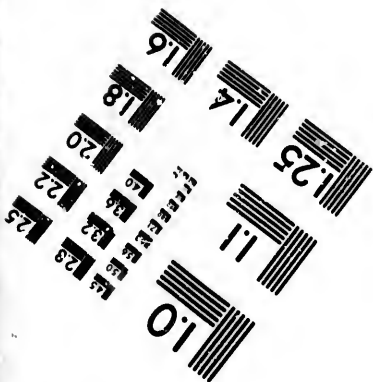
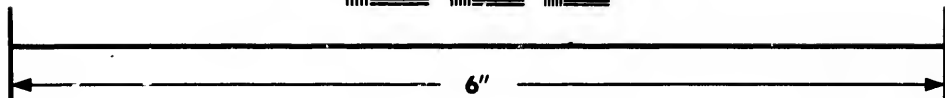
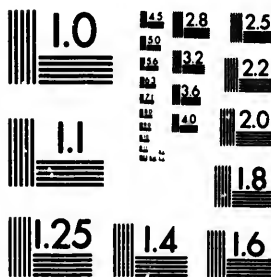


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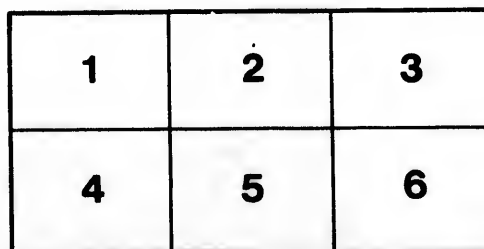
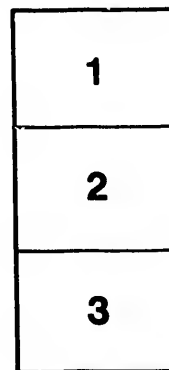
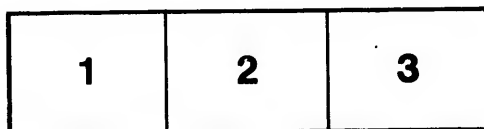
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Hon. John A. Macdonald

ARTICLES
ON THE
GREAT COLONIAL PROJECT
OF CONNECTING
HALIFAX AND QUEBEC BY A RAILROAD:
AND ULTIMATELY
THE ATLANTIC
AND
THE WATERS OF LAKE HURON;
WITH AN APPENDIX,
Illustrative of the Cost, Mode of raising the Capital;
and Returns.

By **George R. Young, Esq. M. P.**...

PRINTED FROM "THE NOVASCOTIAN," AT THE
NOVASCOTIAN OFFICE, HALIFAX.

1847.

ARTICLES

OF THE

GREAT COLONIAL PROJECT

OF FUNDING

WALFAX AND QUEBEC BY A ROAD

AND

THE ATLANTIC

AND

THE WATERS OF LAKE HURON

WITH AN APPENDIX

Illustrative of the local mode of raising the Capital

and Finance

By George H. Young, Esq. H. D. P.

PRINTED FROM THE NOYASCOTIAN AT THE

NOYASCOTIAN OFFICE, WOLFAX

1837

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ARTICLES ON THE PROJECT OF CONNECTING HALIFAX AND QUEBEC BY RAILWAY.

ARTICLE I.

To His Excellency Sir John Harvey, K. C. B., Lieutenant Governor and Commander-in-Chief of the Province of Nova Scotia, &c. &c.

The British Provinces—The Mail and Passenger Routes between the Old and the New World—and Halifax the Shipping Port!

"There be three things which make a nation great and prosperous,—a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another."
—LEAD BACON.

It is at times the duty of rulers to take the lead of public opinion, and to be guided by recondite and searching views into the future. We address Your Excellency now because we believe such a crisis is at hand. We will solicit you to adopt a bold and decisive policy—to assume large responsibilities, and to lend the whole weight of your official influence, and the aid of the active talents you have at command, to push forward a mighty scheme. But the use of these will not be without the promise—the certainty of reward—a brilliant and stable reputation, and the best and sweetest recompense, the cheerful serenity of one's own conscience, inspired and brightened by the thanks and esteem of grateful thousands.

While Your Excellency was presiding over the affairs of Newfoundland, the Legislatures and the people of the three sister Provinces, were engaged in the discussion of a project, preceding all others in its vastness and importance. We allude, of course, to the project of connecting Halifax and Quebec by a Railway,—uniform in gauge; direct in line, as far as the geographical features of Country will permit; and fitted for the transportation of light goods and passengera. This is the first great developement. Its subsequent history and progress have a further and more comprehensive grasp.

After reaching Quebec, it is designed to penetrate to the far west,—to circulate on the British side the Lakes of Canada, and to front the state of Michigan, either at Windsor or Port Sarnia. Last session Bills passed the Legislature of Canada to incorporate Companies for the continuation of the line from Montreal to Kingston, onwards to Toronto, and thence to Hamilton. The Company organized to run the line thence to Windsor or Lake St. Clair, have commenced operations; a large portion, if not all the stock set apart has been subscribed for in England, and since the late return to Canada West of its main projector and able advocate,—Sir Allan McNab, a Director of the Board in Canada, has gone to London to take up his residence as an official agent, while the Company have already drawn upon England for £30,000 sterling of its capital; they are making preparations to begin the work on an extensive scale in the ensuing Spring. Theory, so far, has been reduced to practice, and speculation has been changed to action. These are the central parts of the great line, but all are expectant and calculating on the completion of the extremities. They look for profit, not to the *local* only, but to the *way* trade. It is our part to reach them from the Atlantic; that task has been assigned to us; as for ulterior intentions, the line as sketched out may yet terminate on the shores of the broad and rich Pacific. Bonaparte was reputed great because he connected the Bay of Biscay and the Mediterranean—the Rhine and the Rhone, by canals: Prince Metternich, the reigning spirit of Austria, if not of the old dynasties of Europe, has made the waters of the Elbe and the Danube to mingle together; but what are those projects—mighty as they have been regarded in the past, in comparison to a scheme, which, crossing sixty degrees of longitude, traversing the surface of the New World for a distance of 4000 miles, will, if accomplished, render the transit so facile and unbroken, that the car which leaves Halifax with its freight of goods or passengers, may, at the end of the fifth day, reach a *terminus* on the River Columbia, and set them where they will be ready for embarkation for the fertile Countries, lying to the North, or for those Island worlds which stud the Eastern Archipelago. Where a scene of active and instant creation like this! Nature, in the matchless and mysterious majesty of her powers, not content with the broad fields which she has already formed, is there gradually rearing from the bosom of the Ocean new Islands and wide theatres for the arts and sciences, the literature, and the Institutions, with which man is now enabled to embellish, adorn, and sanctify his nome.

We look on the approach to the Pacific as not an *impossible* result. We have already traced the line, in its practical details, to the waters of Lake St. Clair. On the west side of the Lake, starting from Detroit the line is nearly complete to St Joseph, situate on the Eastern shores of Lake Michigan. It was arrested last season, when it had reached just half way across the Southern side of that peninsula, washed by Lakes Huron and St Clair, which forms the

State. A company of Capitalists in Boston bought the entire stock in April last from the Legislature of Michigan, and have come under contract to run the line to Chicago, the capital of Illinois. This itself is a point distant only 2000 miles from Halifax; and if the means be now adopted which we have within our reach, and the Imperial government afford the requisite sanction and pecuniary aid, which will come back to her with ten-fold returns, we have no fear, that, before the end of many years a line of Railroad, to this point at least, may be completed. It may be bold and startling, but it is an *advised* assertion, which we intend to vindicate by proof.

On the line starting from Halifax and reaching the bend of the Petticodiac, it is to break off into two great, but diverging, branches; one to point to Quebec, the other to St John, to St Stephens, Calais; to Bangor, Augusta and to Portland,—whence we have now a clear course to Washington and to Charleston, South Carolina—but at New York, that London of the new world, that bustling scene of commercial wealth, enterprise and intelligence, and in the other Atlantic cities of the Union, they are pushing vigorously forward a series of magnificent schemes. In the Old World the developements of science and intellect are electric and astonishing, but in it they have no adequate scope. Europe is cut up and carved into different principalities and states, possessing no common bond of sympathy and union. They are separated by diversified laws, language, thought, and by the action of rival, if not hostile, Legislatures and powers. Enterprise there has thus to work within narrow and guarded boundaries. But in the new world, where the improvements of Europe are rapidly embraced and adopted, they have a space—with measures from horizon to horizon, one after another, in almost endless succession, worthy of their grandeur and magnificence. The Governor of the State of Ohio, in his late message to the Legislature, acting upon an elaborate report laid before Congress at its last session, and now before us, has warmly recommended the Railroad from their Territory to the Oregon. It is spoken of there no longer as a wild, impracticable speculation; and it is the peculiarity of the American people, that, at one and the same moment, they speak and they act, resolution and movement are generally cotemporaneous. The Hon. Mr. Quincy, the Mayor of Boston, so deservedly and universally esteemed for the personal sacrifices he made to complete the Great Western line from Boston to Albany—periling in fact, in a spirit of genuine and singular patriotism, his own large fortune to save the enterprise at a season of difficulty and disaster—thus spoke in a late address (March, 1846) to the City Council,

A few years ago, Boston had no facilities for communicating with the interior. Five years ago, Boston had, comparatively, no bank country; now, nine hundred miles of New England rail roads centre here, and as many more, within New England, are in the process of construc-

sion. These render Boston emphatically her capital. And I know no prouder position for a City than to be the point that concentrates the energy and wealth of such a body of industrious, intelligent and virtuous freemen,—of Americans, natives of the soil, who promote her prosperity in peace as readily as their fathers defended her in war. . . . Considered in this light alone, the position of Boston is one of present power, with a certainty of rapid advancement. But her connections already stretch far beyond New England. She is on the high road between Europe and the West; and that vast country has become tributary to her increase. The car that leaves our City this morning, may deposit its merchandises in thirty six hours, on the shores of Lake Erie, five hundred miles from the place of its departure—from thence inland seas, navigable for vessels of the largest class, stretch away for hundreds of miles along shores fertile for agriculture, or rich in minerals. Canals already connect these lakes with the valley of the Mississippi, and with the navigable waters of her and her tributaries, which, extending twenty thousand miles, communicate with forty thousand miles of shores unrivalled in fertility. But more rapid modes of communication will this year be opened. . . . But these are but a small part of the railways, that are to increase the prosperity of Boston. There are already in process of construction, roads stretching towards Montreal, Burlington, Ogdensburgh—roads branching from Albany will reach Kingston, and extend thence through Canada West, others running from Buffalo to Detroit, on both sides of Lake Erie, will ere long reach the upper sources of the Mississippi—and the child is now born that will ere long terminate at the Pacific."

The line is now complete from Albany to Buffalo, it is in the progress of construction from thence to Sandusky on the South shore of Lake Erie, and a line is building from Erie to Cincinnati, on the Ohio. New York thus taps that valley by the segment of a circle.* Proceeding South, Philadelphia and Baltimore have their canals and Railroads, crossing the Alleghanias and enlarging the resources of their trade with the rich products of the Ohio valley. A line is actually contemplated, as near the coast of the Atlantic as practicable, till it touches Tampa bay in the Gulf of Mexico, and another penetrating the interior South to New Orleans—the shipping port of the Mississippi.

Three grand schemes are now in progress in the United States—The Hudson River Railroad to connect New York and Albany—a Central Railroad from Philadelphia to Pittsburgh—and vigorous efforts are making by public meetings and otherwise, to arouse the public feeling in favour of Whitney's project. A public meeting was held at Du Buque, as far back as 1838, at which a memorial was prepared to Congress, praying that grants might be passed to make surveys of a line from Lake Michigan to the Pacific. The Legislature of the State of Wisconsin were induced to Memorialize Congress on the subject. In a work just published by Mr. Plumbé—a gentleman who took the lead in this question, and has now offices in all the prominent cities of the Union—says:

"A National Railroad, too, has already been commenced under the auspices of the General Government, uniting Lake Michigan with the Mississippi, at, or near Du Buque. An appropriation by Congress, having been made for the purpose, the survey and location of this most interesting improvement, have already been commenced; and are now rapidly progressing to completion, under the direction of the Secretary of War.

"The vast importance of this work, not only to Du Buque, and Sinipes—the point of termination on the opposite side of the Mississippi—but to the whole of Iowa, Wisconsin, and the country at large—is incalculably great.

"Our Government is now convinced by practical illustrations, that, so far as economy is concerned, it would be justifiable in incurring the direct outlay of a sum sufficient to defray the cost of constructing, for its own benefit, Railroads upon all the leading routes throughout the Union.

"But the powers with which it is vested by the Constitution, are not adequate to the adoption of this course, excepting where the General Government still owns the right of soil, and sovereign jurisdiction. This is the case within the limits of the Territories; and an enlightened Congress has now entered upon a plan, whereby, ultimately, secure to the United States, the *perpetuity*, of a Grand National Railroad from Lake Michigan to the Pacific Ocean."

