of the Provisional Committee of this Company, and shall form a Sub-Committee of correspondence and co-operation for the Province of Nova Scotia, with power to add to their numbers, five to be a quorum.

That the names of the Gentlemen, nominated at a Public Meeting at Sackville, to act as a Local Committee for the Counties of Cumberland, in Nova Scotia, and Westmoreland in New Brunswick, be added to the Provisional Committee, and shall form a Sub-Committee of correspondence and co-operation, with power to add to their numbers, three to be a quorum, and that this Board desire to express their grateful appreciation of the friendliness and zeal manifested at the said Meeting in favour of this undertaking, and of their approbation of the course pursued by the Promoters in London.

That this Board seeking the zealous and united assistance of all parties in the three Provinces favourable to the project of connecting Halifax and Quebec, by a Main Central Line of Railway, will not recognise the Local Sub-Committees in any other capacity than as subordinate Bodies for correspondence and co-operation, this Board, as the emanating head and nucleus of the Company in Great Britain, reserving to itself all originating authority and administrative functions, as representing the interests of all such Merchants, Shipowners, Bankers, Capitalists and others, as they may think fit to associate with them as Shareholders.

That the Solicitors of the Company in the Colonies, as the accredited and responsible legal Agents of this Board, shall have copies of these Resolutions forwarded to them by the next Mail Packet, with instructions to make them known to the respective Sub-Committees at Halifax, St. John, and Quebec, in order that such Gentlemen now acting on the said Sub-Committees, as may feel indisposed to aid the Provisional Board in London on the principle above indicated, may be retired from the same.

That copies of the draft Prospectus containing the names of the Provisional Board, already amounting to 152 in number as revised to this present date, shall be sent to Messrs. YOUNG, Mr. PERLEY, Mr. BUCKERFIELD, and Mr. BLACK, in order that they may return the same to this Board by the following Mail, certified with regard to the accuracy of the names at Halifax, St. John, Quebec, and Sackville.

That this Board will not be responsible for any expenses except such as shall be incurred by its authority and vote, nor shall the Members of the Sub-Committee in the Colony,

be as such in any way liable for expenses incurred by this Board.

That until the feeling of the respective Colonial Legislatures be ascertained with regard to the Acts for the Incorporation of the Company, the Prospectus shall not be issued to the public in Great Britain, or North America, and no subscription for stock shall be made until that support to the undertaking be secured from the Home and Provincial Governments, which will make it a matter of certainty that the project shall be successfully carried into effect.

That the cordial thanks of this Board be communicated to the Honorable the SPEAKER of the Assembly of Nova Scotia, and to Mr. GEORGE R. YOUNG, for the very valuable services rendered to this Board, in laying before the public at Halifax the views and objects of the Promoters, and removing the *misconceptions* which have arisen there, as to these views and intentions; and that this Board cannot but express its unanimous feeling of satisfaction, that Gentlemen of their high professional standing, should have accepted the Solicitorship of the Company for the Colonies—a circumstance highly calculated to produce in Great Britain, that confidence in the undertaking which must necessarily attach to the Company, from its having the legal advice and co-operation of Gentlemen of their known talent, character, and influence.

That the thanks of the Meeting be also accorded, through Mr. BUCKERFIELD, to the Gentlemen in the Counties of Cumberland and Westmoreland, who have so zealously interested themselves in favor of this undertaking; and who have agreed to co-operate with this Board; and in particular that they feel most grateful for the offers of grants of such ungranted Lands as may be traversed by the proposed Railway.

That the thanks of this Board be conveyed to the Provisional Committee at Halifax, for the very important statistical information embodied in the Report made to the Public Meeting of the 8th November last, and for the sentiments that it contains as to the importance of this undertaking, and for the expression of encouragement and co-operation as regards the carrying out of the design; and that we shall look with confidence to their zealous and united co-operation in the future progress of the work.

(A true Copy.)

(Signed.) W. BRIDGES, *Sec'y.*

Resolutions Passed at a Meeting of the Provisional Committee, held at Mason Hall, on Saturday the 27th December, 1845.

