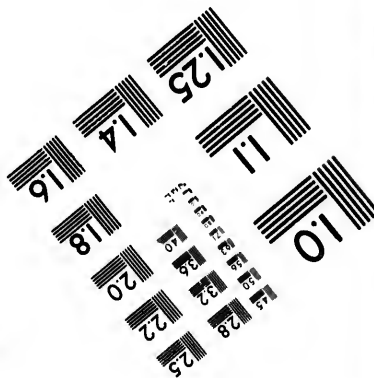
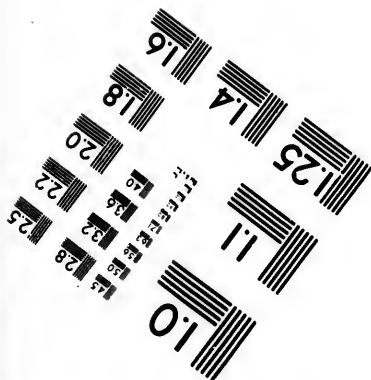
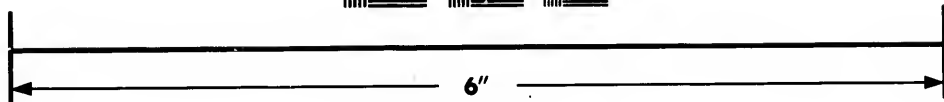
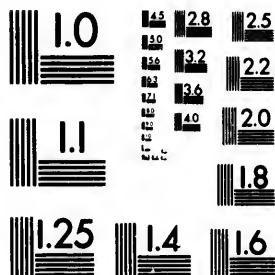
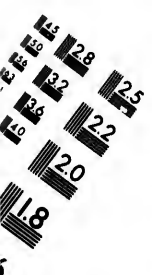


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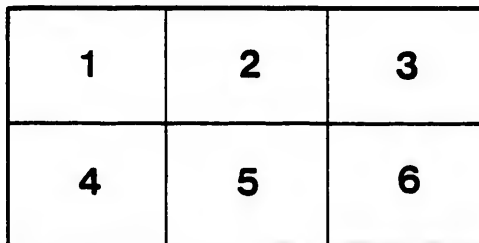
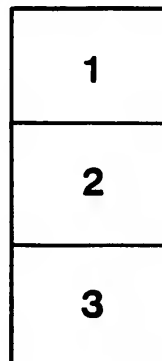
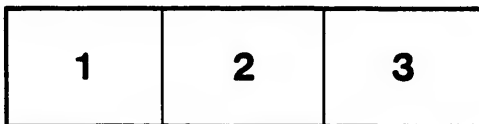
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HALIFAX AND QUEBEC RAILWAY.

APPENDIX. No. 1.

AN important meeting of the Provisional Committee of this undertaking took place on Thursday the 20th of November, 1845, at the Temporary Offices, in Moorgate Street; John Joseph Keene, Esq., Director of the National Bank of Ireland, in the chair; at which the following documents were submitted by the Secretary:—

1. *Letter from the Governor General of Canada.*

“ Civil Secretary’s Office, Montreal, Oct. 15. 1845.

“ SIR - I have the honour, by command of the Governor General, to acknowledge the receipt of your letter of the 18th of July last, transmitting a memorial to his Excellency, from the promoters and provisional board of the Halifax, Quebec, and Montreal Railway Company, praying—

“ 1. A free grant for ever of all the unlocated land in the province of Canada over which the line shall pass; together with permission to use such timber and other materials along the course of the railway as shall be required for the construction of the works.

“ 2. A pre-emptive right to the promoters and shareholders to become the purchasers, at each station on the line, of blocks of land, not less in extent than 20,000 acres each, at a *minimum* price per acre, the purchase money to be paid in ten equal yearly instalments, of which the first shall only become payable at the end of six months from the opening of such

portions of the line as shall be connected with the stations to which the said blocks are attached.

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

"I am directed to acquaint you, in reply, for the information of the parties from whom this memorial emanates, that the Governor General in Council has given to it that degree of consideration which the vast importance of the subject merits, and that, without offering any opinion on the feasibility of opening a railroad communication from Montreal to the Pacific Ocean, his Excellency, in Council considers that the proposed 'chain of steam communication from England to Montreal,' is calculated in a high degree to promote the interests and advance the prosperity of Canada, and is an undertaking well worthy of the countenance of this government, and of the people of this and the neighbouring British provinces.