Over these distant projects, we of course can exercise no influence. The Atlantic line from Charleston to Tampa Bay, and that through the South Pass of the Rocky Mountain to Oregon, may not be completed. We do not say they will—we solicit no faith for revelations so brilliant and attractive. We purposely deal with the practical—not with the ideal; and yet, although they ought not to enter into calculations of return, nor to influence our present movements, they are not unworthy of grave and serious reflection. We solicit for them now only audience and inquiry. What the decrees of Providence may be, as yet to be typed and decyphered by the achievements of man, no one can foretell. The discoveries of science, and their application to the purposes of life, within the last thirty years, have immeasurably surpassed the bounds of human calculation. The now stereotyped history of past life and vegetation opened by the Geologist,—the *speculum* of Lord De Rosse, resolving the curious problem of the Nebulae, and the other mighty wonders of the distant Universe,—the solidification of the gases by Faraday, giving to *simples* entirely new characters and modifications,—the identity of light and magnetism creating another cord of connection—a fresh physical identity,—between earth and heaven,—the Electric Telegraph, by Professor Morse, lending in fact to human thought an *etherial wing*,—the results of the steam engine, in conquering the *inertness* of matter, and increasing our powers of locomotion, so far transcend any former conception,—investing nature in fact with such vast capacities, and man with powers so mighty, before hidden and dormant,—that he would be daring who would rank even such projects as these we here refer to in the range of the *impossible*.

All we mean to say is therefore, that they *may be* accomplished. Columbus sought to cross the untracked ocean of the West to find a shorter and seaward course to the East. It will be a curious, and yet a glorious, achievement, if his predictions should thus be verified; and the voyage from London to Canton, which now occupies from four to six months by the Cape of Good Hope be reduced, for such is the table contained in the Report laid before the American Congress,—to *thirty-one days*!

Passing, however, from these more distant and doubtful, but gigantic schemes, we return to the *practical*. All that is required of us, is to construct the line first to Quebec, and then from the head of the Bay to the Western Boundary of New Brunswick. The line is now building from Portland to Augusta, the capital of Maine; from Augusta to Bangor, it is *fifty-eight miles*, from Bangor to Calais, it is but *seventy-eight miles* in a direct line. The capitalists of Boston, Portland, Augusta and Bangor, are ready and eager to complete the chain, if we will engage to lay the line from Halifax to Calais. We say this upon authority, for during the last year we have discussed the project with several of them,—they have a steady eye upon its results and advantages. If the great line were only laid to the head of the Bay of Fundy—100 miles to St John's—60 thence

to Calais, Boston would be brought within 22 hours of Halifax; and, if a project now working out be successful to shorten the transit from New York to Boston, to 5 or 6 hours,—we would be within 30 hours of the former city. We are now separated from the States by a boundary almost impassable for five months of the year—the sea voyage is perilous,—the land route deterring and repulsive. In Summer it is costly by sea, or tedious by the inland route; but let this connection be once accomplished, and by a sudden bound we are brought into instant contact and rivalry with all the life, talent, enterprise, science and literature of the first city for intellect and public spirit in the neighbouring Republic. What the effect of this change will be upon our prosperity and progress—upon the expansion and activity of mind, and the development and enlargement of our resources, it will be our duty before we have done to shadow forth and color. With such resources at our command we are actually asleep; comparatively with others. Bring us into the circle of modern enterprize and improvement; a fresh ardour and a new vigour and activity will be inspired, and the beams of a happier fortune rarify and illuminate the whole atmosphere around us.

This project has hitherto been mainly looked upon as local and provincial. The inquiry has been, what resources has Nova-Scotia, what trade—what number of passengers between Halifax and Truro and Cumberland, to justify the outlay it will require?

The estimate is, that the line from Halifax to Amherst will cost not less than £35,000—equal to our whole revenue for 7 or 8 years. It is not strange that the cautious, who have neither had time nor opportunity to investigate the details, nor to trace the results of this enterprize, should have paused, before they would sanction the Legislature taking any decisive step, or assuming such responsibilities, demanding such large and corresponding returns. To illustrate the statistics of the question, much labour has been bestowed in the prospectuses of the projectors, in the Report of the Halifax Committee, and also in the printed table submitted by Mr. G. R. Young to the Committee appointed by our Assembly last session to report on this subject. The latter was copied into the Halifax Times, into the papers of the neighbouring provinces, and in some of the Railway Journals published in London. In several of these it was spoken of favourably;—its general results, so far as we know, have neither been impeached, nor questioned. But to confine our view to the local effects of this project is an erroneous and narrow calculation. It is a scheme not Provincial nor Colonial only, nor is it solely British—it is the first step from the sea of an entirely new road between the Old World and the New. Spread a map of the world upon the table, said the Honorable Captain Owen last summer, while in Halifax, and it will be seen, that, by running a straight line from Valentia Bay across the Atlantic, the South-east coast of Nova Scotia is the first and nearest point of approach in the Western World. From Valentia to Cansau the distance is 1650 statute, and 1800 geographical miles. In the

memorandum of observations prepared for Sir W. Colebrooke, and laid before the Legislature of Nova Scotia last session, that distinguished and able officer has said that the "rate of locomotion by steam, by sea-way, may for comparison be assumed at 13 geographical, equal to 15 statuteable miles per hour, or 300 miles per day." The voyage across the Atlantic to Canseau or Halifax may, under favorable circumstances, be accomplished in six, or six and a half days. But the speed by railway has now reached 40 to 50 miles per hour. The difference, therefore, between transit by land or by sea is two and a half, or three, to one,—the same journey that would require two and a half, or three hours, or days by sea, can be completed by railway in *one*. The route, by Cansea, we believe, has been abandoned. Halifax, it has been admitted, from the many superior facilities it presents, will be selected as the *terminus* on the sea-board and the facts above stated justify the belief that, as soon as this great line, with its branches, is complete, so as to open the communication to Boston and Quebec, *Halifax will, AND MUST, become the grand depôt or point of landing and embarkation—(for it will be the speediest and the best,) for the great mass of travellers between England and the New world.* It is this prospect, brilliant though real, which renders the scheme so important to every friend of Nova Scotia, and ought, of course, to recommend it so warmly to the support of our Executive and Legislature.

We give this brief outline of the enterprize to solicit your Excellency's favour and attention. His Excellency the Governor General, Lord Cathcart, both in public and private, has unequivocally pledged his valuable influence and support. The intelligent and unceasing exertions of his Excellency Sir William Colebrooke have already won the public esteem and gratitude; and we have no fear, from our knowledge of the past, but that your Excellency will afford to it that impartial and zealous care, essential to effect its accomplishment at the earliest possible period.

We act now on this belief, and intend, in as brief a space as the breadth of our subject will permit, to review the progress we have made in the past, to illustrate the project in its present condition, and to enquire what *action* is open to the three Legislatures at their ensuing sessions.

We earnestly but respectfully entreat your Excellency, as her Majesty's representative to take the *initiative*, and while directing and aiding the Assembly in their deliberations, to use your influence at the foot of the throne, to win the ear and bespeak the favour of her Majesty in behalf of the two and a half millions of subjects flourishing here, in whose veins the Anglo-Saxon blood so healthily and purely flows, so that Ministers may be induced to bring down this project to Parliament, and press from the Commons the partial grant we require. We do not ask all,—for we are against this great work being built or owned by the state. It will be laid far more economically, and promote general and Colonial interests far more effectively, if left to private enterprize. The Government is asked

for capital—but we are ready to enter into a binding contract, and to secure in lieu therefore an adequate control and return.

In a late number of the *New York Albion* (Dec. 19, 1846) there is an editorial referring to the late changes in the Commercial policy of the Parent State, and to the predictions of Mr Isaac Buchanan, that, in consequence of these changes,—the Colonies of British America will be lost. A sound and eloquent eulogium is passed to the loyalty of these provinces—it is treated as inherent, decided, and unwavering. The editor justly states that the effects of these late modifications of the Colonial tariff may not be so disastrous as contemplated—that it is but fair to wait till they have been tried by the test of experience; and the article concludes with the following earnest recommendation:—

“Let the interim be filled up in devising and executing plans of internal improvement. Let the Canals [in Canada] be promoted with all diligence—and let the Railroad—the GREAT RAILROAD—from the Atlantic to Lake Huron—be completed in all its utility and grandeur.”

The Legislature of Nova Scotia took the lead in legislation last year—the same responsibility rests on us now. We have the power, either to impede or to facilitate—let us use this power cautiously and well! and set such honourable example as will commend itself to the favour of our Sister Legislatures.

HALIFAX, January 18, 1847.

ARTICLE II.

Progress and Results of the Steam Engine—Railway and Electric Telegraph—Lines constructing in England, the Continent, and United States.

“Had time permitted I had intended to have passed some days in this Province, and to have proceeded to Montreal by way of Fredericton, in the hope of obtaining by personal observation, and communication with the intelligent inhabitants, a better knowledge of the capabilities and requirements of these valuable possessions of the Crown, than can be supplied by correspondence; but the unfavorable passage which we have made, and the uncertainty which prevails with respect to the condition of the roads, renders it, I fear, my duty to adopt the more direct route.”—*Extract from Lord Elgin's Reply, Jan. 22d, 1847.*

His Excellency, Lord Elgin, Governor General of British North America, landed at Halifax on the 22d day of January instant, on his way from London to Montreal, the seat of Government in Canada. The Legislature of Nova Scotia being then in Session, both Houses, the Legislative Council and the Assembly, gladly embraced the opportunity of presenting to His Lordship congratulatory Addresses. From His Lordship's Reply we have extracted the paragraph which heads this article;—And how painful and injurious the reality! and how humiliating the reproach! His Lordship, anxious to see the Lower Provinces, over whose destinies he has been appointed to preside—to see the leading men and pro-

ple, and to ascertain their opinions and wants from personal intercourse—to ascertain their resources from the close and faithful observation of the eye—to witness their actual advance and capacity of progression, by viewing and judging for himself—is compelled to forego this practical advantage, and from the frightful state of the roads,—from the imperfection of the inter-Colonial means of communication,—actually to leave the Provinces, to betake himself to a foreign territory, and to seek a “more *direct* course” by the way of the States. This is attainable in peace, but *impossible* in war. And yet, in fact, it is *not* the direct course,—we have a shorter and a better; for, if the Railway were laid to Quebec, His Excellency might have heard a salute of welcome booming from its lofty and imposing citadel, before the Atlantic Steamer, in which he again embarked, to brave all the perils of a winter voyage, had passed the northern edge of St. George’s Bank, or was gladdened by the lights of Boston harbour. It was the desire of altering and settling forever in our favour, this system of dependence; of facilitating our *domestic* intercourse; of drawing closer the cords of our friendly relationship; and of extending to the Colonies the benefits which Railways have hitherto and invariably conferred, which governed, in the first instance, and still animates, the projectors and advocates of this great enterprize.

But let us look abroad for the results of experience, and adopt the true wisdom of life, to govern ourselves by the trials of, and knowledge acquired by, others. The thoughtless *purchase*, the sagacious *borrow* experience; a maxim safe for *private* life, is equally sound in the management of *public* affairs.

When the Steam Engine was first made practical by the discoveries of Black in latent heat, and the mechanical skill of Watt, it was predicted that an entirely new and miraculous power had been created—but the anticipations then cherished did not delineate, nor even approach, the realities already attained. The Steam Engine is a fresh lever in physical power,—which has entirely changed the destinies of the past, and irradiates the future with a horizon glowing with brighter hope and promise. It has not yet reached the compass and zenith of its power—for the dawn has only flushed and brightened—and the middle day has yet to come. Arago in his eloquent eulogy on Watt, read before the Institute of France, has recorded what has been, and foretold what may be done. We give the reference—but have not space for details.

In England it has multiplied by millions her labouring or productive power. In 1841 the first Steamboat was seen on the River Clyde. In 1820 there were in all 9 Steamboats registered in the United Kingdom—in 1843 there were registered in the Ports of England, Scotland and Ireland 942 vessels, 121,455 tons. The man-of-war Steamers in the same year were no less than 110—a large proportion frigates. The number of entries at the Custom House for Steam vessels for that year were

INWARDS.

British Ships, 14,633—3,001,431 tons,

Foreign do. 3,196—515,572 "

Total, 17,829—3,517,003 "

OUTWARDS.

British Ships, 14,293—2,796,522 tons,

Foreign do. 3,232—580,918 "

Total, 17,524—3,328,440 "

In 1841 the Steam Engines employed in vessels were computed, says Mr. Porter in his able work "Progress of the Nation," to be equal to 75,000 horse power. In the U. States in 1838 there were 800 Steamboats, and although we have not the precise details, it is said, they exceed the number now in Great Britain. We have the statistics of the Steam vessels owned by the foreign powers of Europe—and of the extent of Steam power engaged in the manufactories of Great Britain, and they afford results equally astonishing, but they do not bear on the present argument, and we therefore will not introduce and parade them here.

But the progress in Railways; a consequence of the same invention, has even been more rapid and wonderful. In 1825 the bill for laying the first railway in Europe—the line between Liverpool and Manchester, passed the British Parliament. It was in that year suggested by an Engineer of no little note, *that he thought it possible that a locomotive might be constructed to carry a car for passengers at the rate of 12 miles per hour.* Some of his professional brethren would not back his evidence, and designated the opinion as that of a wild and hot-brained enthusiast. Upon that very line the established speed now is 27 miles an hour; the average speed of passenger trains in the United Kingdom is 25. The swift trains on the Great Western, from London to Bristol, travel, on the broad gauge, at the regular speed of 50 miles an hour. Tenders or expresses go, on the best lines in England, at 60 to 70 miles an hour. The cars on the Atmospheric line at Croydon, have reached 75. The distance from Edinburgh to Glasgow, at the close of the last century a fortnight's journey, and by stage now not less than 46 hours, has been reduced to 14 hours. Brunell, in a late experimental trip between Bath and Bristol, it is said, reached, for a short time, the incredible speed of 110 miles an hour. Locomotives have been made so powerful as to draw 800 to 1000 tons at the rate of 15 to 20 miles miles an hour, and one has lately been put in motion on the Great Western, which conveys 150 tons at the rate of 75 miles an hour. Suppose the line were opened by Amherst to St John's—2 hours to Truro, 4 hours to Amherst, 6½ to St John,—21 or 22 hours to Quebec,—we will speak of the effects of such a change by and by, by referring to the experience of other Countries.

