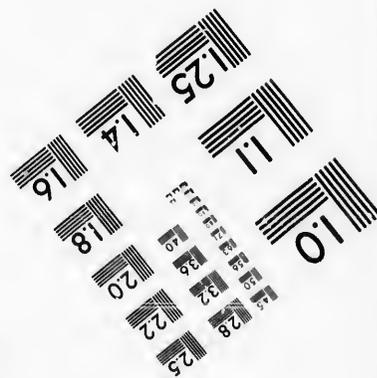
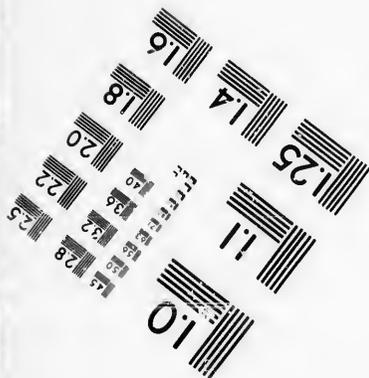
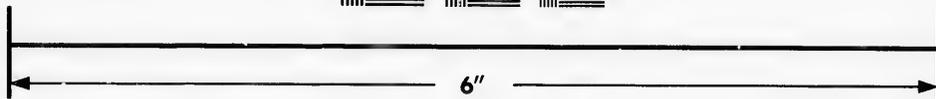
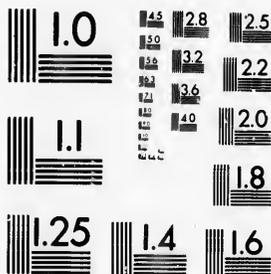


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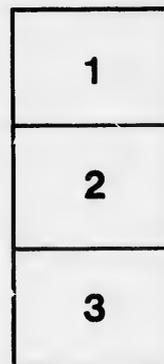
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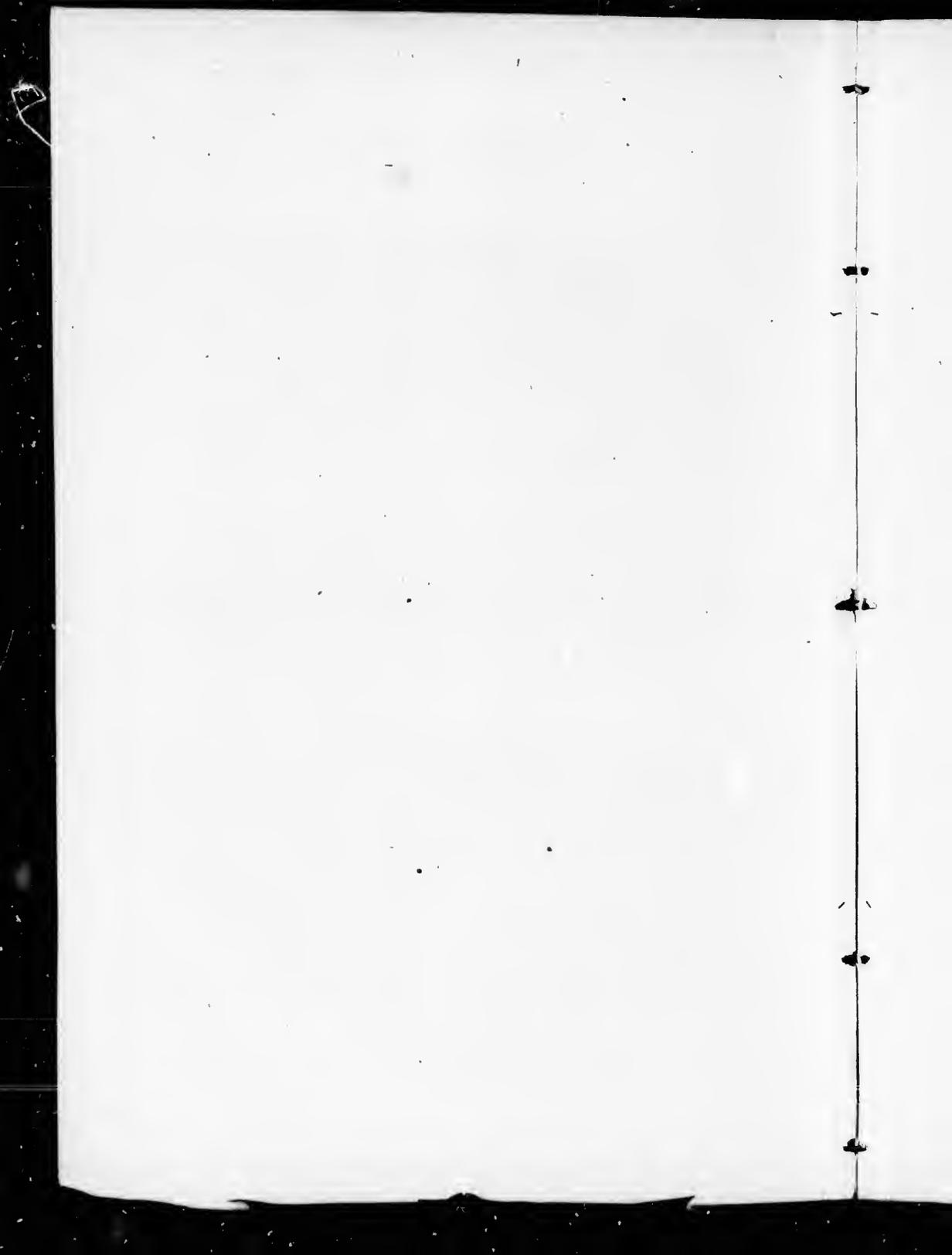
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MINUTES
OF
PROCEEDINGS AT A MEETING
HELD AT THE
Thatched House Tavern, St. James's Street,
On SATURDAY, the 5th JUNE, 1858,
RELATIVE TO
THE FORMATION OF THE
HALIFAX AND QUEBEC RAILWAY.

VISCOUNT BURY, M.P., IN THE CHAIR.

LONDON:
WILLIAM PENNY, PRINTER AND LITHOGRAPHER,
57, LINCOLN'S-INN FIELDS.
1858.



PRESENT:

VISCOUNT BURY, M.P., IN THE CHAIR.

The Rt. Hon. SOTHERON ESTCOURT, M.P.	The Hon. CHAS. FITZWILLIAM, M.P.
Capt. the Hon. JOHN VIVIAN, M.P.	R. P. NISBET, Esq., M.P.
The Hon. Sir A. NAPIER MACNAB, Bart.	The Hon. Justice HALIBURTON.
Viscount GODERICH, M.P.	JOHN NEELD, Esq., M.P.
The Hon. SAMUEL CUNARD.	FRAS. S. HEAD, Esq.
Colonel BOLDERO, M.P.	ALFRED ROCHE, Esq., and Others.
JAMES WYLD, Esq., M.P.	