"The Governor General in Council, without being in possession of more information regarding the proceedings of the company, is unable to do more than to assure them that they may rely upon the government of this province for whatever protection and aid it may be consistent to render; and where the railway may pass through the unconceded lands of the crown, to confer the right to the company of using what is necessary for the purposes of the railroad.

"The application for the pre-emptive right on the part of the company to purchase certain blocks of land on the route of the railroad, will be fully considered hereafter, with reference to the existing law for the disposal of the waste lands of the crown, the purposes for which the company may desire to make such purchases, and the several interests of the people of the province.

"I have the honour to be, sir,

"Your most obedient humble servant,

"J. M. HIGGINSON, Colonial Secretary.

"To William Bridges, Esq., Secretary to the Halifax, Quebec, and Montreal Railway Company, London."

2. *Letter from the Local Secretaries nominated at a Public Meeting at Quebec, to correspond with the Committee in London, as follows:*

Sir, —

Quebec, Oct. 28. 1845.

We have the honour to transmit you herewith certain resolutions adopted at a general meeting, assembled on the 23rd instant, to take into consideration the project brought forward in London, for establishing a Railway from Halifax to Quebec, with a continuation through Canada.

The general committee then appointed for the purpose of communicating with the provisional committee in London, and with committees, or other bodies or individuals elsewhere, in furtherance of this undertaking, have met and named a sub-committee of correspondence, consisting of the Mayor of Quebec, the Hon. W. Walker, Hon. J. Neilson, Hon. A. W. Cochran, Hon. H. Black, J. B. Forsyth, W. Stevenson, and J. C. Fisher, Esqrs., at whose requests we have the honour now, as secretaries of the general committee, to address you.

The interest taken in the measure by the inhabitants of Quebec was most satisfactorily manifested by the number and respectability of the meeting at which the resolutions were passed; and the sub-committee consider it sufficient to refer to those resolutions, as showing the views of the meeting as to the ulterior measures to be adopted for its accomplishment. The general committee have no doubt, that in any farther stage of the measure, and in more favourable times, the inhabitants of Quebec will not be found wanting in giving it pecuniary support. In the meanwhile the sub-committee invite farther communication on this important scheme from the committee formed in London.

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

We have the honour to be, Sir,

Your most obedient humble servants,

(Signed) J. C. FISHER, }
W. STEVENSON, } Joint Secretaries to General Committee.

To William Bridges, Esq.

Railway Offices, 38. Moorgate Street, London.

3. Report of a Public Meeting held at Quebec, at which were passed the Resolutions referred to in the preceding Letter.

Quebec, Thursday, Oct. 23.

Agreeably to the requisition from the citizens of Quebec, to his Worship the Mayor, the public meeting called by him took place to-day, in the Old Parliament House, at two o'clock. About two hundred persons were present, and amongst them the most respectable and influential citizens.

The Mayor was called to the chair, and F. X. Garneau, Esq. requested to act as secretary.

The Hon. Mr. CARON, in opening the meeting, said—Gentlemen, we are here met agreeably to a requisition of the citizens of Quebec, and our assembly not only affects us, but the whole of British America is interested in it. Since the publication of the advertisement calling you together, there has been sufficient time to reflect on the object of our meeting. That object is the consideration of the best measures to be adopted relative to the proposed Railway from Quebec to Halifax. Of the importance of such a Railway all are of one opinion; and if it should be executed, I am confident the results will be greater than we anticipate. Quebec has suffered much, has been often deprived of her prosperity, and seen her hopes frequently destroyed. Should this Railway communication be carried out, she will be yet a very flourishing city. (Cheers. She is not now what nature intended her to be—and why? Because, during half the year, she is paralysed by the winter. Open, however but the communication for a whole year, and she must become an important place. The project in question would remove every hindrance to her prosperity. Instead of six months, the Railroad would establish traffic for the whole year. The advantages of such a measure must strike everybody. But we are not here, gentlemen, to discuss the question of its importance: we are rather come to determine what course of action we will adopt. But a few years back a Railroad of 600 miles would have been generally considered a ridiculous project. The last twenty years have removed such ideas, and the world has been taught that such schemes are practicable. Let us look to the United States, and we can see there what may be done. Ought we, then, to hesitate, when we see on all sides a disposition to enter upon its construction? Is it possible to do it? we may ask. If it depended solely on the solitary efforts of Quebec, I would reply, it is not possible. But, gentlemen, we see the sister provinces of Nova Scotia and New Brunswick, and we cannot