But the beneficial effects of Railways—the productiveness of

their returns, and their mighty influence on national prosperity is best established by a few striking facts, which we will now collate and adduce in order.

Previous to 1845 the length of Railways for which acts had been obtained from Parliament in Great Britain was 2500 miles. In the session of 1845 bills were passed authorizing the construction of a further extent of 2793 miles—making a total in Dec. 1845, of 5300 miles. In the Session of 1846 "it was reserved for the world," says a late author, "to witness an extent of speculation, of which history can produce no similar example. 4000 additional miles have actually received the sanction of the Legislature, which, if completed, will make up in Great Britain the enormous extent of 9300 miles." The cost of construction for the 2000 miles now in operation has been £38,000 a mile. From the experience acquired, it is estimated, that the new lines can be built at £30,000 per mile. In an able article lately written on the subject of Railways "at home and abroad," the following extraordinary facts are stated—

"It appears, then, that there are now in progress, and sanctioned by Parliament, 5800 miles of Railway, to complete which, and bring them into operation, will absorb at least Two hundred millions Sterling! Most of the Companies promise the completion of their enterprises in three years; but allowing for engineering, accident and unforeseen causes of delay, there is no reason to suppose that any of them should exceed five years, assuming of course that the necessary capital and labour shall be forthcoming. The annual instalments of capital necessary to accomplish this will therefore be Forty millions. Such is the sum which must be taken yearly, from the surplus savings of British industry, for the next five years, if these projects are to be realized."

The income derived in 1845 from the Railways in Great Britain was equal to £3000 per mile,—total sum from June 30th, 1844 to June 1845, £8,209,704 sterling. But, says the same writer from whom we have already quoted,

"In order that 9000 miles of Railway should produce £3000 per mile, it is necessary that the public should expend on that species of inland transport Twenty-seven millions a year! Assuming that this expenditure is distributed between passengers and merchandise, as it is at present, seventeen millions will be paid for passengers and ten millions for merchandise."

"At present the number of passengers booked on 2000 miles of railway annually is nearly four millions,—when the enlarged system comes into complete operation, the number must be an hundred and fifty three millions."

In a word when the Railways, now in course of construction in Great Britain, are completed, 350 millions of capital will have been absorbed in them; they are expected to yield an annual income of 27 millions, and the number of passengers conveyed on them, according to the results of the past, will be 153 millions a year. This is but a reflex of other and corresponding results. The wealth of Great Britain almost exceeds belief. The gross income of the people is estimated by McCulloch at 310 millions a year—it is said, that, since the battle of Waterloo 50 millions a year have been regularly added to the aggregate of the national property or wealth, and that in 1844 and 1845, so boundless has

been the national prosperity, that the increase has been equal to one hundred millions a year!

If we turn to the United States we can adduce proofs of an equal activity. The total length of railway constructed in the United States is equal now to 4900 miles, but 10,000 additional miles are in the progress of erection. The passenger lines have cost on an average £9000 a mile, some have been built at \$20,000 and others as low as \$10,000 a mile. The cheap railways are there, however, almost universally condemned; in Boston they are tauntingly nicknamed "iron straps nailed to wooden shingles." In the Continent of Europe the spirit of enterprize is equally vigorous and active. In France 3355 miles are projected—1600 completed; in Austria 1835 miles 664 in operation;—in Prussia projected 1063; Bavaria 373 miles; the Smaller States 700 miles; Baden 500 miles; the entire Germanic lines are 1600 German, equal to 7600 British miles; and, at the close of 1845, of these 4670 miles were completed. In 1844, eight millions of laborers were at work on them. Lines are also being laid in the north of Italy, and even the Emperor of Russia is constructing 1600 miles. This enterprize consists of four principal lines.

The first will be carried from St. Petersburg to Warsaw and thence to Cracow, where it will unite with the northern chain of German lines; thus opening a continuous communication with all the chief cities of central Europe. Of this line, a large part of the section between Warsaw and Cracow is completed, and the remainder in a forward state of progress. The second line will connect Petersburg with Moscow: this is nearly completed. The third line will be the continuation of the Austro-Hungarian line to Odessa. The fourth line, intended for goods only, will connect the Volga and the Dwina.

In a single sentence we may condense in one view the magnificent results of this forward movement in Europe. At the close of 1848 a traveller may cross the channel, land at Havre; and then, by an unbroken line of railway, and, with unceasing speed, touch at Paris, the Rhine, Venice, Belgrade, and reach, after a bird-like flight, Odessa on the shores of the Black Sea!

But we pause,—all this may be said to be idle and delusive.

It may be asked *why* we refer to these statistics here. It may be said the cases are not analogous—that these are old countries—that they have surplus capital to an unlimited extent at command,—that they have boundless resources, and are inhabited by millions; while these Provinces are young, not affluent, in the first stages of developement—with wild tracts of uncultivated territory, covered by a thin and sparse population. Our reply to these objections, is, *that we are about to build a railway NOT FOR OURSELVES ONLY*—that, from the geographical position we occupy, we stand as central ground between Europe on the one hand, and the whole continent of America on the other,—that we are on the seaboard, and Halifax the shipping port to a wide and rich interior; that the project is pregnant with such advantages that, by a combination of the influence and enterprize of the three Provinces, we will be able to obtain the capital required to complete

it from abroad; and that, when once laid, it will open an entirely new field of enterprise and speculation, and give a fresh impetus and vigour to the Provincial mind, and expand all the channels of our resources and prosperity. As a local, or provincial speculation alone, we might be disinclined to involve the resources of the Province in laying a railroad from Halifax to Truro, or to Amherst—if the course from the Atlantic were to terminate at them, the scheme might be regarded as dangerous; but *treating it as a grand highway between the two civilized worlds which is to elevate the British Provinces as the Atlantic terminus for the broad West, and Halifax into a great shipping and commercial city*, all doubt is at an end; and no effort ought to be wanting by the Legislature and people of Nova Scotia, by combined action and the sacrifice of every party feeling, to accomplish such hopeful and magnificent results. We entreat your Excellency to set an example which will tend to throw the past into oblivion, and give new elasticity and vigour to our future action in relation to this enterprise.

We appeal again to facts. The sum paid in Great Britain for the transit of passengers in 1844-5, was £3,976,341 sterling—the locomotive engines employed in drawing passengers for that year performed the work of 50,000 Stage Coach horses. The entire number of horses kept in the United Kingdom in 1843 was equal to about 300,000. Before the introduction of railways the average cost of coach fare was 4d. to 4½d. per mile—the cost by railway is reduced in Great Britain to 1½d. per mile, equal to a saving of 2½d. for every mile travelled.

We have a statement before us of a gross saving effected in that year in the three items of fare, time, and tavern expenses—it is estimated, in round numbers, at 7 millions; and the conclusion drawn, that "the total saving was nearly double the same paid as railway fare." In other words, the locomotive engine has reduced the cost of travelling to one third of its former amount, even at the rate of fare charged under a system, now assailed as a system of monopoly, as compared with the open competition of stage coaches.

It is considered that the fares as charged in Great Britain and elsewhere are far too high.

In estimating the cost of a railway here, from the abundance of wood and materials; from the cheapness at which land may be procured by the payment of labourers with appropriations of tracts of land; and from the facilities which the country itself presents, the calculation is, that it may be laid at £5000 to £6000 a mile—those of Belgium cost £9000; and therefore that we may convey passengers at the Belgian rates. The fares would be as follows:

	From Halifax to Truro.	Amherst.	St. John.	Quebec.
	60 miles.	124 m.	220 m.	600 m.
1st Class, 1½d. or 5-10ths of a penny,	7s. 6d.	15s. 3d.	27s. 6d.	75s.
2nd Class, 5½d.	4s.	8s. 2d.	14s. 6d.	39s. 11d.
3rd Class, 6d., 5½ 10ths	2s. 6d.	5s. 2d.	9s. 4d.	25s. 5d.

But the Railways have most successfully tried out another curious problem, which is best illustrated by the commercial maxim "of large sales and small profits." The penny postage, the publication of cheap books, the engraving of choice pictures, have all tended to establish the soundness of this principle. It has been tested in railroads, and it has been found, that, almost without a single exception, *a diminution of price has led to an increase of returns and profits.* We have before us an able exposition of this principle, by Mr Laing, Junr. contained in a report upon Railways made to the Lords of the Committee of Privy Council for Trade; (see pp. 10, 36, 37,) and also in an elaborate paper on the same subject, contained in Hunt's Mercantile Magazine, in the No's: for June and Sept. 1846, and prepared by E. H. Derby, Esquire, of Boston—a gentleman who stands high in that City for his experience and information on these subjects. In 1835, when the lines of Railway were first opened in Massachusetts, the average rate by Railroad for passengers, was 4 cents each per mile, and the rate for freight, not far from 9 cents per ton per mile,—rates says Mr. Derby, "which would be considered almost prohibitory at the present day." The charge for passengers since 1837, has fallen nearly one half—equal to 2½ cents per mile on first class, and 1½ cents on second class, and freight in the same ratios (p. 236.) He reviews the experience of Massachusetts and of Europe, and states:

"That the decline of rates, accelerated, if not occasioned by the discussion begun seven years since, has enlarged the trade, promoted the manufactures, and aided the mechanics of Massachusetts and of Boston, and has added millions to their wealth. Each decline of rates enlarges the circle of trade, and enhances the value of labour and skill of operatives, by giving them quick and cheap access to the best markets, for what constitutes their disposable capital.

"The rates are now low, but experience has not shown that they may not be reduced, with benefit, still lower. The cost of transit is declining with the increase of business and the progress of art. Our rates are still above those of Belgium, and it may be predicted that within seven years more, the average rate of passage in Massachusetts, will fall to 1½ cents per mile, and the rate of charge for freight to 2½ cents per ton per mile, in addition to the cost of loading and unloading.

"On the Southeastern or Dover Railroad, under the guidance of Mr. McGregor, and the London and Brighton, over which Rowland Hill, the author of the Post Office Reform, presides; on the Manchester and Leeds, and London and Birmingham, the reduction has been large, and attended with the most brilliant success. Trade has been promoted, stocks greatly depressed, in value have risen to a high premium; large dividends declared, great fortunes realized—and with the revival of commerce, an enthusiasm awakened, which bids fair to cover England with Railroads.

"On the Continent of Europe low rates prevail; and as in England, the principal part of the passengers take the second and third class cars. In Russia, the rate has been fixed at 1½ cents per mile, while in Germany, the following rates are very generally adopted.

First Class Passengers, per mile	1-10th of a Cent.
Second	1/2
Third	1/3

"Thus have the experiences of Belgium, France and England, and the action of Russia and Germany, sanctioned the policy adopted by Massachusetts.

We have thus presented a summary of the statistics of Railways—their cost, income, and fares, in order to stimulate the public mind, and illustrate practically the invaluable benefits which the completion of this enterprise will confer upon us.

The Railroad has become the grand lever of modern improvement; by increasing the facilities and reducing the expense of transit, it promotes intercourse and breaks down sectional differences and jealousies. The permanent effects of the line here would be to bind the Colonies into one, to give a uniform tariff, currency, postage, a general Government, and the talent, influence, ennoblement and potency of a Union. Give us this line to Quebec and Boston,—and in a word, before 10 years, we will take the leap of half a century!

But before we close here, we have yet to touch on another improvement, the scientific miracle of the age—the Electric Telegraph. We have not space to illustrate its principles—we will confine ourselves to its effects. Although it may stand independent,—it has hitherto been regarded as a consequent, of the Railroad. Long lines have been erected in Great Britain, in the United States, and in France. It runs now in one continuous line from Boston to New York, thence to Buffalo, onwards to Hamilton; and the line from Hamilton to Toronto has been completed during the last month. The cost in Great Britain is £50 a mile; the estimate in the United States is £25 a mile, for a single, and £37 10s. for a double line. In parts of the States it yields a large return for the capital invested. By a series of experiments conducted by the British Government a line has been laid under water across the harbour of Portsmouth. The whole secret of its action is the transmission, by completing the circuit, of the galvanic fluid. Its transit is rapid as light itself. Separate the magnet from the battery, says Mr Vail (p. 11) “10 miles, 100, 1000, or 10,000 miles, and let the circuit be completed, and the vibratory motion is produced as readily, as if distant only a few feet.” It is said that the stations may be placed on the line at the distance of 500 miles from each other. By means of a set of electric wires extending between London and Peking, says a “modern writer,” the Privy Council of St James and the Lookin board of the Celestial empire might, without any imaginable difficulty, effect an hourly exchange of official sentiments, and settle the details of a treaty in the course of a forenoon. Lord Palmerston lately alluded to this as a *possibility* in a debate in the House of Commons.