THE CHAIRMAN.—Gentlemen, before opening the proceedings, I have to read two or three letters from gentlemen who have expressed their interest in the cause, but who have been unable from various circumstances to attend here to-day. The first is from Mr. Cummins, a director of the British North-American Bank. He “regrets that it will not be in his power to be present at the Meeting to be held to-morrow, having, previously to the receipt of your letter, made another engagement.” He then says, “I am strongly convinced of the expediency of the object you have in view.” I will not read the whole letter. The next is from Mr. Terrell, chairman of the Bristol Chamber of Commerce. He regrets it is not in his power to be present at the Meeting, but he says “he considers that the completion of the railway is of great importance to the country generally, and to this locality (Bristol). Should our relations with the United States become unsettled, it would be absolutely necessary that there should be an uninterrupted railway communication between Halifax and the interior of Canada.” I will not take up the time of the Meeting by reading the remainder of the letter. What I have already quoted is sufficient to show Mr. Terrell’s interest in the matter. There is another letter, from Mr. Samuel Gurney, M.P. He regrets that his absence from London will prevent his attending the Meeting.

I may also say I have had conversations with Mr. Headlam, M.P.; Mr. Schneider, M.P.; Mr. George G. Glyn, M.P.; Mr. Ackroyd, M.P.; and Mr. Collins, M.P. They state that they are perfectly ready, if this Meeting resolves on any course of action, to further that course of action to the best of their power.

Now, gentlemen, it will be my duty, in as few words as possible, to state the objects of this Meeting. (Hear, hear.) We all know that we are met in the interest of a railroad, having for its termini

Halifax on the Atlantic seaboard and Quebec on the St. Lawrence. It will there meet a chain of railroads already constructed or in process of construction, which will carry it far into the West. That is the object of the Meeting, to which I will recur in a moment.

But I must first say why I am in the chair. I know that in the presence of a great many gentlemen connected with the colonies, both by birth, by trade, and by intimate acquaintance with the subject, it may seem to be an act of impertinence on my part to come here and take the chair. I must, however, throw myself on your indulgence. I have at least not done so without some hesitation, and without having been fully convinced of the importance of the meeting. I was for a considerable time in an official position in Canada, and there I had full opportunity of appreciating the absolute necessity which exists for the construction of a railroad of this description. From that time to this I have been very much interested in the success of the undertaking. I hope, therefore, I shall be absolved from the charge of impertinence in presiding here to-day. (Hear, hear.)

The Meeting, I need hardly say, is of an entirely preliminary character, and commits no one to any course of action by anything which may take place at it. We have simply met to ask the advice of gentlemen interested in this matter, and to consult as to the best means of carrying out an object which I believe we all have at heart.

The first thing to which I will advert is the very great political importance of this undertaking. Although its commercial importance is not, I believe, second to that of any railway that could be constructed, I am not competent to treat the subject from a commercial point of view. I confess that I myself regard it almost entirely with reference to its political advantages (Hear, hear), and it is principally on that account that I am interested about it. If any one looks at the position in which we now are with regard to our communication with British North America, he will see that we depend almost entirely for that communication on the United States. That anomalous position is partly owing, as I believe my friend Mr. Justice Haliburton will confirm, to some very bungling diplomacy which took place a few years ago, and to which he so well alluded in a very able lecture of his at Glasgow. (Hear, hear.) Some millions of the best acres of timber-land in New Brunswick, and the navigation of Saint John's river, were ceded, by the treaty to which I allude, to the United States. The fact is indisputable that we are almost entirely dependent for our communication with our greatest colony upon the United States. When you once get into the interior of Canada, you find railroads running from every direction, far away into the west; and it certainly is a very great mistake, in a political point of view, that the principal link of the chain is wanting, and that we have not already connected the most important sea-port of our North-American possessions with the interior of our colonies. Halifax presents advantages which, I believe, are not enjoyed by any other port north

of New York, that of being open all the year. Steamers (as my hon. friend Mr. Cunard will tell us) can always run into Halifax, and it will be a saving of 600 miles between London and New York if we had the terminus of the line of steamers at Halifax, and a railroad running from Halifax to Quebec. The line would ultimately become part of a vast chain of communication between the Atlantic and the Pacific (Hear, hear), for, I believe, our trade in the Pacific Ocean with China and with India, must ultimately be carried on through our North-American possessions; at any rate, our political and commercial supremacy will have utterly departed from us, if we neglect that very great and important consideration, and if we fail to carry out to its fullest extent the physical advantages which the country offers to us, and which we only have to stretch out our hands to take advantage of. My friend Mr. Fitzwilliam will tell us all about that. He has travelled more than once or twice over the whole of the line of country between Vancouver's Island and Canada, and he consequently knows a very great portion of that country. I may observe in passing, although it hardly bears directly upon the point which we are now discussing, that the land between Lake Superior and the Rocky Mountains, is exceedingly favourable for the continuing of our communication, and that a very little trouble will make the Saskatchewan, which runs from the Rocky Mountains to Lake Superior, navigable for ships of considerable size. The Columbia would afford another outlet to the sea; although, by another system of blundering diplomacy, the navigation of the lower part of the Columbia has been lost to us. On taking a bird's-eye view of the whole continent, we find that steam communication exists between St. Lawrence and the head of Lake Superior; that steam communication may be very easily made between the head of Lake Superior and Vancouver's Island; and the only thing we want to complete the chain will be this railway that we are talking of between Halifax and Quebec. I think I need only add one thing more before dismissing this portion of the subject, in order to prove its extreme importance in a political point of view. Suppose any difficulty should occur with the United States, suppose that difficulty occurred in winter, the Americans could march a force upon Quebec, and we should be utterly incapacitated from sending any relief from England to raise the siege of that fortress. Our only way of getting to Quebec is through Portland and the State of Maine; we should be debarred from going through Maine if we were at war with the United States, and Quebec must fall before any assistance could come to it from our side of the water; but, if on the contrary, this railway were made, a state of war with the United States would increase the resources of the railway, and increase our commercial supremacy, by sending over it all the trade which has hitherto been forced to go by way of Portland—not, of course, that I wish for war—I wish to deprecate war, especially one with people of our own race and language. But the best way to preserve peace is to be prepared for its infraction, and I mean to say

that war, if this railway were constructed, instead of being absolute ruin to us, would cut the other way. It would be actually in our favour instead of against us.