forget the great resources, the immense wealth, and the firm power of that empire of which we are an integral part. In England, capitalists not only find funds for the Railways of Britain, but it is their money by which even Continental Railways are in a great measure constructed; and the United States are indebted to that quarter for many of their lines. Railways are the most popular speculation of the day. To find money is not difficult. The English capitalists want good interest for their money, and from the advantages which the present line holds out, we may safely expect assistance in that quarter. The cost of the proposed Railroad has by some been computed at five millions, and by others, after the United States lines, at three and a half millions. There are three provinces affected, and each should be disposed to make some sacrifice. That New Brunswick would do her share, there is no doubt; and Nova Scotia was already stirring in the matter. It is for Canada to show with what spirit she would enter into the project. Other colonies are exerting themselves, and we ought to follow the example. The first step will be to name a committee, and certain resolutions will be moved to that effect. If we mean to advance Quebec, now is the time for action. Let the present opportunity pass, and a similar one will never occur again. What would be the consequence if it was now neglected? People would then say that nothing could be carried out in the ancient capital of Canada. An enterprise like this ought to succeed. If the Kingston and Cape Vincent Railroad is completed, the traffic of our city will be seriously affected, if not totally destroyed. The Hon. Chairman here read a printed Report of the meeting of the London Provisional Board of Directors, held 1st October last, in London*, and a private letter dated the 4th. These documents contained statistical information, and pointed out the advantages of the line, which had been approved of by the Government, and contained certificates from eminent professional men as to the feasibility of the scheme. He concluded, amidst loud cheering, in calling upon the meeting assembled to feel that now was the period for every person to exert himself.

The Hon. Mr. WALKER said — The honour is assigned to me of moving the first resolution. The advantages of this measure have been so well laid down in the printed report read by the honourable chairman that I shall not attempt any statistical remarks. In fact it is not necessary, for there is no difference of opinion as to the vast importance of a Railroad from Halifax to Quebec, and thence to extend throughout British North America. (Cheers.) Such would not fail to be beneficial to

* Vide pp. 10—13.

both the mother country and the colony. It would give a stimulus to agriculture — promote commerce — increase emigration — settle our waste lands — and transform a howling wilderness to fruitful valleys. This would secure to us the full benefits of the protective system so generously conceded by the Imperial Government, a benefit which was lost if the produce were shipped in a foreign country. In the event of war its advantages would be great, and by the rapid transport of troops might even prevent such a calamity. A revenue would be gained in the transmission of mails, for which many thousand pounds were now annually paid to the American government. It would draw more closely the bonds of union between the provinces, and cement our happy connection with the parent state. (Loud cheers.) We have all felt the sympathy extended to us by our fellow-subjects of Great Britain and Ireland, and we must not shrink now, when we can serve ourselves. Our friends at home are up and doing, so must we be so here. I have received authentic accounts that by the exertions of Sir Allan McNab, now in England, the stock of the Toronto and Lake Huron Railway is almost all taken up. Thus we see about to be completed one link in the chain from Halifax to Lake Huron. And it is not too much to hope that a few years will see the Railway connection of the two oceans. Gentlemen, this is a great national undertaking, and it will be for the committee to appeal to the three legislatures to assist this most important and useful measure of modern days. But there is advice to which we ourselves need listen, and that is, to use every effort in the cause, and let us all strive to forget our political animosities and local dissensions, and act together as fellow-citizens.

Mr. AYLWIN in rising to propose the second motion, said — This day, Sir, will be a memorable one in the annals of Quebec, for it is the first step here towards the carrying out of this measure. It has hitherto been the habit of several to make unfavourable comparisons between this colony and the adjoining states. The reasons assigned for our inferiority are most unfair and insulting, both to us and the empire to which we belong. The true cause of their superiority, which I must admit, is in the superior advantages they possess with regard to sea-ports. They have a number of these great sources of wealth, while we have but one, and that one is Halifax — the city which we are desirous of connecting with Quebec by Railway. There is a naval station at Halifax, and it possesses all those advantages the want of which affects this city. We have to struggle against our natural position, and our isolation in winter. But now a glorious future lies before us, and there is every inducement for us to exert ourselves to the utmost. If we have not originated this scheme ourselves, we can