In Montreal a Company has been organized to construct a line from that city to Toronto; and Your Excellency is of course aware that the Committee of Trade in that city have recommended a line from thence to Quebec and onwards to the Atlantic at Halifax. The Governor General, in the despatch sent down to our Assembly, has solicited the co-operation of the three Legislatures in support of this enterprise. But the late Meeting at Que-

bec has put the question of its completion beyond all doubt. The cost of a double line for 600 miles is estimated at £22,500. They have formed a Company, elected a Board of Directors and subscribed Stock to lay it to the boundaries of Canada: they are ready to raise stock for the entire line to Halifax—provided the Lower Provinces do not wish to participate in, and to enjoy a joint and concurrent control over, the Telegraph. What a change!—before the end of next Summer—the news received by an English steamer may in one or two hours after the arrival of the boat, at Halifax, be communicated to, and published and read, in the city of Quebec. We are then on the eve of great changes!

Facts, like these, require no ornament nor commentary—like a simple, but touching case, in the hands of able Counsel, their statement is enough for persuasion.

We have now the materials before us for right judgment, and are prepared to draw and vindicate safe and practical conclusions.

In our next, we will review what has been accomplished, and what your Excellency may now recommend to the Legislature, without danger to your own reputation, or to that of the Legislature and Province over which you preside.

What a proud day—what a solace to the evening of life—what a brilliant conclusion to long services on this Continent—if you should be instrumental in having the ground first broken in this great work, and live to control the affairs of British North America, as the Representative of our Sovereign, with cars starting from Quebec, or Montreal, to the ocean at Halifax, and to Sandwich, at Lake St. Clair,—with an Electric Telegraph at the same time in operation, conveying information from Lake Huron to the Sea, with a rapidity more divine than human. By a single touch the order may be issued at Montreal, strike simultaneously at Sandwich, on the shore of Lake St. Clair, and at Halifax on the tide of the ocean; and within the same hour there may be harmonious action at the extremities and along the whole line. It will give one breath, pulse, thought and action to the Colonies and their people, now separated by impassable distances of hundreds or a thousand miles.

We live in the confident hope of seeing those great ends attained—it is but a question of time—it may be rapid or tardy—just as we resolve and act; but slow it will not be, if perseverance and earnest advocacy can forward the movement.

HALIFAX, February 1, 1847.

ARTICLE III.

History and Literature of the Railroad--Pamphlets, Reports, Action of the three Legislatures--Difficulties in Canada--Despatches from the Colonial Secretary--Progress of the Survey by the Hon. Capt. Owen, and the Officers of the Royal Engineers.

"The completion of any satisfactory communication between Halifax and Quebec, would, in fact, produce relations between these Provinces, that would render a general Union absolutely necessary. Several Surveys have proved that a Railroad would be perfectly practicable the whole way. Indeed in North America the expense and difficulty of making a Railroad, bears by no means the excessive proportion to those of a common road, that it does in Europe."—*Lord Durham's Report, p. 114.*

"*Suum cuique tribuito.*"

To whom the merit is due of originating this project, we have not the means authoritatively to decide. The first suggestion of it, known to us, is contained in Lord Durham's Report—so proud a monument in the history of these provinces,—and therefore, brightens the coronet of that distinguished nobleman, and elevates the reputation of that galaxy of able men whom he gathered around him,—Mr. Buller, Turton, Dowling, Wakefield and others. His Lordship was great, not only in the possession of high personal talents, but like Elizabeth and Bonaparte, he had the sagacity and honest unselfishness to know that an age, or an era, or a reign, can only be made illustrious by the congregation and employment of fitting and skilful agents. Queen Bess acknowledged that Burleigh was her right hand. Bonaparte won his battles by leaning on his Generals—and Lord Durham appended to his Report those able productions of his employées, which give it additional substance and authority, and reflect such honor, both on the employer and the employed. It was referred to in the Report of the Halifax Committee of Trade and Manufactures, upon the benefit of steam communication, submitted to our Assembly in 1841, and contained in the Journals of that year. Much praise is due to Mr. A. W. Godfrey for his letters to Sir Robert Peel on its extension to the Oregon; but the practical movement—the agitation of the question leading to useful results, both in England and in these Colonies, was unquestionably produced by the projectors in London. They first gave direction and impetus to the public mind, induced inquiry and combination, solicited the aid of the Colonial Executives, and enlisted the talent and energy of the Colonies in its support. Errors and indiscretions they may have committed—they have suffered; the objectionable have been removed; but the result has been that a project, treated, at its first promulgation, as wild and impracticable, has acquired a practical shape, and will end in all likelihood, and before long,—in a magnificent reality!

We will presume Your Excellency to be acquainted with the leading publications which have appeared on this question;—the prospectuses, maps, and three pamphlets which have been issued under the auspices of the projectors in London;—the reports of

public meetings held at Halifax, and the two pamphlets prepared and published here—containing surveys and an elaborate and useful report, under the signature of the Hon. James B. Uniacke, Secretary; the letter of the 'Colonist,' prepared by Mr. George R. Young, and published by him while in London, in the Colonial Gazette of the 18th October, 1845, illustrating the effects of this Railway, on the political destinies of these Colonies, as influenced by the relations between the Old and the New world;—the attractive and stirring Address of the Committee at Quebec, said to be the production of that veteran Editor, the Hon. John Nelson, who ever employs brief and terse words to give the *essence* of deep thought;—the series of able and invaluable editorials published by that gentleman in his Quebec Gazette;—Dr. Gesner's letter, dated October 25th, 1845, pointing out the mineral resources of the Country, through which the Railway would traverse;—Sir James Alexander's letters, demonstrating the physical and geographical fitness of the country for a Railway, so valuable at the time, from the knowledge derived, by that intelligent and active officer, while engaged in the survey for the Military Road;—the proceedings at the *Monster Meeting* held at Quebec, on the 14th January, 1846, and the speeches made there by the Hon. Mons. Caron, Mr. George R. Young, Mr. Cochran, Nelson, Stuart, Aylwin, and others,—said at the time to have saved it from being a party wreck, and to have entirely changed the current of opinion in Canada West;—the practical despatches from Sir Wm. Colebrooke to Lord Falkland, with the memorandum from Capt. Owen, suggesting Canseau as the terminus;—Mr. Gladstone's despatch detailing the guards to be introduced into every bill passed by the Colonial Legislatures, before the Royal sanction could be obtained;—the debates in our Assembly at its last session;—Mr. W. H. Buckerfield's letters from Westmoreland to London have conveyed useful information; and the Editors of the London Colonial Gazette and of Wilmer & Smiths' European Times have, with their usual devotion to Colonial interests, lent this project a powerful and steady support. Here we pause—we have religiously abstained from treading upon debateable ground. We intend to start afresh from this point; and to give a condensed view of what has been done during the past year, so as to set out the elements from which we may draw, what can safely be done in the succeeding

It was vigorously pressed on our Assembly, and the table of statistics submitted, was to influence it to pledge grants of the public lands, the free use of materials, and the payment, for the first ten years, of a rateable proportion of the interest on capital, so as to induce the Government and monied men to embark in it. These grants were to be *conditional*, and to depend on three preliminary points—1st. On the practicability of the project being ascertained by competent Engineers. 2nd. On the British Government giving one Million at least, in return for the conveyance of Troops, Mails, &c. And 3rd—on the balance of Capital being raised in Eng-

land and the Colonies—the cost, the sources of return, and the probabilities of profit were elaborated in detail; and, it was argued, that the responsibility of deciding upon the expediency and returns of so vast a project, would, by this mode, be transferred from the Legislature to the Mother Government; to the competent men, H. M. Cabinet would call to her aid; and to those who had every reason for caution, because they had to advance the funds. The House declined this course—the Committee refused to go thus far. Resolutions were finally passed on the 14th March last speaking favorably of the enterprize—requesting His Excellency the Lieutenant Governor to cause a survey and examination of the lines within the limits of this province to be made, and engaging to provide for the expense—requesting the Lieutenant Governor to use his best endeavours to obtain the aid of Her Majesty's Government, by the appointment of qualified Engineers, and to open a correspondence on the subject with their Excellencies the Governor General and the Lieutenant Governor of New Brunswick.

The following is the last resolution passed in the Assembly of Nova Scotia:
Resolved, That this House, as soon as it shall be ascertained that the said undertaking can with prudence and propriety be entered upon, will pass and concur in such acts of Legislation for the incorporation of a Company as may be necessary and proper; and will then further consider in what other modes, and on what conditions, and to what extent it will be proper, and within the powers of the Legislature of Nova Scotia, to grant Provincial assistance towards a scheme, the successful accomplishment of which, promises results of no ordinary magnitude to this Province, and Her Majesty's Dominions in North America.

An Address to Her Majesty was also carried in which the superiority of the railway, for the transit of troops and mails, in comparison to a military road, was advocated, and the favour and assistance of Her Majesty's Government were respectfully besought. The whole proceedings are contained in the printed Journals of last year, page 502.

Shortly after the passage of those resolutions they were transmitted to the Governor General, and to His Excellency Sir W. Colebrook; and by the latter were communicated by Message to the Assembly of New Brunswick. By that Body they were referred to a Committee, and on the 2d April Mr. Partelow the Chairman, and the leading and able financier of that body, reported the following resolutions: They were carried the same day, for the first and second the whole House against 1 and 2; the third was carried 30 to 5.

1st. *Resolved*, That nothing would tend more to advance the prosperity of the British Colonies on this Continent, to cement their union and preserve their integrity, as valuable appendages of the Crown, than a Railway connecting the Provinces of Canada, Nova Scotia, and New Brunswick.

2d. *Resolved*, That this House confidently looks to her Majesty's Government for its Parental aid towards this great National project.

3d. *Resolved*, That this House, viewing the establishment of such Railway as a measure of the greatest importance to these Colonies, both politically and commercially, will not be behind-hand with their fellow subjects, the people of Canada and Nova Scotia, in making such provision, both from the Public Funds and Lands, as the resources of the Province will warrant.

When the project was first mooted, a feeling of opposition was entertained by some of the projectors of the line of Railway from St John to Fredericton, and thence to Woodstock and the Grand Falls. They felt desirous that this local enterprise should be made part of the great Colonial line—that the chain of communication should be kept up by steamers running across the Bay of Fundy to Digby, and thence by the Western Counties of Nova Scotia to Halifax. It is unnecessary to enter here into the *details of this controversy. It has been happily set at rest—the one line is regarded as *local*, the other *provincial*; and the opinion, we have reason to believe, of the leading men of the Legislature, and of the great majority of the thinking and the intelligent, in our Sister Province, is, that the two lines do not conflict;—that both may be successfully promoted at the same time, and in a spirit of cordial harmony and co-operation. We are happy to perceive that the Act to incorporate a Company to lay the line to the Grand Falls has received the sanction of Her Majesty in Council, and that its projectors have favorable expectations of raising the necessary capital. New Brunswick is a noble Province,—this line will swell the trade and resources of one of its best sections; and, in all faithfulness and sincerity, we wish its projectors an early and full fruition of all their hopes. Speed—speed we say to their labors!

After the rise of the Legislature of this Province in April last, Mr. George R. Young, in consequence of his professional connexion with the original projectors of the enterprise in London, and at the request of some of those, both in England and in Canada, most friendly to the enterprise, was induced to proceed to New Brunswick and to Montreal, for the purpose of promoting Legislative aid to further this great project. He found His Excellency Sir William Colebrooke, and most of the leading men in both branches, most anxious to promote the scheme. The resolutions given above were passed;—but, after consultation and debate, it was decided, that the resolutions should be confirmed, and strengthened by a more clear declaration of their real purport; in order, if possible, to affect the proceedings in Canada, and render the pledge anticipated from the Assembly there, more specific and certain. The Hon. the Speaker, Mr. Weldon, the Hon. E. B. Chandler, Mr. Partelow, Mr. Wilmot and others—including a large proportion of the talent and influence of both Houses,—gave then the following letter:—

Fredericton, April 9th, 1846.

Sir,—In reply to the inquiries put, we beg to state that, in passing the resolutions entered in our Journals relative to the Railway from the Atlantic to Canada, our House intended to go quite as far as the Assembly of Nova Scotia, and to provide, if required, for the expense of a survey within the limits of this

* See Mr. G. R. Young's letter to the Hon. C. Simonds, A. Smithers and John Duncan's Enquiries on the subject, written by request and published by them at St. John's, January 23rd, 1846, pointing out the impossibility of making this part of the great Colonial connecting line, and that the two Lines ought not to conflict. The Committee at St. John passed a vote of thanks to Mr. Y. for these letters.

Provinces. In addition, we feel satisfied (although, of course, we can only express our opinions as private individuals), that if the Mother Government take the project up as a national undertaking and give a Grant of one million, and the balance of Capital be raised in London and the Colonies, so as to insure its completion, that our House will readily co-operate with the Legislatures of Canada and Nova Scotia to give free grants of Land, the materials required, and to secure the payment of a rateable proportion of interest for a term of years. There is a sincere anxiety felt in our Province to see the enterprise completed; but the opinion is, that the initiative ought to be taken by the Imperial Government and the Legislature of Canada, for the larger interests they have at stake.

We are, your Obedient Servant.

To G. R. Young, Esq. M. P. P.

An Address to the Crown was also drafted and prepared, and would have been passed, had it not been for the lateness of the Session, and the impossibility of getting a quorum on the last day. It is due to the Hon. Charles Simonds, a gentleman whose talents, Colonial reputation and influence are so well known and appreciated, to state, that he would have accompanied Mr. Young to Montreal, had he not been controlled by previous and private engagements. Every praise is due to the Honorable the Speaker, to Mr. Chandler, Mr. Partelow, Mr. Wilmot, Mr. Botsford and Mr. Rankin, for their activity and zeal in pushing forward this scheme. Out of the Legislature, it has been watched over, at St. John's, with steady devotion and zeal, by A. Smithers, Esq., Chairman of the Committee, George Wheeler, Esq. the Secretary, the Hon. Mr. Simonds, the Mayor, Mr. Duncan, Mr Woodward and others.