I will now pass from that part of the subject and touch upon the facilities which exist for carrying out the railway. I have before me a report which was made by a great friend of mine, Major (now Colonel) Robinson, who surveyed the whole line at the instance of the Imperial Government. He sent his report to the Governor-General of Canada, who transmitted it home with a very flattering despatch, in which he satisfactorily proves not only that the line is perfectly practicable, but that it would be one of the cheapest lines which could by any possibility be constructed. He estimates the total cost of its construction at £3,000,000 (as this pamphlet which my friend Mr. Fitzwilliam has before him mentions), or about £7,000 per mile; and as the best proof that this estimate was ample, a line of railway from St. Andrew's to Woodstock, on the western border of new Brunswick, similar in all respects, has been constructed and pronounced to be the best-finished line in America, much under that estimate." Now, that is the estimate that Major Robinson, in his report, laid before the Imperial Government; probably, therefore, Major Robinson's estimate would be ample. But, as I said before, I do not feel myself competent to enter into the commercial view of the question; I only wish to point to Major Robinson's report as affording very good evidence that the difficulties offered by the physical construction and lay of the land are not by any means insurmountable, but, on the contrary, every facility is offered to the line.

Now, in a political point of view, the facilities afforded are very considerable. On the 30th of May, 1849, Mr. Hincks, in the House of Assembly of Canada, moved a series of resolutions, the last of which, if you will allow me, I will read to this meeting,—“ That if Her Majesty's Government should undertake the construction of the said railway, either directly or through the instrumentality of a private company, it shall be lawful for the Governor in Council, on behalf of this province, to undertake to pay yearly, in proportion as the work advances, a sum not exceeding £20,000 sterling, towards making good the deficiency (if any) in the income from the railway, to meet the interest of the sum expended upon it; and to place at the disposal of the Imperial Government all the ungranted lands within the province lying in the line of railway, to the extent of ten miles on each side thereof; and to undertake to obtain, pay for, and place at the disposal of the Imperial Government, all the land required within the province for the line of railway proper, stations, and termini.” An Act of Parliament was passed upon that resolution being carried (and I believe it was carried unanimously), granting to Her Majesty £20,000 a year if she should undertake the construction of this railway, either by herself or through the instrumentality of a private company. Now, I will not read the other resolutions which bear upon this subject, but I will merely

advert to them. The Nova Scotia General Assembly passed a resolution in almost identical terms; at any rate, in identical sense, voting also Crown lands for ten miles on each side of the railway, and £20,000 a year towards the expenses of the railway; and binding itself to purchase and place at the disposal of the company all private lands required for stations, and so on, free of charge. I will not trouble the meeting with the resolutions which were passed at Nova Scotia and New Brunswick, but I may say they were substantially the same as that passed by Canada.

The Canadian resolutions were passed in May, 1849. Those of Nova Scotia in April, 1849, and the New Brunswick resolutions in March, 1849; and there was another series of resolutions passed by New Brunswick on the 25th April, 1850, insisting even more strongly on the construction of the work, and even going so far as to say, that if Great Britain wishes to keep up her connection with her North-American provinces and her imperial supremacy over these colonies, the only way to do it is to construct this railroad. They stated in diplomatic language that their political connection with the mother country was not worth very much unless this railway were constructed. They felt strongly on the subject, and they saw its political importance in a way which you, living on this side of the Atlantic, can hardly appreciate, but which, no doubt, my friend Mr. Justice Halliburton will advert to and confirm. Upon the receipt of the report of Major Robinson and the resolutions of Canada, Nova Scotia, and New Brunswick, Lord Grey wrote a despatch, of which I will venture to quote an extract; he says,—“Although her Majesty’s Government are of opinion that great caution ought to be observed in pledging the credit of the British Treasury in aid of loans raised by the colonies, they regard the work now in contemplation as being (like the Saint Lawrence Canals) of so much importance to the whole empire as to justify them in recommending to Parliament that some assistance should be given towards its construction; nor is there any mode of affording such assistance which has been hitherto suggested which appears on the whole so little burthensome to the mother country, and, at the same time, of so much real service to the colonies as that which is now proposed.”

The words “that which is now proposed” refer to a proposal which he notices in the former part of his despatch, that a minimum rate of interest on the whole amount to be expended in the construction of the railroad should be guaranteed by the British Government. That shows the very high estimation in which Her Majesty’s Government at that time held the construction of this railway. I might quote the authority of Lord Cathcart and Lord Elgin, who was the Governor-General of Canada, and many other distinguished statesmen, who have had political or other connection with the North-American provinces. I might adduce their authority to prove that this railroad is absolutely indispensable. After Lord Grey’s expression of opinion some little time was allowed to elapse, during which

time the question of an imperial guarantee was re-opened and re-discussed. Lord Grey went out of office, I believe, in 1852, and then Sir John Pakington succeeded to the Colonial Office, and a deputation was sent, I think, from the three provinces, to wait upon him and represent to him the state in which the matter had been left by his predecessor. My friend Mr. Hincks, the Governor of Barbadoes, represented Canada on that occasion, and we all know that he is as good a fellow as ever lived, but he was rather peppery and choleric. I understand that the interview with Sir John Pakington terminated in rather an unexpected and stormy manner, and the interests of the colony and of this railroad have suffered in consequence; inasmuch as nothing has been done from that day to this, and the matter now remains in the state in which I have endeavoured to sketch it.

I think I have pointed out, as far as it has gone, the condition in which we now are. There is but one thing further to mention. Since the time that Canada offered a guarantee of £20,000 a year, she has incurred debts almost to the full extent of her credit, almost as much as she can expend upon public works, in the construction of the Grand Trunk Railway, Upper Canada. I do not know what effect that large expenditure of her money would have if we ask now for the £20,000 a year which she guaranteed then. It is only fair to mention that, but I do not know how it would be regarded; the subject has not been mooted, and we cannot tell in what way the Government of Canada would look upon the matter: but we know the present sentiments of the Governments of Nova Scotia and New Brunswick.

I hold in my hand a Toronto paper called, *The Toronto Leader*, in which is an article headed, "The Intercolonial Railway," which contains the following statement:—

"Resolved—That a conference be requested with the Legislative Council, by committee, on the general state of the Province; and that at such conference the Committee of this House request that the Legislative Council will unite with this House in an address to the Queen on the subject of the Intercolonial Railroad between Canada, New Brunswick, and Nova Scotia, and inviting the assistance of Her Majesty's Government in that great project."

Now I merely quote that to prove that the sentiments of New Brunswick and Nova Scotia remain unchanged upon the subject. A paper has been this moment put into my hands, showing that Canada also still feels very greatly interested in it; perhaps, therefore, my observation with regard to the possible unwillingness of Canada still to grant the £20,000 goes for nothing; it says, "So deeply did Canada feel interested in the project, that during last autumn she sent home the Hon. Mr. MacDonald, attorney-general of Canada West, and Mr. Rose, to co-operate with the Nova Scotia Delegates." So that I suppose Canada remains in the same position as the others I have described.

