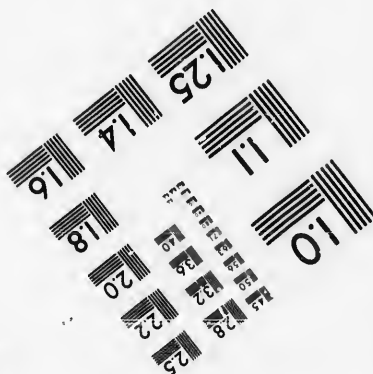
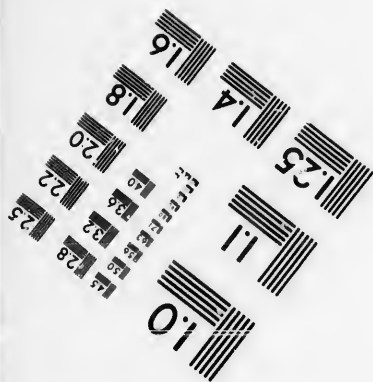
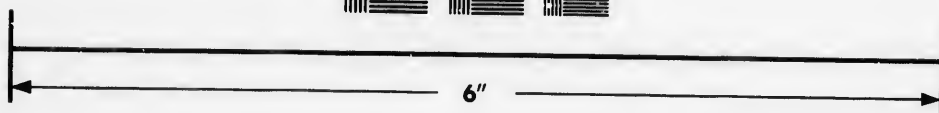
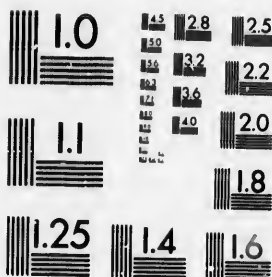


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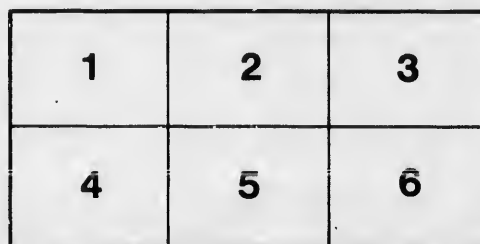
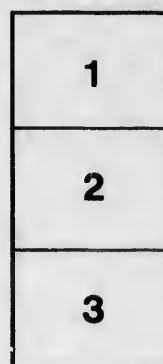
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PROVINCE HOUSE

INTERCOLONIAL RAILWAY.

(COPY.)

Provincial Secretary's Office, Halifax, June 4th, 1857.

SIR,—

I am commanded by His Excellency the Lieutenant Governor of this Province to communicate to you for the information of His Excellency the Governor General, that the Executive Government of Nova Scotia feel a lively interest in the scheme to construct an Intercolonial Line of Railway from Quebec to Halifax, by which the British Provinces may be more closely united.

Canada has already made provision for the construction of the line to the Riviere du Loup, for one hundred and ten miles of the route towards the Atlantic seaboard here, and Nova Scotia has now under contract sixty miles to Truro on this end of the line, which will be completed next summer.

New Brunswick is deeply interested in this truly national undertaking, and will, no doubt, aid its completion to the utmost of her ability.

This gigantic project is therefore being gradually brought, by the unaided energy of the Colonies, within such limits as it may fairly be inferred will attract the coöperation, and obtain the support, of the British Government.

Two Delegates, the Hon. Mr. Johnston, Attorney General, and A. G. Archibald, Esq., a leading Member of the Opposition, are to proceed shortly to England, on public business; and they will be authorized by the Government to endeavor to enlist the aid of the British Government in the construction of this road, which is not only essential for military purposes, but will also attach increased national importance to British America.

I have it in command to say further, that it will give His Excellency and the Government of this Province great satisfaction to have the joint action of the Government of Canada with this delegation, in any way that may seem best to His Excellency the Governor General, in order that due importance may be given to a question of the first magnitude both to these Colonies and the Mother Country.

I have, &c.,

(Signed)

CHARLES TUPPER.

The Honorable the PROVINCIAL SECRETARY, Canada.

Provincial Secretary's Office, Halifax, June 4th, 1857.

SIR,—

I have it in command from His Excellency Sir John Gaspard LeMarchant, to forward for the information of His Excellency the Lieutenant Governor of New Brunswick, the inclosed communication to the Governor General, and at the same time solicit the coöperation of your Government with the Delegation about to proceed to England from this Province in carrying forward this great work, which, whether viewed in a commercial, political, or national aspect, can hardly be over-estimated in its consequences to these Provinces and the Parent State.

I have, &c.,

(Signed)

CHARLES TUPPER.

The Honorable the PROVINCIAL SECRETARY, New Brunswick.

Nova Scotia

NOVA SCOTIA.

At a Council held at the Government House, at Halifax, on the 16th day of June, 1857.

PRESENT:

His Excellency Sir J. Gaspard LeMarchant, Lieutenant-Governor,

The Honorable James W. Johnston,

" Charles Tupper,

" Michael Tobin,

" Martin I. Wilkins,

" Stayley Brown,

" John J. Marshall,

" John Campbell, (Councillors.)