When the project came before the Legislature in Canada, many circumstances concurred to blight the favour of its reception. Independent of the party conflicts with which the Assembly was rent,—the financial difficulties of the Province were most weighty and embarrassing. The expenditures on the Canals, and the other public works, had so far exceeded the estimates, that before any new appropriation could be made, a debt of £600,000, actually incurred, had to be paid off and provided for—in addition to the large appropriations required to forward works in the course of formation. The feeling of several of the Members from Upper Canada was then rather adverse to the project—they acknowledged its importance and utility; but the prevailing desire with them, and among an influential party in Montreal, was to give priority to more direct objects of local improvement, and especially to the line of Railway from that city to Portland. It was sometime doubtful whether the Legislature, would, amid these conflicting and hostile influences, be induced to approach its consideration at all.

The prospect eventually brightened and the opposition melted away. A variety of influences were rallied and brought to bear. The three Legislative Councillors from Quebec, the Honbles. Mon. Caron, Mr. Neilson and Mr. Walker, the Speaker of the Assembly, Mon. Morin, the Members from Quebec, Mr. Aylwin, Cauchon, Dr. Tache and others, were unwearied in their exertions. Lord Cathcart gave to it the whole weight of his personal and

official influence; and Sir Allan McNab, for a time absent, afforded, on his return, a ready and generous support.

A Public Meeting was held at Quebec, and an earnest Address passed, which was presented to the Governor General, and to the two Branches by a special deputation, consisting of Dr. Fisher and others.—Mr. A. W. Cochran, whose literary talents are so well known, has laboured in the good cause with unabated zeal: Mr. Young wrote two public letters, reviewing the whole scheme, illustrating its results, meeting objections, and earnestly urging the conditional pledge to be given, one to the Hon. Mr. Draper and one to the Committee at Quebec, which were published in most of the leading Journals of the Provinces. Col. Holloway, the head of the Engineer Staff, was induced at the instance of Sir James Alexander, and in consequence of a personal application from Mr. Young, to give a valuable memorandum, of which the following is a copy:

Quebec, 4th May, 1846.
 MR DEAR SIR,—In compliance with your wish, I had an interview with Colonel Holloway this afternoon, on the subject of the Quebec and Halifax Railway, I have much pleasure in subjoining a copy of his opinion of this most important undertaking.

Mr. G. R. Young, M. P. P. conferred with me here, regarding the proposed Railway, to connect Halifax with Canada, I mentioned to him, that a survey had been conducted for the Government, and under my direction, for a military Road from Halifax to Quebec; and from what was then ascertained; I have no doubt that a line could be had for a Railway. I know that the British Government is erroneously inclined for a military Road; and if I see no objections, on further inquiry, I would gladly recommend a Railway instead of the ordinary Turnpike road. I believe the Government is impressed with the importance of a Railway from Quebec to Halifax in a political point of view, and I am of opinion that it is highly desirable, if not absolutely essential for the military defence and protection of the British American Provinces.

(Signed) W. C. E. HOLLOWAY,
 Colonel Com. of R. Engineers.

Quebec, 14th May, 1846.

I am very faithfully yours,

(Signed) JAMES EDWARD ALEXANDER.

To G. R. Young, Esq. M. P. P.

Several Editors of the leading Journals in Montreal, relieving it of all party complexion,—the Herald and Pilot, both conducted by Editors of high talent,—Kinnear Esq. and Honble. F. Hinks, the Gazette, and the Journals in U. Canada, warmly recommended the Government to come down with the pledge sought for.

A more friendly feeling was created abroad and in the Assembly. Mr. Gladstone's Despatch of the 18th April last, addressed to Lord Falkland, conveying information that the Government had determined to undertake the survey, inspired the friends of the project with new vigour and hope. The Executive in Canada, thus addressed and fortified, were enabled to move, and to carry out their own friendly intentions. His Excellency the Governor General sent down to the Assembly a suitable Address; and, on a subsequent day the Resolutions here given were passed. The conditional pledge for payment of a proportionable part of the interest

would have been made, had it not been for the burthen of the public debt—£30,000 a year for ten years from the large revenue of Canada, was, in comparison to the success of such a project as this, treated as a bagatelle. Mr. Young, before he left Canada, was favored by three letters, expressive of their approval, from the Honble Members of the Council, the Hon. the Speaker, and the Members of the House interested in the question, and from the Committee at Quebec, of the exertions he had made, as being in accordance with and subservient to their own. The three Legislatures have thus concurred in a decided and encouraging line of policy—and the question now arises,—are we ready to go further?

1. *Resolved*.—That this House, is fully sensible of the value and importance, in a political point of view, of improving the Inland Route between Quebec and Halifax, by the construction of a Railroad, thereby shortening the time within which communications can take place between this Province and the Mother Country, and facilitating the defence of the British Possessions, on this Continent, in the event of a War.

2. *Resolved*.—That in the opinion of this House, a Survey and Estimate should be made for the purpose of ascertaining the best route for, and cost of constructing such Railroad from Quebec to the Southern Boundary of this Province, to unite with a Railroad to be constructed onwards to Halifax, and that a report should also be obtained of the nature of the country through which the first mentioned Railroad will pass—the Population, Resources, Trade and other statistical information, as well as enable this House to judge of the commercial value and importance of the projected improvement, and to decide upon the extent to which it may be for the interest of this Province, and to co-operate with the Imperial Government and the Sister Colonies, in encouraging and assisting the completion of this undertaking.

3. *Resolved*.—That an humble Address be presented to His Excellency the Governor General, praying that His Excellency will be pleased to take the necessary measures to procure such Surveys, Estimate, Report and information, assuring His Excellency that this House will make good the expense attending the same.

During the recess a variety of important movements have been made—the survey has progressed under the superintendance of Capt. Pison and Lieut. Henderson, two officers of distinguished efficiency and skill—until the unfortunate death of the former threw the responsibility upon one. Of its progress we shall speak in our next article.

The Hon. Captain Owen, at the request of His Excellency Sir W. Colebrooke, proceeded in August last, in the Steamer "Columbia," to Canseau, to meet Captain Pison, and to survey and report upon the character of the Harbours there. This Report will be submitted to the Legislature. He very kindly sent a copy to Halifax—it is now before us; and it is valuable in this respect, that it has brought to light the capacities of a safe and excellent port on our S. East coast, (Whitehaven) before comparatively unknown—easy of entrance, comparatively free of fogs, and which, altho' not now deemed eligible for the Railway terminus, may, at some future time, be turned to useful account. Our Legislature owes some testimonial of respect to this able officer, for the labour he has expended in improving the safety of navigating the shores of Nova-Scotia, the Isle of Sable, and the

Bay of Fundy. His survey, when published, will give a new and improved character to our charts.

A Memorial of 100 folio pages, addressed to the Colonial Secretary, prepared by Mr. Y. illustrating the project in all its details, and with appropriate Maps and diagrams, referring to the population, productions and Mineral resources of the Country through which the line would pass, was sent to London in June last to the friends of the project there. It was deemed prudent by them to delay its presentation till the time had arrived for the formation of a Company. It was submitted to Lord Cathcart in May, and His Excellency was pleased to express a favourable opinion of the information it conveyed.

In Nova-Scotia, no Commission of Enquiry has been appointed by the Government—but not so in Canada and New Brunswick. His Excellency the Governor General, shortly after the rise of the Legislature, put the enterprise under the care of Colonel Simpson, of Coteau du Lac, who, we are aware, has been since steadily engaged, by personal enquiry, both in the provinces and in the States, in collecting the necessary statistics. He spent a fortnight in Halifax in September last, and we had with him a free interchange of thought, and a discussion of all our mutual plans. His Excellency Sir W. Colebrook and the Executive Council have also, of their own authority, appointed M. H. Perley, Esq. of St. John, to conduct the survey, and to collect the statistics in relation to New Brunswick, and we are aware that valuable reports will be submitted by both to our sister Legislature.

Mr. Perley's Report will occupy 120 pages, and will bring auspiciously to light the vast resources of the Eastern side of New Brunswick. We are glad to say that those engaged in the survey speak in terms of unqualified praise, of the extreme beauty and fertility of the tracts situate on the Eastern side of our Sister Province, and that they will concur in giving to New Brunswick even a higher position than she has hitherto enjoyed in the public estimation. She is deeply interested in this project.

As to the feeling in London, it is enough to say, that it is decided and warm in its favour. The deputation received by Earl Grey, at the Colonial office, in July last, headed by Mr. William Young the Speaker of our Assembly, consisting of Sir Howard Douglas, the Hon. Mr. Dickson, Sir Allan McNab, Robert Gillispie, George R. Robinson, George Pemberton, Thomas H. Brookings, and William Bridges, Esquires, combine all the Colonial influences necessary to give the project in Great Britain, position, character and influence. They wait our deliberation here;—these are men of capital, intelligence and prudence, who will not lend the sanction of their names to any other than a practical and honourable enterprise. We have now to dress it in persuasive guise for the eye of the Colonial Minister and the British Public—and to induce His Lordship Earl Grey, and them to afford it sanction and patronage.

We have yet therefore labour before us. The Colonial Minister is not yet definitely pledged, although there are promises of assistance given; the capitalists of London, friendly to the Colonies, have not organised themselves, although favourably impressed and anxious to promote the scheme; Parliament has not been appealed to; the public mind in England has not been sufficiently stirred and excited; the various projects, connected with the ultimate success of the scheme, a Railway direct as possible from Holyhead to Valentia, this made the starting point for the American Mail; the employment of Steamers for the transport of Emigrants; an enlarged and comprehensive plan of emigration; for the settlement of the fertile and boundless tracts in New Brunswick situate on the line; and other details we do not refer to here—for it embraces a wide circle of contingent operations,—have yet to be arranged and reduced to practical form. The labours are onerous and responsible—but they are cheering and hopeful; and all may be achieved, and speedily too, if there is only union, decision, and boldness here.

We will proceed in our next article to suggest our plan—and to trace out, and vindicate all its details. It is a noble subject. It involves the progress of a mighty nation, and hangs prophetically over a pregnant future.

HALIFAX, February 6th, 1847.

ARTICLE IV.

The Railway the first step to a Federative Union—Its effects upon the Social and Political destinies of the Old and the New World—It must be made if Canada is to be kept—Saving of expense—Question of Allegiance to the Colonies—Importance of, to New Brunswick and Canada—Necessary to secure the Trade of the West to the River St. Lawrence—Survey—Action open to the three Legislatures—Enquiries yet to be made.

* I have the Queen's commands to apprise Her faithful subjects in Canada of Her Majesty's fixed determination to protect them with the whole weight of her power."—Lord Sydenham's Speech to the Legislature of Canada, 15th June, 1841.

† The Queen's Government have no desire to thwart the Representative Assemblies of N. America in measures of reform and improvement. Her Majesty has no desire to maintain any system of policy among Her N. A. subjects which opinion condemns.—Lord John Russell's celebrated Despatch 14th Oct. 1838.

‡ My desire is, as I believe it is the desire of this House and of the Country, to treat the Colonies, in fact, as integral parts of the Empire—each Colony, as a County added to the parent State.—Sir H. Douglas's Speech on motion for returns of Colonial Trade, 1845.

§ We ought, I think, to treat the trade of the Colonies as we treat our own trade.—Lord John Russell, in debate, on British Possession Trade Bill, Sept. 1846.

¶ In communicating to you the copy of a Despatch, which I have recently received from Her Majesty's Principal Secretary of State for the Colonies, I avail myself of the occasion to state to you the views which I take of the very important change which, by this Despatch, is made in the tenure of your respective offices; which, instead of being held as heretofore, either "for life," or during "good behaviour," are henceforward made entirely dependent upon the will of the Sovereign, or that of her Majesty's Representative.

Entertaining these views of the subject, I hail this despatch as conferring a new, and, in my judgment, an improved Constitution upon these Colonies.—Sir John Harvey's Letter to the Officers of the Government in New Brunswick, Dec. 21, 1839.

It is beyond all cavil or question, that the Mother Government, in a spirit of generous and kindly consideration, has yielded to these Provinces, the principle of self-Government, in all its integrity and plenitude, as far as it can be granted in accordance with Colonial relationship. In 1843 the Ministry abandoned, unsolicited, and without stipulation or return, the old Imperial duties, yielding in this Province £2,000 sterling and upwards, and forming part of the Casual Revenue of the Crown. Last Session, Parliament, by the passage of the British Possessions bill, made a further concession, gave to the Colonial Legislatures the power of regulating their foreign trade; and thus magnanimously ceded the last remnant of that right of imposing taxes in the Colonies secured by the charter of 18 Geo. III. C. 12. This year, after vigorous but respectful remonstrance, the extension of the law of Copyright to these Colonies, created for the protection of the British author, and which had the practical effect of excluding here the cheap literature and reprints issued from the American press has been given up,—we are left to impose such duties upon books as we deem expedient. The controul of the Post Office is about to be transferred to the Executive and Legislatures.—Parties here may oppose these boons for a little while longer, they may narrow and fence up the benefit of these concessions by upholding ancient forms and local obstructions; *but the fiat has gone forth.* Great Britain, like a generous parent, intends for the future to treat her Colonists in British North America as intelligent and dutiful children, and to leave us to think, resolve, and act for ourselves, *in all matters which are local.* It is clear, as the beams of noon-day, that a general union is in prospect,—that the future controul of the Parent state is to be exercised upon an enlarged and even generous scale,—that she intends to bind us,—not by the old trappings and miserable misrule of the past Colonial system, so odious and chilling in its life, that its friends even will not seek to build for it a Monument;—but by the stronger ties of mutual interest and of generous affections;—of protection and confidence on the one hand, and of unfeigned respect and well-grounded attachment on the other. Lord Durham defined the system, he revealed the new dawn—his son-in-law, Lord Elgin, we believe, is sent to perfect the system and hasten on the full day. Earl Grey has lived to confirm and enjoy the ennobled reputation of his great ancestor—the steady, the fearless, the consistent advocate, through evil and good report, for fifty years of reform,—may it be Lord Elgin's happy fortune to sweeten the tender ties he has formed by illustrating, with the success of his Administration, the fame of that Nobleman to whose line he is now so closely allied.