At a Meeting of the General Committee appointed by the Citizens of Halifax and others, to obtain information and conduct correspondence with bodies and persons desirous of promoting the project of forming a Railway from Halifax to Quebec, assembled on this occasion to promote the general objects of that enterprise, but more particularly to consider the proceedings and Resolutions which took place at a Meeting stated to have been held at No. 38, Moorgate Street, London, on the 2nd December, 1845, and communicated to this Meeting by Messrs. YOUNG, of Halifax; after duly considering the same. It was

Resolved,—That this Committee are of opinion that the general scope and wording of the said Resolutions are not entirely satisfactory, inasmuch as no information is contained therein of the status of the London Committee, or of the Constituency by whom they were appointed, nor whether they have secured the sanction and support of the Imperial Government, so necessary, not only for the successful operation of a Company having such important objects in view, but even for the Incorporation of such Company.

Resolved, That this Committee not only view the project of a Railway between Halifax and Quebec with undiminished interest and anxiety for its accomplishment, but that their researches and the information which they have obtained, induce them to indulge in greater anticipations of ultimate success than they formerly entertained.

Resolved,—That this Committee are now of the same opinion as heretofore, that the success of the project depends upon the liberal patronage and support of the Imperial Government and Provincial Legislatures, and the united and harmonious action of British and Colonial capital, enterprise and zeal, and conceive that any organization of Committees of a permanent character, until the Imperial and Provincial Legislatures shall have made known their views, will be premature and productive of no good effect.

Resolved,—That this Committee are of opinion, that as they have received a temporary appointment from a Nova-scotian Constituency, as a Provisional Committee to conduct correspondence and obtain information for the action of the various Legislative bodies interested in the accomplishment of the object, they do not feel that they are authorised or can be required by the London or any co-ordinate Committee, to relinquish or relax the discharge of their duties until

their exertions shall have placed the subjects before the Legislative bodies of these Colonies.

Resolved,—That when the London Committee shall make known to the satisfaction of this Committee, who the persons are whom they think fit to associate as Shareholders with themselves, “representing the interest of all such Merchants, Shipowners, Bankers, Capitalists, and others,” this Committee will immediately assist as a subordinate body when incorporated, or retire from their situations as Members of Committee.

Resolved,—That as in order to accomplish the intended object, large pecuniary Legislative assistance and advantages must be obtained, and it may therefore naturally be expected and even wished, that the respective Legislatures will appoint Commissioners under whose direction or in co-operation with whom the Company’s Officers are to conduct the Railroad, this Committee think it is premature for an intended Company to attempt to establish permanent regulations.

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[No. 9.]

TO THE INHABITANTS OF BRITISH AMERICA.

THE undersigned having been appointed a Sub-Committee of Correspondence under the Resolutions hereunto annexed, have addressed the subjoined Circular to the public bodies and persons therein mentioned, in furtherance of the said Resolutions, and have also applied for local information to several Gentlemen who have recently been employed in the parts of the Country where the proposed Railway will pass.

They have received answers and various communications from Nova Scotia and New Brunswick, all favorable to a proposed Railway, communicating throughout British America to a seaport within its own limits, open at all seasons of the year; and an intention has in these quarters been intimated, of applying to the several Legislatures and the Imperial Government, to determine and sanction the Line of the proposed Road, and otherwise aid in the undertaking, preparatory to the opening Books of Subscription for Stock.

We now take the liberty of addressing ourselves directly to you, the inhabitants of British America, for whose benefit the work is chiefly intended, and whose united and zealous exertions must be put forth for its accomplishment.

Since the peace of 1763, when Canada became part of the British Empire, you have increased from a population of about a hundred thousand souls, to nearly two millions; an

increase much exceeding in proportion that of the old Colonies, now the United States of America, whose population was then estimated at two millions, and now does not exceed twenty millions.