- It now remains for this meeting to decide what course will be

adopted, towards securing for the company, which we hope to form, the advantages which I have mentioned. It is for this meeting to decide whether it would not be advisable that a deputation should wait upon the Colonial Secretary, asking him to recognize the company intended to be formed as the instruments of Her Majesty in carrying out the railroad, and thereby securing to that company the advantages which I have enumerated. The Act of Parliament which was passed by the Legislature of Canada contains the following clause:—"Be it therefore enacted, that if Her Majesty's Government shall undertake the construction of the said railway, either directly or through the instrumentality of a private company, it shall be lawful for the Governor in Council, on behalf of the province, to undertake to pay yearly, in proportion as the work advances, a sum, not exceeding £20,000 sterling, towards making good the deficiency (if any)," and so on. If, therefore, Her Majesty's Government are willing to recognize the company, which we hope to form, as their instruments in carrying out this railway, it will immediately place the company in the position of claiming from all these various Legislatures the £20,000 a year which they have each promised, the crown lands they promised, and the private lands which they intend to buy and place at the disposal of the company. If we could also, in addition, obtain from the Imperial Government a guarantee for a minimum rate of interest on the expenditure of the work, such as Lord Grey, in the despatch I have quoted, showed himself ready to give the company, as it appears to me (although that is again trenching upon the commercial part of the matter), the company would be in rather a prosperous condition, and very well able to go forward with its work.

This meeting, therefore, has to consider, and such a resolution will be proposed to this Meeting, that a deputation be requested to wait upon the Colonial Secretary to ask him to recognize such company as the company to carry out the work. If the Meeting decides upon sending such a deputation, I need hardly observe that it will be advantageous to select the very strongest names we can influence, so as to send up as good a deputation as we possibly can upon the subject.

I have already quoted Major Robinson's estimate of the total cost, and on the 20th page of this pamphlet, which is in everybody's hands, there is a very able summary, based, I have no doubt, on very good authority, of the probable pecuniary advantages which would ensue from the construction of this railway. I leave in other hands the exposition of the probable financial condition and prospects of the company.

I have ventured, in as few words as I could, to lay before you the political and physical difficulties and advantages in the way of the construction of this Railway, and I beg to conclude by calling upon the Right Hon. Sotheron Estcourt, M.P., to move the first resolution.

The Right Hon. SOTHERON ESTCOURT, M.P.—My Lord Bury and

gentlemen,—If you, my lord, who have passed some time in Canada, and are intimately acquainted, both with the country and all those matters which concern it, have thought it necessary to make some apology for occupying the place in which I am very glad to see you, in consequence of there being present in this meeting gentlemen of known character, name, and distinction connected with Canada and Nova Scotia, much more, I am sure, have I need to offer an apology, who know of this magnificent country only by information, and from what I have read. I came into this room, my lord, to-day, not having the least idea that I should be expected to take any part in the proceedings. At the same time, since you have been so good as to desire it, I am not reluctant at all to offer such humble assistance as I can, towards putting our proceeding in course of operation, which I look upon, in a national point of view, as being of manifest advantage (hear, hear), not only to Canada, and the other parts of America, but also, I must say, to the mother-country itself. (Hear, hear.)

I will just in a few words say what it is that first gave me an interest in this matter. A dear brother of mine, a gallant officer who lost his life in the Crimea, was the officer appointed to the command of an expedition (I hardly know whether I ought to call it by that name); but, however, he superintended the drawing of that line, which is at this moment the boundary between Canada and the United States. He, of course, had nothing more to do than strictly to follow out the line, according to arrangements which had been entered into between the two countries by authorized and diplomatic agents. Therefore, whatever may be thought concerning the line itself, he was in no way responsible (hear, hear); but still, during the two years that he passed there, being in constant communication with him, I could not avoid obtaining a much more intimate knowledge of the magnificent prospects which I think surround that country; that circumstance has always made me feel a particular interest in the matter, and that really is, my lord, the chief reason of my coming here to-day.

I am not going to trouble this Meeting with offering, from my total absence of experience and my only crude information, any suggestions which I could hope to be of any real value, but I will just say this: it seems to me that, as matters now stand, there is for half a year an absolute separation between the three provinces of New Brunswick, Nova Scotia, and Canada. (Hear, hear.) Now that that is of some importance in times of difficulty, I bear in mind a recollection which I think is a proof. At the time when what was called the rebellion in Canada broke out, I was well acquainted with the movements of the 43rd Regiment. That regiment was stationed on the seaboard of New Brunswick; it was of the greatest importance that all succour that could be afforded should be marched with every rapidity that was possible to the places where operations were going on in Canada. That regiment made a most magnificent and difficult passage through the midst of the country, which had

scarcely been explored before they cut their way through—in short, it was one of the most brilliant operations, which is as deserving to be recorded by a historian as the famous expedition of Cyrus, which was so fortunate as to receive a place in history, and an historian in Xenophon; it was something that could not fail to make an impression upon a non-military as well as a military mind. I know it did upon mine. They took, if I am not mistaken, pretty nearly the course along which you propose to carry this railway; they underwent great difficulties; they could not avoid leaving behind them a great many of those accessories which were, in fact, indispensable to the full development of the power they had to bring to bear upon the scene of action. All that could be done was done in their personal and individual capacity—they contrived to make their way through the forests. Now, if there had been then such a railway as you are proposing to establish, instead of its being an operation of difficulty, it would have been one of great facility; instead of cutting their way through at a slow rate, which still was very creditable to them, for they did it at twenty miles a day, they would have been wafted within twenty-four hours from Halifax to Quebec, and thus have produced, by the rapidity of communication, an impression that would have more than doubled any amount of imperial force that might have been brought.

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

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

beneficial to our colonial interests and the imperial interests of Great Britain will be certain to concur.