show we participate in the feelings of those who have. There is no lack of energy in Canada or Quebec. True, it is rather individual than collective energy. But when we consider the results in this city, of which so much has been said, we will find that within the last twenty years, commercial establishments have been formed of a magnitude not then even contemplated. I am not very old myself, but I know a little of our history, and I say that Quebec presents as many examples of individual energy as any other city of this continent, with the same population. But we must now follow the example of other great cities, and act in union. We see the efforts made in the United States, in a city even less than ours—I allude to Portland—who have been almost successful in carrying out their project. Shall we fail then? If they could succeed, it would indeed be a shame were we to fail. I do not over-value our southern neighbours, nor am I anything of an enthusiast about their institutions. If British capital is to make Portland a great town, it is throwing away an advantage unworthy for the British Government to give, and we as colonists to submit to. But it is upon ourselves we must rely. I shall only repeat it is our duty as colonists to contribute toward measures of this kind. I am free to admit that emigrants of to-day occasionally suffer much; but what they undergo is nought in comparison to the efforts of the first settlers of the country 300 years ago, when they took possession of a wilderness peopled by savages,—I mean the first French and English settlers, who traversed the whole continent from the Mississippi to the St. Lawrence, and from the Saguenay to the Hudson's Bay, and without any of the advantages that we have at present; who used no magnificent ships, but small vessels from forty to fifty tons; and we are called upon now, if not to surpass, at least to equal them. We owe a duty to this city, to the three colonies, and the empire, and I consider that it is patriotism to contribute to this undertaking. I am not competent to point out the profits; but from Point Levy to the Falls of the St. John's river, the population is that of many thousands of souls, who have been settled for years. This population does not consist of a few rich men and many poor, but are mostly of the same station. They are superior in many respects to those of the United States, among whom are certainly many wealthy men, but who, nevertheless, are of a different description to those in this happy colony. The hon. member concluded by stating that it would be a stigma on them if they failed to exert themselves.

The Hon. John Neilson introduced the third motion in a very humorous speech, and alluded to the water communication of the S

Lawrence being the secret of our existence in Canada, and therefore railways, as mediums of communication, must bring prosperity. He dwelt upon the advantages of the scheme in a military point of view, and concluded by begging all present to be undivided in their exertions.

The Hon. Mr. Black moved the fourth motion without any observation.

The Hon. A. W. COCHRAN proposed the fifth motion, and observed— I have had a conversation with Sir James Alexander, who has lately been professionally engaged in the province of New Brunswick, and I learn from him that in whatever portion of that province the line should be run no obstacle exists. Throughout, it presented greater facilities than were anticipated, and no one elevation exceeds one hundred and fifty feet. The ordinary level is forty feet above the sea: therefore, physically speaking, the plan is perfectly feasible. The line, wherever it is taken, must pass the head of the St. John's river; and in the valley, it is the opinion of the most scientific men that there are many hundreds of square miles of coal mines. This, as a matter of revenue, may be reckoned upon at no distant day. The only question is whether we are too poor or not. The Nova Scotians do not think themselves too poor, and although Sam Slick says they want energy, they have been lately stirred up. In both Nova Scotia and New Brunswick apathy has disappeared. A proper feeling has been shown in both places, and it needs only to be encouraged, to produce a cordial co-operation with us. I know several gentlemen on the Halifax committee of great wealth, to whom a few thousands are not of importance; and I could mention two or three—and do not think that I exaggerate when I say that they could, without inconvenience, risk 50,000*l.* in the scheme. The population exceeds 350,000 souls. Three years ago, New Brunswick was in a depressed state, but now the revenue is most flourishing. Never in my recollection—and it extends over thirty years—were the fortunes of the citizens of Quebec more able to be benefited. In the last few years, it has pleased Providence to afflict us with heavy blows, and the last three months have beheld two severe calamities. We have been prostrated, but not overwhelmed by the shock, and with the help of the Almighty, we will recover from these disasters. The charge of apathy against the citizens of Quebec is most unfair. In proof of this can be seen a prosperity of strong and vigorous growth. At no distant day, when our measures are more matured, we shall give something beyond sympathy to our fellow colonists. But all parties must unite, and we must endeavour to set aside every difference of opinion. Of one fact I feel sure, that of all difficulties that have threatened our city, (and they have not been few,) no one thing threatened the prosperity of Quebec more than

the proposed Railway from the sister city to Portland—and yet Judge Preble asked me why the citizens of Quebec did not join in the plan. “Why,” I replied, “do you expect us to subscribe to any scheme which will sap our prosperity?”—and such, gentlemen, will be the result, if that Railway is constructed, for then the fate of Quebec will take a downward course, if it be not entirely sealed.