But to effect these vast changes, physical difficulties must first be overcome—we require a great Colonial highway—to bring the distant parts into closer approximation; to enable the citizens of Sandwich, Toronto, Kingston, Montreal, Quebec, St. John, and Halifax to enjoy frequent intercourse and personal communica-

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tion; to master the snows and to remove the obstructions which now block, and render impassable, our highways, in winter. Hence the necessity of this Railroad,—this line from the Atlantic to Lake Haron,—this great Colonial artery, which is to give new life-blood, vigorous pulsation, and enlarged and increasing powers, to the grand Federative union, of which we have the forecast, and before long, we believe, we will enjoy the reality.

We have in our previous writings sketched, in its leading outlines, the influence which this great and national viaduct of Colonial transit is likely to exercise over the destinies of the Old world and the New. With seven lines of Railroad, now in progress from the sea board of the Atlantic states up to the border territory of Canada, the British power on this continent is in peril, especially during our hard and protracted winters. The whole aggressive force of the U. States might *invest* the United Province and besiege her citadels, before a protective power, sufficient for the threatening exigencies, could be marched up and combined. Hence, says Col. Holloway, R. E.—no light authority—so also Sir James Alexander and other military officers of talent and experience—this Railroad has become "*necessary, if not indispensable*;"—mark the terms! for the adequate protection of that noble British Continent in our rear. With a view to safety, and to economy also, it must be laid. It will save a mighty outlay in fortifications, it will diminish expense by rendering unnecessary the continual maintainance of an extensive standing force—the Electric Telegraph will bring instant information from the interior—the regular troops may be rapidly centralized from all points to the point of assault—in a brief period additional forces may be brought from Britain; and she will be thus enabled to resist and keep in awe,—to control, and ultimately suppress that patent desire for universal conquest,—for the sweep of this entire Continent—which animates her Republican rival. With such facilities Canada will be safe; but without the Railroad she must be in imminent, unquestionable and constant danger. To prevent aggression it is necessary to be powerful, to restrain insult it is indispensable to have the reputation for spirit; and nations, like individuals, are soon taught to fear and to respect those whose resentment entails redressment and retaliation.

In proving the importance of Canada to the Parent state in our letter of the Colonist, written in October, 1845, we thus put the argument, and we know that we could not present it now in more forcible language.

"Evil will befall the hour if Canada were lost. Canning once proudly and emphatically said, he would "call up a new world in the west to balance the old." It was a saying not less true, than it was brilliant. But this doctrine of the old world on the new has become, since that time, far more close and sympathetic. It has been justly said that the march of empire is westward; and that as kingdoms grow up here to their prime,—to their maturity and grandeur, and then according to their universal, we had almost said the eternal law of change, begin to fall into decay,—the progressive progress, the increased

energies, and the accumulated knowledge of man is to start afresh on the great field of the new world, and create around him a scene of civilization indicative of higher intelligence, of more refined art, and of a more expanded and ripened glory. If such contemplations be sound, it cannot be the duty nor the policy of Great Britain—the greatest nation in the paternity of that mighty future—to suffer her influence to be affected and curtailed in that field where millions of her subjects and their descendants are yet to find a home; and where her free institutions, and her arts and greatness, are to be reproduced and cultivated till they reach a far higher and nobler perfection.

“But, to show the importance of our present inquiry, we do not need to deal in these revelations of the future: the past affords a lesson sufficiently instructive and significant. The possession of British North America is indispensable to the safety and protection of our islands in the archipelago of the West—necessary for their supply and trade, and for the retirement of our troops and navy. If the footing of Great Britain were lost in Canada, our settlements in Hudson’s Bay and in the Oregon territory would soon follow. Unless the broad continent in the rear were our own, it would be impossible to preserve the fine harbours and the inexhaustible fishing grounds of Nova Scotia and the other lower colonies. Give to America the sweep of Canada, and the ports and mines of Nova Scotia, the fisheries of the Bay Chaleur and of Newfoundland, the superior timber of our northern forests—all elements of national wealth now wanting,—her way from the Atlantic to the Pacific would be irrefragable and boundless. Mexico and Texas would be at her mercy—the trade and manufactures of the old world would be subject to her selfish and grasping policy,—for she could reject or receive them on her own terms; and, enjoying their rich and unpossessed resources, now held by this country in these wide possessions, her industry would be extended to new branches, and inspired with new vigour; her prosperity be fed from original and fertile sources, and her independence built on a basis far more broad in itself and threatening to other powers.

“If the old world is not to be surrendered to the new—if Great Britain desires to retain her, or any, influence in the West—Canada must be preserved, be the cost what it may. The lower provinces hang upon her; their fate is intertwined with that of their elder sister; and, united, they are the pedestal of the British interest and power. England, said Sir Robert Peel, stripped of her Colonies, would be reduced to a third-rate power; those in British North America, by overhanging and keeping in check her great and most dangerous rival, are the most important of them all.”

And in the peroration of the speech delivered at Quebec, Jan'y, 24, 1846, Mr G. R. Young thus endeavored to illustrate the effects which the loss of Canada as a Colony might produce upon the social and commercial relations and destiny of Great Britain, in the conflicts which now agitate, or are likely to agitate, the old world.

“There can be no question that the New World has exercised, and is yet destined to exercise, a mighty and increasing influence on the affairs and destiny of the Old. The institutions and dynasties of Europe rest indeed upon ancient, but not settled or enduring foundations. There is a restless and active spirit of enquiry abroad into their principles and actions; and a desire to replace the hoary and tottering structures of time by new fabrications—and fresh principles of social order. CANNING, with that sagacity and brilliancy of mind, which, while it adorned his age, made his prophecies so valuable to us, foretold that “a war of opinions” would arise in Europe, which would sweep across it in desolation, if not controlled and propitiated. That conflict has been begun. In Italy, Prussia and France, there are powerful masses, stirred by energetic and intelligent minds, who seek to throw off the yoke and pressures of feudalism, to eradicate, as they say, the antiquated notions of passive obedience and regard for aristocratic claims, and to enjoy a

successful and happy age of equal rights? Great Britain herself is not free from doubtment; the waters are troubled, although the storm is not threatening. Scotland is restless under the oppression of the Free Church; Ireland is agitated by repeal; and England has her Chartists and Puseyism, the Corn Laws and Free Trade involving the ascendancy of the landed interest, and perhaps the very principles of the monarchy itself. Now, indeed, there is no cause for needless alarm; so far as might consists in the possession of almost boundless wealth and of military and naval power, never did the Parent State occupy a more proud and daring position. She is not invincible only—she believes her to be resistless.

"If war should now be waged with the United States, she can send forth on the broad pathways of the sea a steam and naval fleet which would barricade the Atlantic coast of America from Maine to the Mississippi, burn and ransack every city within the reach of their cannon, desolate her entire commerce and force those taunting southerners—for in New England there is a better feeling—to carry back their flag, where no sea born breeze would reach to fan it. If war now, Britain has nothing to fear; on the contrary, there are hopes, confidence, the very certainty of brilliant achievements and final triumph. But we are bound to look to the future.—to weigh the effect of possible contingencies. Suppose the Republic had acquired the undisturbed possessions of this broad continent, and that she had, to use her own significant term, annexed California, Canada and the regions to the North. Then, indeed, the aspect of things in the Old World might be changed. With the cottons and sugars of the West the wheat of the southern and middle States; the timber and fax of Canada and New Brunswick; the coal, the iron and copper, so profusely scattered throughout this British continent, and so admirably adapted for the growth of manufactures; the fisheries of our coasts and on the Banks of Newfoundland, to extend her elements of a commercial marine.—Young America would breathe with a new life, and might even attempt to control and modify the destinies of the Old World. She might refuse to supply food and the raw elements of trade to the classes now dependent on her; she might pass a tariff so prohibitory as to cripple, if not destroy, the manufactures of which England at present enjoys a profitable monopoly; she might shut her ports against the surplus population crowded up in Europe; to an old and ripe state of European society; and while thus sapping prosperity, she might endeavour, by direct interference, to incite the uneasy and encourage the disaffected, to tear down old and venerable institutions, and supplant democratic models in their stead.

"The peace and safety of Britain seem thus to hang dependent on Canada being preserved; to control the ambition, to curb the spirit, and to counteract the grasping policy of a dangerous rival. It is the belief that Canada cannot be saved unless this project is completed, and that the views I have thus attempted to illustrate, are so potent and irresistible in themselves, that they must produce conviction upon the statesmen who rule the affairs of the British Empire,—which renders others and myself so sanguine and confident that this railway will be begun and completed without longer delay." at 11—(pub 1850

If these views be found it stands no longer a question for debate or of narrow and sordid calculations—it assumes higher ground. It involves the controlling question of national allegiance—is it to settle the mighty issue, whether our Institutions and forms of local government are to continue Monarchical, or to descend and to be Republican? It may demand an expenditure of three to five millions—but can this outlay effect either the sober judgment of Her Majesty's ministers on the one hand, or of our Legislatures and people on the other? It is to secure to the former Sovereignty in the West—fighting ground to curb and control an ambitious and haughty rival; a growing nation of children as customers—a home for surplus population; a new sanctuary for the free institutions of

the old world ; a fresh field for the practical arts ; another, and a living reflex of the laws, literature, science and discoveries with which our ancestors have illustrated the past brilliant History, and adorned the present condition of Europe ; and on the other, the protection and security of the British flag—sympathy with British interests, the glorious inheritance of British freedom—the life and impetus of her *inimitable* constitution ; a preference in the British markets ; and a friendly brotherhood and relationship in all she is yet to achieve. Our belief is that her greatness so far from being on the wane, as some darkly predict, is rapidly in the ascendant ; and that the next twenty years will far outvie the past.

The Church may indeed be curtailed of her lordly revenues—of her high prerogative ascendancy—of her feudal muniments ; the Aristocracy may be stripped of some of their ancient and hereditary privileges ;—the wrongs of Ireland may be, we hope will be, redressed, and a generous people now disaffected and agitated, made loyal and grateful *as they are here* ;—these outward symbols of the system may be modified and changed—but they will not touch its vitality or vigour. The monarchy is enshrined in the hearts, and is guarded by the intelligence, of the people. The tide may beat high and the surge play boldly—but the roughened waters will flow back again to an azure calm ; and the ocean—the mighty mass—afterwards be purer and healthier from the very violence of the passing storm.

These new principles of free trade, begun by Mr Huskinson—but confirmed by the valuable labours of McGregor, Porter, and Hume, giving the world for a field of competition ; the late improvements in agriculture ; the sanitary laws avowedly passed in deference to the "claims of labour ;" the system of national education likely to be introduced ; the fleet of steamers she will send abroad to traverse every sea, and embrace the world from zone to zone—with different, and yet at the end, lines of communication bending and convergent ; the enlarged trade about to be opened with the East ; will develop and concentrate so many new elements of wealth and prosperity, as to carry her greatness to a higher, and yet a higher, point. To this alliance, it is our duty—it is our interest—and *it is in our hearts*—to adhere !

We are not of that morbid school of philosophers, who are content to look at past evils, and blight hope and palsy exertion, by peering darkly into the future. We are willing to admit the truthfulness of those hues of comparison, which Lord Durham has drawn between these Colonies and the U. States. In the latter, there may be a higher advance—a more daring and buoyant spirit of enterprise,—admitted ;—but let us recollect, that these are older countries, and have enjoyed the spring and impetus of a more free and cosmopolitan legislation. From our past progress, B. N. America need cherish no disheartening fears, for the future. We have now before us an admirable paper, lately published in the *Quebec Gazette*, and prepared, we believe, by the Hon. A. W.

Cochran, of that city, an able disciple of the late Solicitor General, James Stuart, Esq. who was so profound a reasoner on Colonial questions,—in which an array of statistics is brought forward to illustrate the comparative progress of Republican and British America, by no means discouraging or derogatory to the latter. But our position now is, *that a new era is before us.*—Old things have passed away. The prominent evils of the Colonial system, so graphically delineated by Lord Durham, will soon be *of the things that were*—for H. M. Government have promised to secure to her Majesty's subjects in North America, the British system, the constitutional ascendancy of the people's representatives—to terminate no doubt in a Federative Union, with a hemisphere for a field in which the best talent and enterprise of these Colonies will have ample materials and scope for useful exertion; and a harvest, wide and golden enough, for the boldest reaper. To effect these objects the Railway is the *sine qua non*.