Captain the Hon. JOHN VIVIAN, M.P.—My Lord Bury and Gentlemen,—It was only five minutes before I came into this room that I had any knowledge of the Meeting that was about to take place, or its object; but, however, as I happened to be in Canada at a very interesting period of the fortunes of that colony, I hope I shall not be thought intruding if I refer for one moment to the practical advantages that would be derived from such a line of railway as that which is now proposed. My right honourable friend has alluded to a circumstance with which I was connected. I happened to have marched with the 43rd Regiment on the occasion he referred to. (Hear, hear, and applause.) I was on the staff of the Governor-General, Lord Gosford, at the time when the Canadian rebellion broke out. The rebels were clever enough to take care that their proceedings should not come to light until after the first snow had fallen, when the roads were thought impracticable: it was unfortunately at that time that there was but a comparatively small portion of troops in the two Canadas. I think, if I recollect right, two regiments at Quebec and two at Montreal. Sir John Colborne, who was in command of the troops, was anxious for the result. The rebels were in great force. Down the whole bank of the St. Lawrence, from Quebec to Montreal and upwards, they were in a state of rebellion, and there were great doubts as to whether the rebellion had not spread lower down the banks. Lord Gosford was anxious for reinforcements, and sent to New Brunswick for the 43rd, and to Halifax for the 83rd, and I was sent down by the Governor-General to feel the pulse of the people on the banks of the St. Lawrence, to see whether there was any risk in the 43rd being stopped in their march upwards, and in one or two villages where it was thought there was a strong feeling against them. There was one part in particular, where the road passage was excessively narrow, and there was great danger in case the troops should be there stopped; and, as my right honourable friend said, the march of the 43rd was, perhaps, one of the most extraordinary that ever was made by a regiment. For two days they marched in snow-shoes, with relieving men in front six abreast, to beat the way for the rest of the regiment; and much to the credit of the colonel, be it said, notwithstanding the great difficulties they had to contend with, they marched on without leaving one single man behind them. (Hear, hear, and applause.) There was not a misfortune of any kind—there was not a man drunk upon the march, and there was not a man left behind on the march; but the danger and difficulty that those two regiments had to contend with were extraordinary, and the length of time that they took to complete the march was of very serious consequence at that moment. Now, if there had been a railway, as my honourable friend has stated in a strategical point of view, it would have been of great importance; and the only thing that surprises me is, that, considering the necessity of the communication between these three

great countries of Nova Scotia, New Brunswick, and Canada, so many years should be permitted to have elapsed since they came into our possession without any suggestion of this sort being brought before the public. (Hear, hear.)

The CHAIRMAN,—It has been moved by the Right Hon. S. Estcourt, M.P., and seconded by Capt. the Hon. John Vivian, M.P. :—

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

The resolution was put to the meeting and carried unanimously. (Applause).

The Hon. Sir ALLAN NAPIER McNAB, Baronet.—My Lord Bury and Gentlemen,—I have been requested to move the following resolution. I have great pleasure in doing so, because, as you may naturally infer, I feel a deep interest in everything connected with the British North-American provinces, and particularly with regard to Canada. So much has been already said, and well said, by the noble chairman and the hon. gentlemen who have preceded me, that very little indeed remains for me to say. I shall not therefore trespass long upon your time, but I think I may venture to assure this meeting that, from my connection with Canada for a great many years in different capacities, I am in a position to answer any question that may be put to me with respect to it. The time has certainly arrived when we should no longer be dependent upon a foreign power for access to the ocean at all seasons of the year, and for our communication with the mother country. The prosperity of Canada, and particularly of Western Canada, formerly called Upper Canada, has no parallel on the continent of America. I believe this has been the language of some of the most distinguished statesmen in the neighbouring republic, and in proof of which I would mention the following facts :—

In 1824, there was but one steamer on Lake Ontario; we have now not less than fifty large steamers. We had not then a railway, a canal, nor even a macadamized road in the province; whereas now we have three canals, the Welland canal (connecting Lake Ontario with Lake Erie), the St. Lawrence canal, and the Rideau canal, perfecting the water communication between Kingston and Montreal. The last was built by the British government at a cost of upwards of a million, and, with that national generosity which characterizes this country, was given to the province; the Welland canal, the importance of which cannot be too highly estimated, was built through the great energy and perseverance of the Hon. Wm. H. Merrit, a member of our legislature for the last five-and-twenty

years. We have now macadamized and plank roads, and railways in every part of the country: upwards of £20,000,000 sterling has been expended upon railways in that country. The Great Western Railway, which connects the head of Lake Ontario with the foot of Lake Huron, is now completed, and may be considered one of the best paying lines on the continent, unless, indeed; they allow a rival line to be built under the control of other parties, which, now that it has been sanctioned by the Government, they ought to build themselves. From the termination of the Great Westera at Toronto, the Grand Trunk is now finished to Quebec. You have, therefore, a perfect communication both by land and water to Quebec, and what we now require is, that the rail should be continued to Halifax, which will give us at all seasons of the year access to the ocean, without being compelled to go through a foreign country; and this contemplated railway will accomplish that desirable object, and as a consequence, will be a most valuable feeder to the Grand Trunk now constructed to Quebec.

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

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

I am happy in being able to tell this Meeting that a good feeling now exists among all parties in Canada. No doubt we have had great political differences, but by common consent we may consider all the great questions which have agitated the public mind for years past have been settled, and the country is now subsiding into that peaceful, happy state which I hope may long continue; for I believe British America to be one of the brightest jewels in the British crown, and I trust that good feeling and attachment to this country which now exists may ever continue, and my fervent wish is that the British provinces in America may ever remain an integral portion of this noble empire. (Hear, hear, and applause.)

MR. NISBET, M.P.—My Lord Bury and Gentlemen—I ought perhaps to make some apology for presenting myself on this occa-

sion ; but having been requested to second this resolution, I venture to do so. Local knowledge of Canada I have none ; yet, having read this book, I feel I need not hesitate in gladly seconding this resolution ; for I see it says, “ Quebec, during six months of the year, has no outlet to the sea, being closed by ice, and communication with England, and with the important provinces of Nova Scotia and New Brunswick, is in consequence carried through the United States.” This alone shows how very necessary the railway is. But I see it says further,—“The United States has one vast network of railways, extending from the shores of the Atlantic almost to the Rocky Mountains, and from the banks of the Missouri and Mississippi to the shores of the great lakes of the St. Lawrence. She could in the course of three days concentrate an army on the Canadian frontier ; and, if this should ever occur in the winter, she could lay siege to Quebec without the possibility of our transporting troops to its relief.” This is quite sufficient to convince me, and I should think everybody else, that the proposed railway is, in a military and physical point of view, of immense importance. I have therefore great pleasure in seconding the resolution, and only wish I could furnish some information on the subject.

The CHAIRMAN.—It has been moved by the Honourable Sir Allan McNab, Bart., and seconded by R. P. Nisbet, Esq., M.P. :—

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

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

may require some assistance of that description. (Hear, hear.) In the present state of my information, I do not pledge myself to what is the proper course to pursue in that respect; but if you determine, as no doubt you will, to have a deputation to the Colonial Secretary upon the subject, I shall be happy to attend, and to further your endeavours. I am only sorry that I am obliged to go away now.

The resolution was put to the Meeting, and carried unanimously.

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

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

ment of a loan in this country, at a low rate of interest, which we could now get and could have got at that time; and the sum the provinces were to pay and the sum the Government were to pay, would meet the interest altogether, so that they could go on and work the railway by that means. (Hear, hear.)