J. B. FORSYTH, Esq., moved the last resolution. He said, we have heard to-day much mention of the sister colonies—sister colonies! they are nothing of the sort. Ask in the port for vessels of either, and you will find you may as well ask for a vessel from Kamschatka. If we wish to go to Halifax, we are forced to do so through the States, taking fifteen or sixteen days to the journey, instead of being able to do so in a few hours. I would wish sister cities to our west would co-operate, and let us call the line, not the Quebec and Halifax, but the Atlantic and Huron; then it would interest legislators. Say the cost will be ten millions, let then each province name two delegates, and the six proceed to England to induce the Imperial Government to act in the matter. Then there would be a great source of revenue, if goods for the western of the United States were admitted at a nominal duty, say half per cent., and allowed to be transported by our line. This interests the English people as much as it would benefit the colonist, for it would give an additional mart to them for their manufactures.

The Mayor having left the chair, on a motion to that effect, it was moved that the Hon. Mr. NEILSON take the chair, upon which a vote of thanks to the Hon. Mr. CARON for his able conduct in the chair was proposed, and unanimously carried.

The following are the resolutions passed, unanimously:—

On the motion of the Hon. W. WALKER, seconded by P. J. O. CHAUVEAU, Esquire, M.P.P.,

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

On the motion of the Hon. T. C. AYLWIN, seconded by HENRY LE MESURIER, Esq.,

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

On the motion of the Hon. JOHN NEILSON, seconded by the Hon. LOUIS MASSUE,

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

On the motion of the Hon. HENRY BLACK, seconded by VIVAL TETU, Esquire,

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

On the motion of the Hon. A. W. COCHRAN, seconded by JAMES BELL FORSYTH, Esq.,

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

On the motion of JAMES BELL FORSYTH, Esquire, seconded by PETER PATERSON, Esquire,

6. — That the *Mayor of Quebec*, the President of the *Board of Trade*, the *Members of the Legislature resident* in the city and district, and Messrs. *A. W. Cochran, H. Black, L. Panet, W. Price, H. LeMesurier, R. Cassels, A. Simpson, F. Freer, F. X. Méthot, C. Turgeon, G. B. Symes, J. Gilmour, J. E. DeBlois, James Tibbetts, J. Gillespie, J. Chouinard, T. Lloyd, J. Noad, V. Tétu, J. R. Echart, F. X. Paradis, J. Bell Forsyth, C. Langevin, P. Paterson, A. Paterson, James Gibb, John Munn, C. Gethings, J. Bonner, E. Ryan, J. McLeod, A. Laurie, J. Légaré, fils, J. Duval, G. H. Parke, W. Stevenson, H. Patton, H. Burstall, James McKenzie of Point Levy, J. Jones, W. Sheppard, T. C. Lee, D. Burnet, Dr. Morrin, C. E. Levey, H. Atkinson, E. Bacquet, P. Langlois, G. O. Stuart, E. Glackemeyer, J. Tourangeau, and H. Pemberton*, be members of the said committee, with power to add to their number.

Attested,

F. X. GARNEAU,
Secretary.

4. *Letter from J. B. Uniacke, Esq., Secretary to Committee of Correspondence, Halifax, Nova Scotia.*

“ Sir,

Halifax, 2nd Nov. 1845.

“ I have the honour of acknowledging the receipt of your letter of the 16th October last, enclosing certain resolutions passed at a meeting of the Provisional Committee of the Halifax and Quebec Railway, which will be laid before our committee to-morrow. I inclose the only copy of resolutions passed at a numerous meeting at Quebec on the 23rd ult. which has reached Halifax. My private letters inform me that the greatest harmony and unanimity prevailed, and all were animated by a desire to promote the undertaking by every means in their power.