But if your ratio of increase has been double that of the United States' population, they have far surpassed you in the extension of their settlements inland, and the formation of facilities of commercial communication. The facility of navigation afforded by the vast extent of your bays, rivers and lakes, offers perhaps a sufficient apology for the apparent difference of your progress; but the time is now arrived when you must penetrate into the extensive tracts of cultivable land which still remains unoccupied at a distance from these natural channels of conveyance; when you must conquer the obstacle to navigation interposed by your climate, and be able to effect an exchange of commodities with the United Kingdom, throughout the year, independently of foreign authority.

None of you who have reflected on the subject, can fail to be aware that the growth and prosperity of European settlements in America, has greatly depended on their intercourse with the older and more densely peopled nations from which they sprung. We have enjoyed over the aboriginal inhabitants of America, once possessors of the whole country, the advantage of the science, the arts, the improvements in every branch of industry, in short the civilization of an older and more advanced state of society, giving in exchange the surplus produce of the vast territories which were at our disposal, inviting occupation and cultivation by all those who are able and willing to conform to the Divine decree, "in the sweat of thy face shalt thou eat bread."

But without facilities of exchanging the produce of the soil, we should want one of the chief inducements to its cultivation; the supplying ourselves with such articles as we want, such articles as our soil does not produce, and which we can acquire at a much cheaper rate than we can provide them by our own labour.

A large part of our population is to a great extent deprived of this advantage, for nearly one half the year, by our climate. But the experience of the adjoining States, of the United Kingdom, and of all European countries, proves that this disadvantage can be overcome, by a land conveyance which is as cheap and more expeditious than even steam navigation.

This conveyance, which is now extending over Europe and America, and is proved by experience to be cheap and

profitable, is the application of steam power to the conveyance of goods and passengers by land, where the power of steam and wind cannot be applied for a similar purpose by water. All that is required for the steam Railway is a track, formed on ground as nearly level as can be found, and laid with bars of iron fashioned to receive the wheels of a steam engine and its train of carriages. There is no want of ground in British America, nor of iron and coal, stone and wood. Abundance of experienced and scientific men can be found to direct the work; and our unemployed labourers, at certain seasons of the year, will be glad to find fair wages for their labour, and the emigrating surplus population of the British Isles will abound, with a certain prospect of saving sufficient to enable them to settle upon tracts of cultivable land still unoccupied, and so become substantial freeholders; sending forth, in common with the other inhabitants of the country, their surplus produce to the best markets at all seasons of the year, and receiving their returns in the shortest time and at the cheapest rate.

Our fellow subjects on the other side of the Atlantic, are willing to co-operate with us to the fullest extent, in effecting this great and beneficial object. They are interested, as well as we are, in its completion, but they know that it cannot be satisfactorily accomplished without our hearty co-operation.

Shall we then remain with folded hands in the background? Shall we be deaf and blind to the experience of other countries, insensible to our own welfare and the welfare of those that are to come after us, as Inhabitants of this vast country of British America?

The Government of the Home Dominions is ready to come to our aid. It is entrusted with the protection of all Her Majesty's subjects, the defence of all the possessions of the British Crown. It is an obligation to which the Imperial authority is bound in duty and in honor. It is a duty which has heretofore been fulfilled, at a heavy expense to the British nation at all times, and at an enormous expense during the winter season in particular. That duty may have to be performed anew, against a foreign foe. We have an open frontier of fifteen hundred miles along the boundaries of the only Country from which we can be attacked; and without the means of speedily concentrating a sufficient force, at all seasons, where it may be wanted, our dwellings and farms may be devastated by a foreign force, and the earnings of our labor devoured by an enemy. Some of us or our forefathers have had woeful experience of the barbarous usages of war,

even on the part of the best organised armies belonging to the most civilized nations of the world, notwithstanding the fairest promises.

In providing for the prosperity of all the Inhabitants of British America, we are in fact contributing to the means of the British Government, for our protection, relieving our fellow subjects at Home from additional burthens, by adding to our security, and enabling ourselves more surely to discharge our obligation to "be faithful and bear true allegiance" to our lawful Sovereign.