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

Colonel BOLDERO; M.P.—My lord and gentlemen, I attend here to-day, feeling a strong desire to give any humble assistance I can in carrying out an undertaking of such importance as this is (Hear, hear); and I must confess, although I had a strong feeling when I entered the room, it has been greatly increased by what I have heard. Now, your lordship's speech and those of the gentlemen who have followed, have made a more powerful impression upon me, as showing the necessity of it, than I had when I entered this room. I am greatly astonished by the speech of the honourable member (Sir. A. Macnab) at the magnitude of the exports and imports of that country. I was in Halifax myself two or three years, carrying on important works, building forts and barracks for the Government; and of course I could not exist and mix with the inhabitants of Halifax, without conversing with commercial men and getting some knowledge of what was the nature of your trade with that country. (Hear, hear.) I observe now with the greatest pleasure, not only from what has been stated in this room, but what I have seen from public despatches, that your trade increases in proportion far beyond what I thought it would have done in the time. My lord, I think you are quite right in recommending the subscribers to this great work to ask for an interview with the Government. I think you are quite right in asking them to give you advantages and privileges the same as they have done to others of their colonies; and there is a strong reason why they should do it, because the Colonial Parliaments have sanctioned, I think, very extensive support to it. Now, the point which has been prominently put forward is very important, of giving in breadth ten miles on each side of the line in a country well adapted for colonization, and a country well adapted for being the means of large productions of every kind, increasing naturally the trade carrying capital away from this country. It is of the utmost importance to the home Government that they should encourage emigration. I think the encouragement given by British North-American colonies for emigration to the colonies is such as to tempt families perhaps of a very different description to what we have hitherto had. (Hear, hear.) I had no intention of taking a part in the proceedings of this Meeting, and therefore you will excuse anything in which I have been remiss; but I cordially support this resolution, and look upon it in a commercial, political, and military sense, to be an object worthy the consideration of her Majesty's Government. (Hear, hear.)

The CHAIRMAN—It has been moved by the Hon. Samuel Cunard, and seconded by Colonel Boldero, M.P. :—

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

The resolution was put to the Meeting, and carried unanimously.

The CHAIRMAN.—The Hon. Charles Fitzwilliam, M.P., will now move the fourth resolution.

The Hon. CHARLES FITZWILLIAM, M.P.—My lord and gentlemen, I am very glad to avail myself of this opportunity of showing what interest I take in everything that concerns her Majesty's dominions in North America, and more particularly am I anxious to do all in my power to further the completion of a communication from Halifax, the most important seaport on the coast of North America, with the more central portions of her dominions, because I think that is only the commencing link which will connect the Atlantic Ocean with the Pacific (Hear, hear)—an object which I think every person ought to have in view who wishes to keep her Majesty's dominions in their utmost integrity. On the Pacific, we are fortunate enough to possess the most important harbours on the whole ocean. I think I may safely say that. (Hear, hear.) The harbour of Esquimault on Vancouver's Island is, I believe, the finest in the world; and along the whole coast, from there to Valparaiso, you will hardly find a safe and convenient harbour. Even the harbour of St. Francisco is so excessively large that it cannot be said to be safe at all times. Great opposition has been made to any communication between the east and west, but I think, from the last report which we have had of the riches of that country, those efforts to frustrate any undertaking to communicate with the two sides of the continent would be futile.

Besides that, the country through which I should propose to make a railway from Lake Superior to Puget's Sound, is exceedingly rich as an agricultural country. The knowledge that we have lately had of the enormous discovery of gold on the banks of Thompson's and Frazer's River, will naturally induce people to flock to that country; and in no way would they be better able to arrive at the acquisition of wealth than by some communication between Lake Superior and the west. Of course we shall have to wait some time for that; but I think the commencing link will be this railway from Halifax to Quebec. I have, therefore, the greatest pleasure in proposing this resolution, for I really think “That it is advisable that application be forthwith be made to her Majesty's Government upon the subject of the proposed railway from Halifax to Quebec, with a view to ascertain what encouragement and assistance they are

prepared to afford to the promoters of the undertaking." I think that the completion of such a scheme has been delayed too long.

Mr. WYLD, M.P. — My Lord Bury and gentlemen, I must confess I feel a very great privilege in being allowed to take part in to-day's proceedings; for, although the matter has been before me as a matter of theory for some time, yet I now think that this great and important project under your lordship's auspices, and by the assistance of gentlemen round the table, will, I have no doubt, be carried to a successful issue, because it seems to me that the Grand Trunk Railway wants a terminus to the sea. Sir Allan Macnab has stated that some portions of the Grand Trunk Railway do not at this moment yield an ample return. Why is it? Because you are compelled to pass through a portion of the United States, or to use the waters of St. Lawrence, for a portion of your trade. That river, during a certain portion of the year, is completely closed, and trade is entirely excluded.

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

The Honourable S. CUNARD.—You will not ask in vain.

Mr. WYLD, M.P.—And I have no doubt, as my hon. friend says, we shall not ask in vain. The communication between this country and Canada has not been so extensively developed to the extent it ought to have been. When this line is completed it will not only open the whole Canadian communication, but you will be enabled to pay interest at no very far distant period from the return which will be made for the outlaid capital, not only by the Government grants, but by the working of the railway itself; and you will so far extend your railway system to the ports of New Brunswick and Nova Scotia, that your port at Halifax will not simply be a port for the Canadian produce, but will be the port for the vast Atlantic sea-board also; and all those who have studied the subject will know the vast and important trade that will be carried on with the Pacific through that line, which can be constructed very cheaply and economically; and then we shall have a link of communication from Lake Superior to the Pacific, and that day is not very far distant. (Hear, hear.) The present advantages offered to this railway are an ample compensation for the capital required, looking at it, not only in a military, but in a commercial point of view. I speak to the commercial point of view particularly, and any assistance that I can render your lordship, I shall be most happy to place at your disposal; and I believe we shall only have to ask Government in order to get their consent.

The CHAIRMAN.—It has been moved by the Honourable Charles Fitzwilliam, M.P., and seconded by Mr. Wyld, M.P.

“That it is advisable that application be forthwith made to her Majesty’s Government upon the subject of the proposed Railway from Halifax to Quebec, with a view to ascertain what arrangement and assistance they are prepared to afford to the promoters of the undertaking.”

The Resolution was put to the Meeting and carried unanimously.

The CHAIRMAN.—I shall have now to call upon the Hon. Justice Haliburton to move the 5th Resolution.

The Hon. Justice HALIBURTON.—My lords and gentlemen, I was not aware until I entered this room what the precise object of the Meeting was, or that I should be called upon to take any part in it; and I regret that the more, because as I have spoken and written more frequently upon the subject of the colonial communications than most men, I have committed to paper at various times certain facts, which, if I had known that I should have addressed you, I should have been glad to have put into a condensed form and laid before this Meeting. (Hear, hear.) “But he who trusts to paper generally injures his memory,” and therefore I cannot call figures to mind just at this moment; but I will mention one or two circumstances which will show you the importance of this object, as well as one or two historical facts connected with it.