“ Meetings have also been convened at Sackville on the frontier of New Brunswick and Nova Scotia; also at Petcodiac; the results of which shall be forwarded to you. Mr. Young informs us, that the prospectus for a Railway from St. John to the Grand Falls *via* Fredericton, will not for the present be acted upon, and I assure you that the line determined by you meets universal approbation here. I have caused a correct map to be compiled, which has gone to the lithographic press, and will be transmitted by next steamer, accompanied with observations which I hope will prove useful. I do not anticipate any difficulty with the respective legislatures, unless the scheme of the people of St. John should create a diversion of opinion in that province. I am quite satisfied that the merchants of Quebec would derive little benefit by shipping property at the estuary of the St. John, and encountering the navigation of the Bay of Fundy, hitherto considered quite as dangerous and tedious as the Gulph of St. Lawrence.

“ I have the honour to be,

“ Your obedient Servant,

“ W. Bridges, Esq., London.

“ JAMES B. UNIACKE.”

5. *EXTRACTS from a Private Letter from a Member of the Legislature and of the Local Committee of the Company at Halifax, to Mr. Bridges, dated Halifax, Nov. 3. 1845.*

“ The Committee has been called to meet to-day at 11 o'clock, and if possible you will have the result of our deliberations by this boat, but I have little doubt that they will appoint an agent to go to New Brunswick and Canada with Mr. Young, to see if we can agree on a common line. If New Brunswick adhere to the one on the west side of the St. John, I fear that we will not get combined action: for neither Canada nor our

province will be content to allow the Railroad to stop till it is brought to the Atlantic at Halifax.

My idea still is, that these two provinces, Nova Scotia and New Brunswick, ought to give 15,000*l.* each for a period of ten years, Canada 30,000*l.* to 40,000*l.*, and the British Government not less than 100,000*l.* a year for the same period, to secure to the capitalists a return of four and a half to five per cent., to be paid only if the produce of the transit does not yield this rate of interest to the shareholders. If it yields more, the surplus to belong to them, and at the end of ten years, the stock also to belong entirely to them. This scheme is favourably entertained here, and will be in Canada. We have yet to sound the feeling in New Brunswick. The feeling here is warm and enthusiastic, and will grow in intensity and fervour every day.

The paper in the *Colonial Gazette* is highly approved of. The national view is warmly responded to.

* * * * *

I beg the favour of your saying to my friends on the London Committee that it will afford me sincere pleasure to co-operate with a body for whose judgment and good intentions I entertain so high a respect.

The Committee having taken into consideration these letters and documents, the following resolutions were proposed and unanimously adopted:—

That the gentlemen named in the concluding resolution, passed at the public meeting in Quebec, be now added to the Provisional Committee, and shall form a sub-committee at Quebec, of correspondence and co-operation, with power to add to their number.

That this Committee receive, with the highest possible satisfaction, the reports now made with regard to the cordial manner in which the several provinces of Nova Scotia, New Brunswick, and Canada, have taken up the subject, as evinced in the letters of the Lieutenant-Governors of Nova Scotia, New Brunswick, and the Governor-General of Canada: in the reports of the various public meetings in the said provinces, and in the opinions expressed in articles and communications of the leading press in British North America.

Development of the Mineral Wealth and Industrial Resources of Nova Scotia and New Brunswick by the Construction of a Railway between Halifax and Quebec.

(From the American Correspondent of *The Mining Journal, and Atmospheric Railway Gazette.*)

Independently of the national advantages Great Britain would obtain, and the immediate benefits that would be conferred upon the British American provinces, from a Railway extending from Halifax to Quebec, the bringing into operation the resources of the colonies form an important object of consideration. The extension of trade, the spread and improvement of agriculture, the speedy transit of goods and persons, the unlimited intercourse between Great Britain and her possessions across the Atlantic, with the social communications that would exist between the inhabitants of the provinces, fill the enterprising mind with pleasing anticipations, and point to that high degree of prosperity the country is able to sustain under the influence of extended internal improvement. Notwithstanding the vast strides of science, and its application to the wants and comforts of man, in Europe, and the Republican American States, the British provinces of North America have scarcely been touched by the sacred talisman, and now present an almost unbounded field for British capital, enterprise, and skill. From the weight of those all-important minerals, coal and iron,—and also of the ores of the metals, together with limestone, gypsum, and other rocks,—many of the most valuable mines and quarries, in different parts of the world, have remained useless, from the lack of cheap conveyance. In Nova Scotia and New Brunswick there are strata and veins of the most useful minerals, situated so remotely from the channels of navigation, that they cannot, in the present state of the country, be transported to places where they would be consumed, or employed as articles of commerce. But when it so happens that a way of transit is opened by a Railway, chiefly designed for other purposes, such objects are at once rendered valuable, both to the line over which they are destined to pass, and the country where they have been discovered. Railways stand foremost in the catalogue of national improvements; and there is probably no country, inhabited by a civilised people, and whose soil is capable of successful tillage, where they may not be introduced with a profitable return on the outlay. From being situated remotely from any navigable bay or river, some of the richest mines of South America are, at present, almost worthless, and mining is in a great degree confined to the banks of rivers and the sea coast; and such will be the case in the British American provinces until railways are introduced. An estimate of the number and value of the minerals along the path of the great Railway proposed between Halifax and Quebec, so far as they have been discovered, forms an inquiry in reference to the success of the undertaking. If the proposed Railway pass around the head estuaries of the Bay of Fundy to the bend of the Peticodiac, thence to Fredericton, the Grand Falls, Madawasca, and the great river of Canada, the country that would then be within the reach of its action is rich in mineral productions,