In order to ensure, if possible, your universal co-operation in the accomplishment of this most important design, we most respectfully suggest that you should hold County Meetings of Delegates from the different parishes or townships of which your Province is composed, in furtherance of the present object; that you should endeavour to be of one mind, that you should obtain the consent of the proprietors and local authorities to give the ground which may be found best adapted for the Road, and should correspond with Committees in the principal Towns, collect and spread information, and be prepared, one and all, to act with energy in furtherance of the work, the moment the main Line of the Road is determined with the concurrence of the British Government.

We have the honour to be,  
Your most obedient and  
Humble servants,

|                |                 |
|----------------|-----------------|
| R. E. CARON,   | J. B. FORSYTH,  |
| W. WALKER,     | G. B. FARHAULT, |
| A. W. COCHRAN, | E. GLACKEMEYER, |
| H. BLACK,      | F. X. GARNEAU,  |
| J. NEILSON,    |                 |

J. C. FISHER, }  
W. STEVENSON, } Secretaries.

*Committee of Correspondence.*

Quebec, 24th December, 1845.

—  
Quebec, 28th October, 1845.

SIR,—We have the honour to transmit to you herewith certain Resolutions adopted at a General Meeting of the Inhabitants of Quebec, assembled on the 23d inst., to take into consideration the project brought forward in London, for establishing a Railway from Halifax to Quebec, with a continuation through Canada.

The General Committee then appointed for the purpose

of communication with the Provisional Committee in London, and with Committees, or other bodies of individuals elsewhere, in furtherance of this undertaking, have met, and named a Sub-Committee of correspondence, consisting of the Mayor of Quebec, the Honble. W. Walker, Honble. J. Neilson, Honble. A. W. Cochran, Honble. H. Black, J. B. Forsyth, W. Stevenson, and J. C. Fisher, Esquires, at whose request, we have the honor now, as Secretaries of the General Committee, to address you.

The interest taken in the measure by the Inhabitants of Quebec, was most satisfactorily manifested by the number and respectability of the Meeting at which the Resolutions were passed; and the Sub-Committee consider it sufficient to refer to those Resolutions as showing the views of the Meeting as to the ulterior measures to be adopted for its accomplishment. The General Committee have no doubt that in a further stage of the measure, and in more favourable times, the Inhabitants of Quebec will not be found wanting in giving it pecuniary support; in the mean while the Sub-Committee invite further communication on this important scheme from the Committee formed at

They would desire to be informed what further steps the Committee at are about to pursue, and what aid, public or private, may be expected to the undertaking; and they will be happy on their part to meet any suggestions that may be offered by the Committee at and to afford them any information or assistance in their power, in furtherance of an object so important to Quebec, and to all the continental Colonies of British North America.

We have the honor to be,

Your most obt. humble servants,

To } Joint Secretaries to  
} General Committee.

*Resolutions unanimously passed at the Public Meeting held at Quebec, 23d October, 1845.*

1.—That the Citizens of Quebec have learned with great satisfaction the proceedings which have been had in England and in the Sister Provinces, for promoting the formation of a Railway between Halifax and Quebec, with a view of its being extended so that the inhabitants of British America may have a sure and speedy commercial intercourse with the United Kingdom, at all seasons of the year, through a port within their own limits.

2.—That the Citizens of Quebec will cordially unite in every possible effort to carry into speedy effect the proposed Railway.

3.—That the proposed Railway, besides facilitating commercial intercourse, will have an important effect in adding to the security of the Provinces, as a part of the British Empire. It is therefore desirable that the Line be laid out by scientific men of established character, as speedily as possible, with the concurrence of the Imperial Government.

4.—That an humble Address be presented to His Excellency the Governor General, signed by the Mayor of this City, in the name of this Meeting, with a copy of the present Resolutions, praying that His Excellency would be pleased to bring the subject thereof under the favorable consideration of Her Majesty's Government, and that he would take such other steps, as, in his opinion, may be deemed most expedient for furthering the undertaking.