In the first place we are totally dependent upon the United States for the transmission of the English mails to Canada; we

have to carry them by the magnificent line of steamers of Mr. Cunard, either to Boston, and then send them up to the province of Canada, or by that equally magnificent line of his to New York, and send them thence to Canada, through the States. (Applause.)

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

Mr. CUNARD.—It was.

The Honourable Justice HALIBURTON.—And it was thought a most marvellous undertaking, even by the colonists themselves, and I believe the commissariat officer's name was Inglis, who was a colonist, and therefore had a knowledge of these modes of conveying troops which an English commissariat officer would not have. He was a host in himself; and there would have been very different work in the Crimea if he had lived to have gone there. The St. Lawrence

is closed for a great part of the year, and a road through the wilderness does not exist. To send or withdraw troops at all times, to forward warlike stores or militia to assailed or assailable points, is of the first importance—where means of transport exist to the sea, the military force may be reduced greatly, in eleven days troops can reach Canada from England—weakness invites attack. Now, Halifax is situate at the nearest point to England in America. Most of you, gentlemen, have been there. It is the most magnificent harbour in the world. It is not only one harbour, but it is a double harbour. After you go up about ten miles of magnificent harbour, you pass through a small narrow passage of about 1,100 to 1,200 feet—perhaps not so much—and then you get up to Bedford Harbour, which is the best, if there can be two bests.

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

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

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

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

Mr. CUNARD.—Nothing happens by accident.

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

Now, I will just mention one thing that has been omitted. When it was first started, it was considered a monstrous undertaking and alarmed everybody, because you were to begin at Halifax and run to Quebec. But the distance is lessened at both ends now. Nova Scotia has already made its railway from Halifax very near to the New Brunswick border. Canada has done the same thing; it has run down the St. Lawrence as far as Trois Pistoles, and I believe is willing to do what lies within its own border; but there is a large piece of vacant ground between Nova Scotia and Canada, lying in New Brunswick. They have not anybody who seems to take any interest in that which is the key to the whole. When you come to consider with reference to this particular resolution that you are at the mercy of the Americans for your postal communication; that you have not a road from these Lower Provinces, that they are totally detached, that they are unconnected, that there are five sets of laws in consequence of their being in that way, that there is no general public feeling got up amongst them; it is manifestly an object

of the first importance to unite them. I think the Government ought to take into consideration another view, which is, that in all the possessions of England in the wide world (where the sun never sets upon her possessions) and especially on the American continent, if there are loyal subjects it is in British North America, and they have lately given a proof of it (Hear, hear), for a regiment has been formed, and it is not only now offered, but it has been offered and rather superciliously rejected on one or two occasions before, but at this time they could not well refuse it, because they could not do without it, and if the regiment does not give a good account of itself, I shall be greatly mistaken. They sent General Inglis to defend Lucknow and General Williams to defend Kars, and also sent the Admiral who brought the Yankce Chesapeake into Halifax (laughter), who was also a native of our country; and it sent to the Redan some of the very first victims who fell there. Therefore, I think, in considering this:—it is a truly English possession—that it is larger than all Europe—it is connected with the East, and it is of importance in every way, I should certainly think it a very extraordinary thing if the Government does not, at all events, give a guarantee. *British America is the only possession we have where the climate suits European constitutions; in this respect it is far before the States, as is evinced in the health, vigour, and stature of the population.*

Now, as to the pledge given by Lord Grey there has been some dispute, which I do not enter into now. I do not know who is right or who is wrong. One of the delegates who came from the colonies, asserts that a guarantee was given, which I believe is denied on the other side, but if that guarantee at that time had been given, this railway would have been made, because the money then could have been borrowed upon an imperial guarantee at $3\frac{1}{2}$ per cent., when it could not be from a provincial government at 6 per cent.; therefore it makes a difference of one half of the expense of the whole undertaking, and an important measure that is unquestionably.

Now, I will just look at the map for one moment. Part of the Nova Scotia Railway is finished, Canada is completing one to Trois Pistoles; it is only that part through New Brunswick now required, and New Brunswick is very anxious to go on with it. I may state that there have been some negotiations which have not been mentioned here. Lately there were delegates from Canada here, from New Brunswick, and from Nova Scotia, who had an interview with the Right Honourable Mr. Labouchere. What the result of that was I do not know. I look upon everything connected with the Colonial Office with such utter despair and hopelessness, that I am really quite discouraged. I hardly read, talk, or have any intercourse with anybody about the subject, when you have got such sleepy officials in Downing Street,—when they get men in that office, not one of whom ever saw a colony, and one of whom spelt it even with two n's. Happily, at the same time, there is a change coming over the legislature. People are obliged to be civil in these

times of change of Governments, and they are uncommonly polite to what they used to be, and perhaps we may get an agreeable answer to our application.

The CHAIRMAN.—Mr. Neeld, M.P., will second the resolution.

Mr. NEELD, M.P.—My Lord and Gentlemen, I will not detain your time for more than one minute. I came here merely to convince by my presence the very great interest I take in this undertaking. My knowledge is confined entirely to what is contained in this yellow book and the map which is before me, with the addition of the observations and information that I have derived from the speeches to-day, and I can only say that I have the very greatest satisfaction in acting with those gentlemen, who think with me that the carrying out of this railway will be of the greatest advantage to the colony. I have, therefore, great satisfaction in seconding this resolution. I conceive that the best mode of bringing this before the Government, will be that a deputation should wait on the Colonial Secretary and place the matter before him, and then we shall proceed in the usual way.

The CHAIRMAN.—It has been moved by the Honourable Justice Halliburton, and seconded by Mr. Neeld, M.P.,

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

The resolution was put to the Meeting and carried unanimously.

The Hon. Justice HALLIBURTON.—There is one thing, perhaps, which every person is not aware of, and that is, the line of internal navigation in Canada, from the mouth of St. Lawrence to the head of Lake Superior, is longer than it is from Liverpool to New York.

The CHAIRMAN.—We have now carried this resolution, “That the undermentioned noblemen and gentlemen be requested to form a deputation;” but there are no undermentioned noblemen and gentlemen, and I wish to put it to the Meeting how these noblemen and gentlemen are to be appointed. Perhaps some gentleman will suggest a better course than I can. It might be left to some of the gentlemen who are interested in the undertaking to get their names attached.

Mr. NEELD, M.P.—That would be the best way.

Sir ALLAN MACNAB.—Perhaps it will be as well to delegate the power to the Chairman and such gentlemen as may assist him in promoting the undertaking.