Let the Railway be laid and the United States become dependent on us—not, as now, Canada on them, for rapid communication and intercourse with the Old world. Halifax, St. John, and St. Andrews will stand in the great highway between London and New Orleans, and Halifax, Dorchester, Boies Town and Quebec on the line from Chicago, St. Joseph, and Sandwich—inland resting-places between Lake Michigan and all the ports of Europe. These are the most rapid routes—they are therefore the best; they will be adopted—such must be our destiny and progress in the future, and hence our zeal for that which is to secure these mighty ends.

We have already foreshadowed its effects on these Colonies—to one and all it is alike important. Halifax will become a great commercial city—so will St. John, and so Quebec on the St. Lawrence. The fisheries of Nova Scotia will be more extensively prosecuted—our rich mineral beds will increase in value and be worked, and our agriculture be improved, by opening a larger and more ready market. But to New Brunswick—that fine and invaluable Province, the results will be incalculable. It will at once bring into demand, and promote the settlement of, those vast tracts of fertile soil, which lie in her Eastern territory, and of the beauty of which all engaged in the survey speak in terms of rapture. Her export of timber will be largely increased, for the labourers on the Railway will not only settle, but for two or three months in the year must find work in the forest. Her prolific coal-fields—one 5000 square miles in extent—will be traversed in their very centre. In the Southern range of Canada East, millions of acres, lying now derelict and unproductive, will be brought into the market, and be laid open to the stream of European emigration. Quebec, now shorn of one of the finer branches of her former trade,—the supply of and speculation in the West, will regain her former command and importance, by standing in the European line, and having a vast Southern and Eastern interior made approachable to deal with and to supply.

But to the whole of Canada lying on the Northern side of the St. Lawrence and the Lakes, the completion of a rapid highway to the Sea is of incalculable importance. Canada East is now engaged in a great contest. In her cities of Quebec and Montreal the leading men are agitating for entire free trade, the free navigation of the St. Lawrence, and the abandonment of the Navigation laws, so that the River ports may be opened to the flags of all nations, and the freights reduced to the cheaper rates which prevail in the ports of the Atlantic states and Northern Europe. These questions have been most ably handled during the last year by the "Montreal Canadian Economist and Free Trade Journal,"—valuable because it reflects the opinions of an influential class, for the statistics of Colonial trade it conveys, and for its sound views of political economy. The practical aim of its Editors and supporters is to secure to the St. Lawrence *the trade of the West,** and to assert a fearless competition with the Erie Canal, by improving and cheapening the routes by the St. Lawrence. We rejoice to see the efforts made—the Company organized, and an Act of Incorporation in progress—to erect a bridge across the St. Lawrence at Montreal—here is a vast facility actually in progress. It is for the citizens of Quebec to inquire if the river cannot be bridged at a point nearer them. The Merchants of Canada properly desire to render unnecessary a ship-Canal from Oswego to Albany, now under discussion. In this contest we in the Lower Provinces, unfeignedly wish them success—for with the Electric Telegraph from Quebec to Halifax and St. John—the enterprise and speculation of our Merchants will soon be turned to the Western territory; but to render these successful the Railroad to the Atlantic—reaching Montreal and Quebec, erecting them into resting ground for the Merchants of the West, on their route to Europe,—is an indispensable preliminary.

So far as we can trace the effects of this enterprise, it enters into no hostile competition with any of the other great Colonial lines now in progress. The line from Hamilton to Sandwich, under the care of Sir Allan McNab—the line from Toronto to Lake Huron, of which a Survey has been ordered, and likely, it is said, when completed, to hasten the cutting of the Ship Canal to connect the River Saginaw in Lake Huron, with the Grand River

* To further this object another grand enterprise is proposed in Canada—it is, to abandon the circuitous route by the St. Lawrence and the Lakes—to improve the navigation of the River Ottawa—to follow this route to the head of the Deep River 270 miles, from Montreal, and then to buy a Railroad 180 miles to Georgia Bay, Lake Huron. The one line is said to be shorter than the other. We give the two following extracts from a letter in the Montreal Gazette of the 25th January last, on the subject:—

"To the upper shores of Lake Huron, and the great region surrounding Lake Superior, the Ottawa undoubtedly presents a route preferable to all others, not only from Eastern and Central Canada, but from the whole of the Eastern country towards the Atlantic, as far south as New York; and thus Montreal may become a nucleus of interests, connecting from a hundred towns and ports on the one side, and, on the other, from an extent of interior territory altogether beyond surmise."

"If a question of a more profitable public work can be engaged in than a road connecting the Ottawa with Lake Huron: millions of acres might thus be laid open for settlement, which otherwise must remain useless; the increased sales of land, not only in that section, but in the mining districts north of the lakes, would, in all likelihood, refund the expense ten-fold in twenty years."

in Lake Michigan, are both subsidiary to it, and it may be said to be subsidiary to them. We have already shown that it will not interfere with the line from St. John to the Grand Falls; and as to the line from Montreal to Portland, it cannot be considered as standing in rivalry to a great British Highway like this—binding together British interests, securing military protection, and intended to afford a free and safe transit for passengers, goods, mails, troops, and military stores, from the Atlantic to the interior, in times of war as well as of peace. They are entirely distinct and independent of each other, and for this enterprize, as now developed, we would seek support, as confidently in *Montreal as in Quebec. We trust that the Hon. Mr. Moffat, from the high influence he enjoys in the Legislature of Canada, and the importance of his name, will not refuse, (although a Chairman of the Atlantic and St. Lawrence Company) to give to this sister project a cordial support.

True, it may be said that the survey is not yet completed. The information now under our controul upon these points, we are not at liberty to publish; but it is beyond all question, that, so far as the surveyors have gone, from Halifax to Restigouche, no insuperable difficulty has been found. The Cobequid Mountains can be crossed by easy gradients—the line is not difficult on the east side of N. Brunswick; and that a line may be found from the Restigouche to the St. Lawrence, either by pursuing the River vallies which run through the ridges which lie there, or by running round its eastern edge, is not disputed. It is reduced simply to questions of comparative distance and expense.

His Excellency Sir W. Colebrooke, in his Despatch to Lord Stanley, bearing date Nov. 13, 1845, thus wrote relative to the line of country through which the Railway was expected to pass:

"From the reports of Colonel Holloway and his officers it appears, that in traversing the highlands the most difficult grades do not exceed one in fifteen; and that these may be reduced by oblique and prolonged circuits;—that the bridging of the streams will be attended with little difficulty, as the main rivers, St. John and Miramichi, are avoided;—and the projected Road would traverse a fertile and uncleared county, presenting abundant materials of wood and stone for the construction of the Road, the average expense of which has been estimated for a Railroad at £2,500 per mile, for a Macadamised Road £1,000 per mile, and for a Plank Road £450 per mile, the last subject to repairs in five years, and renewal in ten years."

The line to Portland has been surveyed and begun at both ends. From the last Report laid before a meeting of the Shareholders held at Montreal the 20th January last, we take the following important paragraph:—

"The Board has received the pleasing information of a charter having been granted, by the State of Maine, for the construction of a Railroad to branch from the great artery at Lewiston, about 30 miles on this side of Portland, to Waterville; on the Kennebec River; and the requisite stock for the organization of the Company having been subscribed, the work is to be commenced forthwith. A charter has also been granted for the extension of this road to Bangor, one of the largest and most thriving towns of the State, which will undoubtedly be commenced soon; and a further extension of the line is contemplated in the direction of New Brunswick. This will not only open an extensive market for Western produce passing hence over the St. Lawrence and Atlantic Railroad, but it will give to Canada a direct and expeditious communication with the Lower Provinces."

†For a Hard Turpentine Road the estimate was £2000 mile.

And in a late *Albion*, (Jan. 9th) the following extract is given from a letter from a correspondent at St. John, N. B. :

"The railway survey (I should rather say 'exploration') terminated abruptly this season, owing to the death of Captain Pilon and the early setting in of winter at the north. Lieut. Henderson, R. E., now in charge, is at Fredericton with the sappers and miners, (and very clever, well trained men they are,) engaged in calculating the various barometrical and astronomical observations, and in making up plans and sections. Two lines have been explored by them the past season, both entering the province across the isthmus which connects it with Nova Scotia. The one following the road explored by Sir James E. Alexander and others for a military road, by the Bend of Petitcodiac, Boies Town, and the Tobique to the head waters of the Restigouche. The other route proceeds more easterly, nearly parallel with the Gulf shore, crossing the river Richibucto and Miramichi above the tide, and thence by the Nepisiquit to the Restigouche above Campbell town. The country north of the Restigouche has not yet been examined. Lieut. Henderson proposes resuming his labours in that quarter early in March."

Lieutenant Henderson is now in Halifax, with a body of Sappers, digesting and preparing the plans, &c. of their summer's work. He declines, we believe, to publish any synopsis of his labours, until they have been submitted to the proper authorities at home.

We may extract here the appropriate language of his Excellency the Governor General Earl Cathcart, in a Despatch to his Excellency Sir Wm. Colebrooke, dated 24th Nov. 1845:—

"The final decision as to the particular line of direct communication is, however, a subject of future consideration, and does not, in any manner, affect the main question of uniting the waters of the St. Lawrence with the Atlantic by a Railway through the Provinces of Canada, New Brunswick, and Nova Scotia; which is an object of the highest national importance, and will, I am confident, meet with the general concurrence and support of all the Provincial Legislatures, and of every real well-wisher to the true interests of his country."

What, then, remains to be done? Nothing could be more acceptable or cheering to the friends of the project in British North America, than your Excellency's reference in your late Opening Speech to our Provincial Parliament, (Jan. 21st last,) embracing as it does, in brief and vigorous language, the magnificent prospects of this great enterprize:

"The period at, and the circumstances under, which we meet, afford me the opportunity of recommending to your continued attention an undertaking second in its importance to none which has ever engaged the notice of any Colonial Legislature in any portion of the British Dominions. I allude to the projected Railroad between Halifax and Quebec, which will constitute the most important link in that great line of communication which may be destined at no remote period to connect the Atlantic with the Pacific Ocean, and to conduct to a British sea-port, from those into which it is now forced, that vast stream of Trade, not of our own Western Possessions alone, but of the rich and extensive Wheat and Grain-growing Districts of all Central America.

"This view of the incalculable advantages which the completion of this great work would confer on all the British North American Colonies, and perhaps more especially upon this, its natural Atlantic terminus,—this consideration alone should call forth our gratitude for the promptitude with which our appeal to the Home Government was met, on this all important topic."

Give to the project this further aid. Employ the influence of your station to induce the Legislature to pass a series of Resolutions speaking more favorably of the enterprise than those of last year; and engaging, providing the cost does not exceed a certain estimate, and the aid of the Sister Legislatures, the Mother Government and capitalists be obtained, to secure for a term of years the payment of a proportionate share of the interest on the capital required. Let this Province appoint its Commission to join those now acting for Canada and New Brunswick,—in order, that, on the return of the survey next year, all the statistics and materials may be collected in the Sister Provinces, in the U. States, and in Great Britain, and the preliminary and contingent arrangements enquired into, and brought into practical shape, so as to enable this Province then to take, with becoming prudence, the decisive step—for then, as now, the lead will be to us,—to resolve whether, the spade is or is not to be put into the ground—this great work is to be advanced or abandoned.

We are against the scheme being begun solely as a Government work—the experience obtained in cutting the Rideau Canal, its estimate of \$250,000 having been extended to 1½ millions—the cost of cutting the Canals in Canada under the Board of Works, are too ominous and prophetic to be overlooked. It ought to be done by a private Company, organized in London, with Branches in the Colonies, and chartered, at the instance of the different Legislatures, by an Act of the Imperial Parliament. This plan has been suggested by the Hon. Henry Black, of Quebec—a Lawyer of high eminence, and known to be the able advocate of Colonial rights. Great Britain can furnish Engineers of superior and unquestionable talent and science—but men trained in England, unavoidably contract Aristocratic notions of expense, unsuitable to the circumstances of a New Country. We ought to pursue the line they lay down—it will be the safest and the best;—but the idea of Captain Morscom, R. E. was, and we entirely concur in it, that the survey should be aided by competent and cautious men from each of the Colonies, and by one or two practical Railroad Engineers, from the U. States, who have had experience in laying the cheap lines there built. The British Government for the aid afforded should retain and enjoy an efficient and stringent control, defined and guarded by all the sanctions of the law;—but the transit and trade of this great line ought to be entrusted to a Board of Directors selected by and responsible to the Shareholders, and who, from their direct interest in the trade and prosperity of the Colonies, will look to their advance, more than to deriving any exorbitant profit from the speculation itself. It is an honorable, but a wise example set by the Capitalists of Boston, and worthy of all imitation, who, in conducting the Railroads of Massachusetts, have looked to returns from the indirect influences, and reduced fares to the lowest figure in order to increase the commerce of, and add to the value of the Real Estate in that City.

When the question comes before the Assembly we will be prepared to illustrate these general views by more specific details. Upon its utility no difference of opinion can prevail. The great majority of the people are united and eager and ardent for its success. Out of doors the conflicts of our local politics do not approach it—Your Excellency we feel confident will look to it, in all the breadth and generosity of spirit which its importance and its influence upon Imperial and Colonial interests demand—the Assembly, we trust, will respond to such honourable example, and lend their united talent and energies to hasten the project on.

HALIFAX, February 15th, 1847.

APPENDIX.

CONSIDERATIONS FOR THE LEGISLATURES.

CAPITAL, COST, AND RETURNS.

COST OF RAILROAD.—550 miles at \$5000 per mile, \$2,750,000
Cur.;—say 3 millions to include extras.