5.—That a Committee be appointed to correspond with Companies formed, or which may be formed in England, for promoting the aforementioned Railway, and with Committees, public bodies and individuals within the Provinces, in furtherance of the views of this Meeting, and that they report, from time to time, such matters as to them may seem likely to promote the objects of this Meeting.

6.—That the Mayor of Quebec, the President of the Board of Trade, the Members of the Legislature residents of the City and district, and Messrs. A. W. Cochran, H. Black, L. Panet, W. Price, H. LeMesurier, R. Cassels, A. Simpson, N. Freer, F. X. Méthot, C. Turgeon, G. B. Symes, J. Gilmour, J. E. DeBlois, James Tibbets, J. Gillespie, J. Chouinard, T. W. Lloyd, H. J. Noad, V. Tétu, I. R. Eckart, F. X. Paradis, J. Bell Forsyth, C. Langevin, P. Paterson, J. Bonner, E. Ryan, J. McLeod, A. Lauric, J. Légaré, fils, J. Duval, G. H. Parke, W. Stevenson, H. Patton, H. Burstall, James McKenzie, of Pointe Levy, J. Jones, W. Sheppard, T. C. Lee, D. Burnet, Dr. Morrin, C. E. Levey, H. Atkinson, E. Bacquet, P. Langlois, G. O. Stuart, E. Glackemeyer, J. Tourangeau, Dr. Fisher, and H. Pemberton, be Members of the said Committee, with power to add to their number.

*Names to whom the Circular was sent.*

IN THE UNITED KINGDOM.

LONDON.—Robert Gillespie, N. Gould, Rt. Hon. E. Ellice, G. Pemberton, R. Carter, G. Forsyth, J. Auldjo, R. Harrison, R. Norman, Geo. Hudson, M. P., Messrs.



Glyn, Halifax, Mills & Co., W. Chapman, E. H. Chapman, Messrs. Smith, Payne & Smith, Messrs. Baring Brothers, Messrs. Reed, Irvine & Co., Esquires, Rt. Hon. The Lord Mayor, W. Bridges, Esq., Secy. Provisional Committee.

LIVERPOOL.—The Mayor of Liverpool, Messrs. Fielding Brothers, Duncan Gibb, Esq., Messrs. Gibb, Bright & Co.

The Mayor of Manchester.

IN BRITISH AMERICA.

HALIFAX, N. S.—HON. H. H. Cogswell, The President of the Board of Trade, the Mayor of Halifax, His Excellency Viscount Falkland, G. C. H. ST. JOHN, N. B.—President of the Board of Trade, The Mayor of St. John, His Excellency Sir W. Colebrooke. FREDERICTON.—Hon. J. J. Saunders. ST. JOHN, N. F.—His Excellency Sir John Harvey, K. C. B. PRINCE EDWARD ISLAND.—His Excellency Sir H. V. Huntley, Hon. T. H. Haviland.

The Mayor of Montreal, President of the Board of Trade, Montreal. Mayor of Kingston. President of the Board of Trade, Kingston. The Mayor of Toronto, President of the Board of Trade, Toronto, President of the Board of Trade, Cobourg, J. Laurison, Esq., London, U. C., Col. Prince, M. P. P., Sandwich. Dr. Dunlop, M. P. P., Guelph, Capt. Vidal, R. N., Sarnia. Hon. Jas. Gordon, Amherstburg. Hon. E. Hale, Sherbrooke. Hon. A. N. Morin, M. P. P. Montreal. R. Christie, Esq., M. P. P., Quebec. J. A. Taschereau, Esq., M. P. P., do. E. P. Taché, Esq., M. P. P. L'Islet. Charles Casgrain, Esq., River Ouelle. Hon. A. Dionne, Kamouraska. L. Bertrand, Esq., M. P. P., Green Island. Hon. M. P. DeLaterrière, Eboulements, A. Turgeon, Esq., Bellechasse.