The CHAIRMAN.—I may state that Lord Goderich, M.P.; the Hon. John Vivian, M.P.; Mr. Headlam, M.P.; Mr. George Grenfell Glyn, M.P.; Mr. Ackroyd, M.P.; Mr. Collins, M.P.; Mr. Samuel Gurney, M.P.; Mr. Terrell, Mr. Cummins, and Mr.

Schneider, M.P., signify their concurrence in the objects of the Meeting, and are willing to form part of the deputation.

Mr. WYLD, M.P.—We had better add our own names who are present.

The CHAIRMAN.—Yes; and perhaps it might be as well to mention that in all probability the Company will be registered under the Limited Liability Act before we proceed with the deputation to the Colonial Secretary; because, when we wait upon the Colonial Secretary, he will very naturally say, "Gentlemen, whom am I dealing with? Am I to put you in possession of a large sum, and a quantity of Crown land—whom am I to give it to?" If we could go to him, and say, "Here are seven gentlemen (I believe under the Limited Liability Act seven gentlemen may register themselves into an association); these are the persons you are to deal with;" if those gentlemen carried great weight with their names and distinction, independently of others, no doubt the Colonial Secretary would be perfectly ready to listen to what we had to say, and so any gentleman who wishes to put down his name now can do so.

The Honourable S. CUNARD.—My Lord—I think when you go to the Colonial Minister you will find he will be disposed to listen to anything you propose in this tangible form. It is upon the plan I suggested to the Government, and which they were willing to adopt; we should be enabled to get a guarantee upon the best terms, because the money from the colonies was to be paid here; we had nothing to do with the colonies, and I propose that we should have nothing to do with the colonies; that the £20,000 from each of the colonies should be paid to the British Government. These sums together will be quite sufficient to pay the interest on the guarantee of the Government, therefore you could not lose anything. The first question Lord Grey asked me was, "What do you mean to do for the Government?" I said, "Do! I will soon tell you what I will do" I said "I will save you three regiments. Canada will do with three regiments less, having them brought as you want. I am perfectly willing," I said, "to carry your troops up free." They were willing to give me a certain consideration, and therefore the sum from the three colonies and the Government will be sufficient to meet the interest of the whole sum to be expended on this railway. Therefore everybody who comes forward to subscribe will be sure to get their interest. There will be interest paid to all the subscribers, so that anything that you get beyond that will be profit.

Mr. WYLD, M.P.—Was this a late conversation, or some time ago?

The Hon. S. CUNARD.—It took place only a few years ago. It was so far arranged that they were anxious to do it.

Mr. WYLD, M.P.—Do you think they still remain of the same opinion.

The Hon. S. CUNARD.—I am sure they do. I know the present head of the Colonial Office was of that opinion, and I am sure they will carry it out. How I came to give it up was, that some person

came home which interrupted it. This was a plan of my own. All this took place before Colonel Robinson revived it. This gentleman was an old acquaintance of mine; he was commanding at Portsmouth, and he took great pleasure in pointing out to me that there were no great engineering difficulties in the way. That was one important thing I got done. I had got everything arranged so far that when Parliament adjourned on the 12th of August, I asked Lord Grey to write a letter to the different Colonial Governments, to ask them to confer special assistance to carry this out, and I was going to carry out an Act, framed by the Attorney-General here, to be in conformity with those of the different provinces, and Lord Grey said it was a very good thing, and they were wishing it was done; and he said although he was willing to accede to it, yet he was going further than he thought he was justified. Soon after a delegate came home from the provinces, who was duly authorized by the Provincial Government to carry on the Nova Scotia road, and I was very glad to back it. That delegate and Lord Grey had a quarrel. Afterwards they made up their quarrel, and then they had a quarrel again. That was just the way it stood; otherwise, if I had remained and felt anxious to carry it out, I am quite sure long before this the railroad would have been completed. I am sure you will get from the Government and the different provinces quite sufficient to pay the whole interest.

Mr. Rocne.—My Lord Bury and Gentlemen,—You will perhaps allow me to mention one circumstance which came under my observation, which shows in a very remarkable manner the impolicy of allowing our communications with the Atlantic to be dependent upon a foreign power. During the late war, and at one of the most critical periods of that war, the British Government were desirous of removing from Quebec to Halifax the large munitions that they had in store; and a question was put to the law officers of the Crown of this country, if the munitions were carried along the railway from Quebec to Portland to be embarked, it could be done without giving offence to the United States. The law officers of the Crown having pending before them the question of the Foreign Enlistment, gave it as their opinion that it would be a violation of the international law of the United States; that we should get into another complication; and the consequence was, that these stores were carried, in the depth of winter, on sledges, to Halifax, and shipped to the Crimea. This is a circumstance showing the grounds on which we should not be dependent upon a foreign power. (Hear, hear.)

It was moved by the Hon. Sir Allan McNab, and seconded by the Hon. Charles Fitzwilliam, M.P., "that the Chairman do vacate the chair," which was carried unanimously.

THE HONOURABLE MR. CUNARD IN THE CHAIR.

Mr. NEELD, M.P.—Mr. Chairman and Gentlemen,—I have the honour of asking you to record with me a vote of thanks to the noble lord who has occupied the chair with such great ability, and

who has with so much clearness expressed the views of this Meeting, and shown us the advantage which is likely to accrue from the project which we are assembled here to-day to form. I am quite sure all the gentlemen who have heard that noble lord perform the duties of that chair will agree with me that he has placed the whole of our proceedings with extreme lucidity before us. I have the greatest satisfaction, and I ask you to join with me in thanking that noble lord for the office that he has undertaken, and for performing its duties so admirably. (Applause.)

The Hon. CHARLES FITZWILLIAM, M.P.—I beg leave to second the proposition, and likewise to express my great satisfaction at the manner in which Lord Bury has presided at this Meeting. (Hear, hear.)

Carried unanimously.

Lord BURY.—Gentlemen, I am much obliged to you for your vote of thanks for my conduct in the chair. There is one thing that you will allow me to make an observation upon before we separate; it is this, that I think we had better arrange to hold a further Meeting when the time shall arrive for the Colonial Secretary to receive the deputation that has been decided upon, in order that we may know exactly what we are to say to the Colonial Secretary, so that the Meeting may put the deputation in the possession of the exact opinion that they entertain previous to their interview with the Colonial Secretary.

The Hon. Sir ALLAN McNAB.—Will it be necessary to put that upon our proceedings? The Chairman will see the Colonial Secretary, and will after that communicate with Mr. Masterman, who will give notice to all the parties to attend here.

Lord BURY.—We must either adjourn this Meeting, or else appoint another.

The Hon. Sir ALLAN McNAB.—Anything you please. Then let us adjourn this Meeting.

Lord BURY.—I beg leave to move that this Meeting be adjourned till we find out when the Colonial Secretary will receive the deputation.

Mr. MASTERMAN.—Notice will be sent round to every person.
Adjourned.