and well adapted for agriculture and manufacture. Admitting, then, that the Railway will pass from Halifax, in the direction of the abandoned Shubenacadia Canal, to Truro—a number of important minerals have been already discovered in that direction, which could be very profitably transported to the harbour of Halifax. Northward from Dartmouth, to the head of the Grand Lake (Halifax county), granite, and other kinds of stone suitable for building purposes, are abundant. Iron ore has been found, and is supposed to exist in sufficient quantities for smelting; and after the abundance of wood on the neighbouring hills has disappeared, coal or coke could be brought down from Truro coal district. The gypsum, limestone, freestone, and slate of the Shubenacadia and Stewiacke could be carried to market. The anhydrous sulphate of lime also exists at those places, and a small manufactory of the article has been opened. Peroxide of manganese and red hematite iron ore also occur; and there are indications of lead ore in the limestones of the district. At Truro, the Railway would cross a part of the southern coal field, whence coal might be transported to Halifax for five shillings per ton. The whole line, in the above distance, is abundantly supplied with lakes, rivers, and descending streams, which would afford power to propel any kind of machinery required for manufacture.

Having passed through a valley between the Cobequid hills, the railway would enter the county of Cumberland. By running from the source of Nullaa river towards Fredericton, and the Grand Falls of the St. John, it would cross a coal field to the distance of no less than 140 miles. A part of that coal field is situated in the county of Cumberland, Nova Scotia; and the Railway would probably extend near the out-crossings of River Philip and Springhill, at Maccan. At the latter locality, one of the strata of coal is twelve feet in thickness, the coal being of superior quality. Several other workable strata have been accidentally discovered. These, with the clay iron stone interstratified with them, the gypsum, limestone, and saltsprings of the county, would afford abundant materials for transportation and traffic. Entering the province of New Brunswick, similar resources present themselves, along almost the whole line. An extensive tract of country between the bend of the Peticodiac and the Gemsee (the narrow outlet of the Grand Lake) contains coal, iron ore, gypsum, limestone, marble, freestone, &c.; and, excepting coal, those rocks and minerals are found as far west in New Brunswick as the Tobique river, the great northern tributary of the St. John. New Brunswick has an advantage over Nova Scotia in reference to her mineral wealth, which has been already explored, and redeemed from the astringent power of monopolies. A geological survey is also about to be commenced in Prince Edward's Island, to which isolated district the contemplated Railway would afford many advantages. Along the whole of the proposed line, building stone of the best kinds is abundant, and the limestones of numerous districts could be cheaply transported for the objects of agriculture, manufacture, or building. In a more advanced state of the country, sand for the manufacture of glass, and the clays employed in making porcelain and pottery, may be obtained. No public reconnaissance or survey has ever been made of the minerals of Nova Scotia, nor have even the limits of her coal fields ever been defined. Since 1826, her mines have been

held under a close monopoly; but it has recently been discovered, that the claims of the monopolists have long since been forfeited, and the provincial government is now active in an endeavour to open the mineral wealth of the country to the enterprise of British subjects.