To be raised by a grant from Her Majesty's Government, in return for the transit of troops, mails, military stores, &c. &c. £1,500,000. This grant could be favourably urged at the present time in consequence of the distresses in Ireland. A part of the capital now about to be expended there, might be judiciously applied to the construction of this Railroad:—it would provide for the surplus population, and settle the forest lands of New Brunswick and Canada East; Grants from the Colonial Legislatures, and by subscription of Stock, on the pledge of lands to be sold to the Company by the three Provinces of Canada, New Brunswick and Nova Scotia, £1,500,000. Total £3,000,000.

LANDS.—Nova Scotia to sell, say 100,000 Acres, New Brunswick 5,000,000 acres, Canada, 1,000,000 Acres. But these not to be paid for till the returns of the Railway, and the sales of the lands, yield a surplus, after payment of interest and the usual expenses of working;—Company to be bound to sell lands at a moderate price, and to promote an extensive and healthy scheme of emigration.

COST OF WORKING.—By estimate in New England the annual cost of working a Railway has been found to be equal to \$1200—£300 a mile, at 550 miles, equal to £165,000 a year.

TOTAL ANNUAL EXPENSE.—Interest on £1,500,000 (the Government to give 1½ millions as above, in lieu of the transit of troops, &c.) at 3½ per cent, £52,500; cost of working, £165,000. Total, £217,500.

INDUCEMENT TO CAPITALISTS.—1. Grants of lands. 2. Pledge of payment of interest on capital by three Legislatures, one by Canada, one half; New Brunswick one fourth; Nova Scotia one fourth;

Capital to be expended in Nova Scotia, say 135 miles, £735,000 ; New Brunswick, 265 miles, 1,445,000 ; Canada, 150 miles, £900,000. Total £3,080,000. In equity each Legislature should pledge their funds for the payment of the interest in proportion to the amount of capital expended, within the limits of their respective Provinces.

ACTION REQUIRED ON THE PART OF THE LEGISLATURES.—I. Grant of lands on the terms above stated. 2d. The right ceded to the Company of entering on public lands to take wood and materials required for construction. 3d. Pledge for the payment of interest on the following terms :—I. Conditional on the grant of One million and a half by Her Majesty's Government. II. That the capital be subscribed, for the completion of the whole work. III. Security to be given that the line from Halifax to Quebec be laid in 5 years.

By this course the Legislatures, although satisfied of its practicability, its importance, and its yielding an adequate return, still leave these questions to be decided by the Government and capitalists, here and in Great Britain. In consideration of this Railroad being laid, they secure the payment of 3 1/2 per cent interest on the capital of £3 millions for the period of ten Years, in the following proportions, that is to say :—

Nova Scotia	£13,125	per year.
New Brunswick	26,250	per year.
Canada	25,250	per year.
Total	£64,625	per year.

Before any demand is made all returns from the Railway and sales of lands to be credited. These large expenditures of capital would so increase the revenues of these Provinces, as to enable them to pay the sums required, independent of their present sources altogether—that is to say, the expenditure of the capital would of itself create a surplus revenue sufficient to justify, and provide for, the pledge made for the payment of interest.

So far as Nova Scotia is concerned, the Legislature and people would in fact derive a large profit, for first, the line would be laid at once from the Atlantic to the interior—say from Halifax to Truro—and thence to Amherst. By the time it reached Gay's River the cars of course would be put in operation, and the benefit of a Railway began to be felt—and so for every mile of its further progress. The line may be completed in four years,—in two years it would be completed to the boundary line of New Brunswick; and while £735,000 of capital had been introduced and expended in this Province, all that the Legislature would be required to pay would be two years interest, or £13,125 per year, in all £26,250 for two years. The same results would follow to New Brunswick. She would derive an immediate and large profit from the expenditure of £1,445,000, from the sale and settlement of her Eastern forests—from the increase to population and to her exports—the opening of

her Mines and the enlargement of her trade. To Canada East the same benefits would be extended.

Acts of incorporation passed by the Legislatures not expedient. I. Because no Company with branches is yet organized. II. It is a project running through three Provinces—no act passed by one Legislature could give title or interest beyond the bounds of its own territory. III. The necessary grants of land are not yet obtained—all the terms to be settled—prices, payments, conditions, &c. IV. British Government would not grant a million and a half, without the protection of an Act of Parliament. V. Capitalists in London and here to be consulted, system of emigration to be settled, and amount of stock, shares, management of Company &c. The interests of the Provinces to be protected by delegates and agents limited by instructions. After the three Legislatures have passed on the project, their agents to meet, and the interests of each to be carefully guarded—regulations for fares—publications of returns, and the right of purchase by government after a certain number of years, to be prescribed. A Company to be formed in London, with branches at Halifax, St. John and Quebec—regulated as above by Imperial Act, and sanctioned by the Provincial Legislatures,—uniformity of action would thus be secured.

CONSIDERATIONS FOR CAPITALISTS.—The Cost of the Railway will be lessened in these Provinces. 1st. By a free gift of wood and other materials obtained from the Crown Lands. 2nd. By the offer made by Proprietors to give the land required for the railway, free of charge. 3rd. By the Legislature excepting all articles required for its construction from any colonial imports, &c. 4th. By no parliamentary or legal expenses being incurred to any great extent.

SECURITY FOR INTEREST.—1st. By a grant from Her Majesty's Government of one million and a half to aid in the construction, for which no interest would require to be paid. 2d. By the pledge of four millions of acres of wilderness lands, which, if the Railway did not pay at once, might be sold to afford an interest for the first ten years. 3d. By the funds of the Legislature being pledged to pay interest for 10 years on the capital expended.

SOURCES OF INCOME.—The three Provinces in the great highway between Europe and the Atlantic States and the West. (See article page 4 and 7 and page 8.) From Valentia Bay to Boston—Passage to Canseau from Valentia—1650 geog. and 1900 stat. Miles at 300 geog. miles by steam a day, 5½ days. To Halifax 6 days. From Halifax to Boston, 600 miles by Railway, at 25 miles an hour, 1 day, in all 7 days. Cost, £2 10 stg.—\$3 2 6 cy. By steamers, 38 to 45 hours, cost now £5. To Quebec—To Halifax as above, 6 days. Quebec 550 miles by railway, 22 hours. Cost 46s 2d stg.—\$3 15 6 cy. Now to Boston—38 to 45 hours. Boston to Quebec, 2 days. Passage about £4 10. To Halifax as above, 6 days. Boston, 24 hours.

to New York, 10 hours, making 34 hours. To New York--7 days 10 hours. By steam direct from Valentia to Boston, 11 to 12 days. If the speed of 40 miles an hour were obtained on the Railway the time from Halifax to St. John, N. B. would be 6½ hours, Boston, 15 hours; Quebec, 14 hours, New York, 24 hours. Time thence from Valentia to New York--7 days!

1. Travellers from the West and Atlantic States to Europe. 2. Passengers and trade from province to province, on business or pleasure. 3. Emigrants from Great Britain to New Brunswick and to Canada. 4. Passengers and way trade from Settlement to Settlement. 5. Passengers for pleasure from the Provinces to the States, and from the States to the Provinces. The travellers from the South now visiting Montreal and Quebec, would follow the route of the Lower Provinces and return by the way of St. John and Halifax. 6. Light Goods from Europe, landed at Halifax for consumption in New Brunswick and Canada. 7. West India produce, rum, sugar and coffee, from the lower ports to Canada. 8. Fish, &c. from the lower ports to the interior. 9. Canada produce from Quebec for the supply of New Brunswick and Nova Scotia; flour, pork, beef, peas, &c. 10. Shipments of Canadian produce from Quebec via Halifax and St. John, to Great Britain.

RETURNS TO THE PROVINCES.--1. Actual profit on expenditure of 3 millions. 2. Increase of population and of skilful mechanics. 3. Increased value of Real Estate in the cities and throughout the line. 4. Increase of trade, agricultural improvement and facilities of Mining operations. 5. Increase of exports to United States, cord wood--to West Indies, lumber, &c.--to Great Britain, deals, battens, &c. 6. Made the highway to Europe--and consequently the field of commercial speculation, both in the West and Atlantic States. 7. Effect in expanding and vivifying the Colonial mind and intelligence, placing our population in an equality with that of the New England States. 8. Beneficial effect on the administration of our local affairs--by creating union, a general feeling, and a wider field for the exertions of public men. 9. Large establishments may be formed in Halifax and St. John to supply the interior and Quebec with light goods from England and Europe,--as at New York and in the cities at the mouth of the Elbe and the Rhine. Bulk will be taken in these, and goods pass into the interior to meet the demand. 10. The supply being regular, the accumulation of large stocks, and the loss of interests thus saved.

RETURNS TO NOVA-SCOTIA.--Of the annual cost of maintenance £217,500--Nova Scotia would be required to yield, say ¼th=£54,375, per annum. Passengers from Truro and Amherst now 20s and 40s by stage, would be reduced to Truro by 1st class, 5s 3d class, 2s 6d; from Amherst by 1st class 11s 3d, by 3d do. 5s 8d. It would embrace all the travellers from the Eastern Counties, and from Prince Edward Island,--according to the present number of travellers, this would yield £18400, per annum. See rates of fare along the line, Article 11, p. 13.

The freight of a barrel of Flour from Halifax to Truro now costs 5s 3d, would be reduced to 6d—a ton of Hay 30s to 11s 3d—a Chaldron of Coal, from Onslow, more now than its value to 6s 3d—1 M. feet of dry Lumber now 70s to 7s—a tub of Butter 60 lbs now 1s 9d to 5d and other articles in proportion.

Consumption in Halifax of Agricultural produce alone, 25,000, at £12 10 per head, £312,500. Say one half from the East, £156,200. Say the freight of this—beef, pork, hay, oats and potatoes—12½ per ct. value £19,525.

To these add,—Freight of goods from Halifax to Amherst. Do. West India produce. Do. Materials for shipbuilding. Do. Deals, lumber, battens, &c., to Halifax, this would grow into a valuable trade. Do. Cordwood for shipment to Boston, &c. Do. Coals from Onslow. Do. Manures, marsh mud, limestone &c. from the Basin of Mines to a circle of 10 or 12 miles round. Add to this the increase of trade and transit of passengers, in consequence of the facilities of the Railway.

RETURN TO NEW BRUNSWICK.—Trade and passengers from Dorchester, Sussex Vale &c. to Saint John, agricultural produce, British goods and West India produce. Do. Petticoats and thence to the coasts in the Gulf of St. Lawrence. Coal trade from the Grand Lake, Settlement of her Eastern territory, Timber trade, lumber, deals, battens, shipbuilding timber, short and long distances, from the interior to the shipping ports. Trade, passengers, freight &c. upwards to Grand Falls and Madawaska for population, and for lumbering parties. The minerals of New Brunswick are free for public enterprise and competition—those of Nova Scotia are held now by the General Mining Association of London. The Westmoreland coal field is 70 miles in length—the great coal field of New Brunswick extends over an area of 5000 square miles. It is believed that if an easier access were afforded, American capitalists would be induced to speculate in the coal fields and iron ores of this Province, and reduce the price of coals both there and in Nova Scotia. The Railroad would facilitate operations.

RETURNS TO CANADA.—Trade and passengers to River Du Loup. Population on the line, 125,000, 30,000, capable of travelling. 1 trip each year to and fro—60,000 passages at 10s. £30,000. Agricultural produce to Quebec, beef, pork, hay, butter, milk, fruit, poultry, &c. Cordwood, deals, battens, lumber, &c. £255,000 of British W. India goods passed last year from Quebec across to Metis and Black River to supply lumberers. By the Settlement of the forests to the South and East of River Du Loup—these sources of revenue would be largely increased. A large portion of the wealthy classes from Quebec, Montreal, as far west as Toronto, come to the River du Loup to enjoy sea bathing—this travelling would be a large source of income.

To His Excellency the Right Honourable Earl of Elgin,
Governor-General of the United Provinces of Ca-
nada, &c. &c.

My Lord,—

The following Articles, addressed, by permission, to His Excellency Sir John Harvey, were prepared, and, in course of publication in the Halifax "Novascotian," during your Lordship's late passage across the Atlantic. His Excellency has taken a deep interest in its success ever since he came to Nova Scotia. Of the active and unwearied zeal exhibited by His Excellency Sir Wm. Colebrooke in its advancement, the Province have had repeated and ample manifestations.

They have been written with the view of inducing His Excellency the Lieutenant-Governor and H. M. Executive Council, and the Assembly, of which I have the honour to be a Member, to take decisive action during the present Session; and to adopt those practical measures, which, in my humble opinion, are essential to the speedy accomplishment, and the ultimate success, of this great Colonial project.

Our Legislature led the legislation of the Colonies in relation to it last year—circumstances have again given the precedence in this. It is a weighty responsibility; and I have endeavoured to do my part, so that in the occupation of this high ground, the duty we owe, as a Province, to British North America, may be faithfully and judiciously performed.

I have already referred in the opening paragraphs of my second, third, and especially of the fourth article, to the strong personal inducements, which must operate on Your Lordship's mind, to see this gigantic enterprise completed. I will not address you here, my Lord, in the language of personal encomium,—to the intellectual and refined, such can never be acceptable;—permit me to say that Your Lordship's highest reward will be in its achievement,—and I shall be contented if this advocacy will induce Your Excellency to recommend it earnestly and favourably to H. M. Government, and to employ the influence of your high station to push it on with safety and with speed.

I have the honour to be,
Your Lordship's very obedient,
and humble Servant,

GEORGE R. YOUNG.

Halifax, February 22nd, 1847.