*Influential Persons with whom the Halifax Provisional Committee have corresponded, and to whom Pamphlets containing the views of the Committee, have been sent.*

NOVA SCOTIA.—His Excellency Viscount Falkland, Lieutenant Governor. The Bishop of Nova Scotia; the Hon. the Chief Justice; Sir J. Dickson; Cols. Calder, Jackson, and Bazalgette; Dep. Com. Gen. Robinson; Honorables E. Collins, S. B. Robie, A. Stewart, M. B. Almon, the Atty. General, Sir Rupert D. George, E. M. Dodd, Daniel McFarlane; Members of Assembly—G. N. McLelan, J. Ross, J. Crow, T. Logan, W. Flemming, R. McG. Dickey, S. Fulton, J. J. Marshall, W. F. Desbarres, J. Holmes, H. Black-

adar, G. Brennan, H. Huntington, B. Smith, L. M. Wilkins, J. D. Fraser, O. Wilson, J. Heckman, C. B. Owen, John Creighton, H. Martel, P. Spearwater, W. B. Taylor, J. Ryder, R. Cleinents, A. Coneau, P. Crowell, S. P. Freeman, F. Bourneuf, J. C. Hall, P. Power, C. Budd, A. Whitman, S. S. Thorne, P. M. Benjamin, M. Beckwith, E. Young, J. Dimock, J. McKeagney, J. Turnbull,—Esquires; the Halifax Press, C. B. Spirit of the Times, Yarmouth Courier, do. Herald; A. Gesner, Esq. Cornwallis; Geo. Smith, Esq. Pictou; E. H. Harrington, Esq. Antigonishe; P. DeCarretet, Esq., Arichat.

NEW BRUNSWICK.—His Excellency Sir Wm. Colebrooke, Lieutenant Governor. The Lord Bishop, Fredericton; Honorables, The Chief Justice, S. Sanders, Fredericton; J. Wesley Weldon, Richibucto; Jos. Cunard, Miramichi; The Mayor of St. John; Jas. A. Pierce, *Ed. Gleaner*. Miramichi; Alf. Street, W. H. Buckerfield; Bliss Botsford, and S. Binney, Peticodiac; Gilmour, Rankin & Co., Miramichi; Thos. M. Deblois, Bathurst; A. Campbell, Campbelltown; Dug. Stewart, Restigouche; Bill Chappell, B. Verte; Wm. Chandler, Richibucto; Hugh Morrell, Miramichi; R. Carman, Bathurst; W. C. Smith, Shediac; W. McKay, Boiestown,—Esquires.

CANADA.—*Toronto*.—The Mayor. *Kingston*.—The Mayor; Senior Naval Officer.

*Montreal*.—His Excellency Sir Charles Metcalfe, Governor General. Earl Cathcart, Cols. Holloway, R. E., Campbell, R. A., Sir James E. Alexander; Com. Gen. W. Fielden, The Mayor; Honbles. D. Daly, Surveyor General, H. Killaly, Ch. Bd. Works, D. B. Papineau, Com. Cr. Lands; Wm. H. Draper, Att. Gen. W.; W. Morris, Receiver General, Geo. Moffatt, *Montreal Herald*, *Montreal Courier*, Chas. Duncan, Esq.

*Quebec*.—The Mayor; T. A. Stayner, P. M. G.; Honbles. T. C. Aylwin, M. P. P., W. Walker, M. P. P.; Fisher & Stevenson, Pierre J. O. Chaveau, M. P. P., Jean Chabot, M. P. P.; Editor Mercury, Editor Quebec Gazette; Gillespie, Greenshields & Co., H. J. Noad & Co., G. B. Symes, Jas. Leslie & Co., Patterson, Young & Co., H. Gilmour & Co., Esquires.

GASPE.—Robert Christie, Esq. M. P. P.

PRINCE EDWARD ISLAND.—His Excellency Sir Henry V. Huntley, Lieutenant Governor.

GREAT BRITAIN.—To all the Public Departments, and many Gentlemen connected with the Mercantile and Monied Interests.