The number of ports, or places of shipping, that would be touched by the gigantic Railway, is worthy of consideration. They would be Halifax, Truro, Wallace river, Amherst, Sackville, Dorchester, Peticodiac, and the St. John and the St. Lawrence rivers. It would also approach within twelve miles, or less, of the harbour of Shediac, on the Gulph shore, to which a branch would be immediately required. From and to those shipping places, the various objects of inland carriage would be conveyed, and the agriculture and maritime productions of the country would be put in motion. In the whole distance from Halifax to Kamouraska, on the border of the St. Lawrence, the lands are capable of successful cultivation. In the most populous districts, such as Truro, Onslow Amherst, Sackville, Dorchester, Peticodiac river, and the St. John, the lands are of a superior quality; and there are many fine tracks of alluvial soil in the unsettled districts, through which a part of the line must pass. If the Railway should run from the Peticodiac river direct towards Fredericton, or the Grand Falls, it would open a new and extensive area of land fit for cultivation. Upon this ground, one of the objects of the company could be carried into operation upon a large scale, and thousands of the surplus population of England would, by industry and frugality, find comfort and independence in the forests of a British province. Not less than 5000 square miles of wilderness land remain unoccupied in this part of New Brunswick, where the natural resources of the country are equal to any of the other parts of British America. In no part of New Brunswick would a Railway yield so many advantages to the province, as in that already noticed. It would lay the country open through its centre, and give it all the benefits of foreign and domestic intercourse. A branch to St. John would hereafter be necessary; and another to Miramachi, or some part of the northern shore, would soon follow. Along the whole course of the anticipated route, various kinds of timber are abundant, and may be cheaply obtained, even in the most populous villages. At many places, it might be felled at the sites where it would be required. Along the entire line, as above proposed, the country contains numerous rivers and small streams, which are capable of affording almost unlimited water-power. The value of those streams would be enhanced, if the atmospheric system should be adopted; and they give the cheapest means of propelling machinery for manufacturing purposes.

In all new countries occupied by forests, timber is an important article, as it may be immediately applied to the wants of the settler, and prepared for market at comparatively trifling expense. Along the proposed line of railway there are great quantities of excellent wood, and forests that have scarcely been visited by the timber-man. White and red pine, spruce, hemlock, larch, yellow birch, and other trees, still bring remunerating prices in Great Britain. Now, the Railway would render accessible the timber of the interior, and at once not only supply a necessary article in its own construction, but, by being carried forward to commercial ports, its profits would quickly return a part of the great

outlay required for the new mode of transit. By means of the water-power already mentioned, the forest trees could be manufactured to suit each market, and cut into every required form. At present much valuable timber is lost from the difficulties of transporting it overland to some navigable stream.

But we are not to direct our attention altogether to the great line of transit. No sooner would the noble enterprise be completed than, attached to it, there would be numerous branches leading from the north and from the south. The maritime resources of the extensive shores of a part of the Gulph of St. Lawrence would be poured into the free channels of communication, and impelled forward to their places of destination.

In America there is no branch of industry that receives more benefit from railways than agriculture, to which they transfer a great amount of time and animal strength, and afford a cheap and expeditious conveyance for the surplus produce of the farmer. It is particularly fortunate that the proposed line will pass through a country whose climate and soil are highly favourable for agriculture, and whose timber and mineral resources are not surpassed in America. The line throughout is perfectly practicable for the ordinary locomotive railway; but should the atmospheric system bear the test of experience, it will, doubtless, be better adapted to the climate and country than any other yet discovered.

The Americans, ever jealous of any improvement in the British provinces, are bestirring themselves to open a railway between Boston and Burlington, on Lake Champlain, and another is proposed between Portland and Montreal. At the present time, the mail for Canada and great quantities of British manufactured goods pass through the United States to Canada west; and as the St. Lawrence is filled with ice one-half of the year, this state of things may be expected to continue until the proposed Railway is completed. The construction of a Railway from Halifax to Quebec would immediately bring the trade of the United States and the provinces to a just equilibrium, and the Americans would no longer be the carriers of the British mail and goods destined for the consumption of the inhabitants of Canada. In conclusion, it may be said that this noble enterprise would unite the whole of the provinces in one common bond of union, for ever secure their attachment to the mother country, and in any emergency supply ample means of defence against invasion on the Canadian frontier. It is on this account that it deserves the highest encouragement and support from the Government and from every British subject. The introduction of railways into Ireland is rapidly relieving a starving population and paralysing the disaffection that has so long agitated the population of that country. The same means would quickly remove capitiousness and party spirit in these colonies, and relieve the Government of the puzzling task of keeping within proper bounds the reckless and restless spirits of the age.

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