The Honorable James W. Johnston, Attorney General, and Adams G. Archibald, Esq., the Commissioners appointed for the purpose of effecting a settlement of the questions relating to the Mines and Minerals of the Province, are hereby authorized and requested, whilst in England, to solicit, on behalf of this Colony, from Her Majesty's Government, the reconsideration of the question of the construction of an Inter-Colonial Railroad between Halifax and Quebec, by the combined agency of the Imperial Government and the Provinces of Canada, New Brunswick, and Nova Scotia.

They are also authorized, either in connection with that question, or otherwise, to confer with the Imperial Government, or any other parties interested therein, on the subjects of Immigration to this Colony, and a Union of the British North American Provinces.

Extract of Despatch, No. 41, dated 16th June, 1857, from Lieutenant-Governor Sir J. LeMarchant, to the Right Hon. the Secretary of State for the Colonies:

"Deeply impressed with the importance of inter-communication by Railroad between the Colonies of Canada, New Brunswick, and Nova Scotia, both to the Imperial Government and these Colonies, as calculated to draw more closely the bonds of union between the latter and the Parent State, and to afford security to the Colonial Possessions in the event of war,—my Government have instructed the Delegates to solicit Imperial coöperation in the construction of the road in question, convinced that its accomplishment is alike demanded for the advancement of the Colonies, and for the interests of the Empire.

"In connection with this subject, the Delegates are also instructed to confer with Her Majesty's Government on the importance of establishing a judicious system of Immigration into the Colonies, and to bring under its serious consideration the subject of a Union of the British North American Provinces, as tending to their elevation and perpetuating their connection with the Parent Kingdom."

Government House, Toronto, July 22, 1857.

SIR,—

The project of constructing an inter-colonial line of Railway between Halifax and Quebec, having been brought under my consideration by a Despatch from the Provincial Secretary of Nova Scotia, dated Halifax, June 24, 1857, and concurring entirely with the Executive Government of Nova Scotia in the advantages that must accrue to the Mother Country and to the Colonies on the completion of so great an undertaking, I have the honor to state that I have without delay brought the subject to the notice of my Council, and I hasten to apprise your Excellency of the action of the Government of Canada, in the confident hope that the Provinces of New Brunswick

wick and Nova Scotia will coöperate to the utmost of their ability in effecting what must contribute so much to the material prosperity of these Colonies.

I enclose a copy of a Minute of my Council, pursuant to whose suggestions the Hon. J. A. Macdonald, Attorney General, Canada West, has already started for England on this mission. 9th July, 1857

I have the honor to be, Sir,

Your Excellency's obedient Servant,

(Signed)

WM. EYRE,

Lt. Gen'l. Administering the Government.

His Excellency the LIEUTENANT-GOVERNOR of Nova-Scotia, &c. &c.

Copy of a Report of a Committee of the Executive Council, dated 9th July, 1857, approved by His Excellency the Administrator of the Government in Council, on the 18-20th of same month:

The Committee of Council beg respectfully to report to your Excellency that the Committee have had under consideration the important advantages which Canada and the Provinces of New Brunswick and Nova Scotia would derive from the construction, or, rather, the extension, of the line of Railway from Rivière du Loup to Halifax.

The Committee are so deeply impressed with the importance of this inter-colonial undertaking, that they have deemed it advisable to suggest that a Member of your Excellency's Council should proceed to England and place himself in communication with the Secretary of State for the Colonies, with the view of urging upon Her Majesty's Government the reasons which should induce and impel the Imperial Government to aid the Provincial Governments to carry to completion this great and necessary national work.

The Committee of Council have no doubt that the Government of the Eastern Provinces will cheerfully coöperate with your Excellency in pressing the subject upon the attention of the Imperial authorities, and with this view, the Committee suggest that your Excellency communicate to the Lieutenant Governors of New Brunswick and Nova Scotia, the action of your Excellency's Government.

The Committee of Council have much pleasure in stating that the Hon. the Attorney General for Upper Canada has consented to undertake the mission, and the Committee beg further to suggest that the Attorney General have authority to call to his aid the services of any gentleman whom he may deem necessary to the success of the negotiations.

Certified.

(Signed)

W. H. LEE, C. E. C.

Government House, Fredericton, New Brunswick, August 10th, 1857.

SIR,—

I have the honor to transmit to you, herein enclosed, the copy of a Memorandum, which has been laid before me by my Council, respecting the construction of an Inter-Colonial line of Railway.

I have further the honor to inform you that I have forwarded a copy of this Memorandum to the Secretary of State.

I have the honor, to be, Sir,

Your Excellency's most obedient humble Servant,

(Signed)

J. H. T. MANNERS SUTTON.

His Excellency Major Gen'l. Sir G. LeMARCHANT, &c., Halifax.

To

To His Excellency the Honorable J. H. T. Manners Sutton, Lieutenant-Governor, &c., &c., &c.

The Committee of Council respectfully report to Your Excellency, that they have had under their consideration the Despatch of Lieut. General Eyre, the Administrator of the Government of Canada, on the subject of a Railroad from Rivière du Loup to Halifax.

The Legislature and people of New Brunswick have always evinced a lively interest in the proposed Railway, and uniformly manifested a disposition to aid such an undertaking to the full extent of the resources of the Province.

The Committee of Council advise Your Excellency to assure Her Majesty's Government and the Administrator of the Government of Canada, of the interest they feel in the proposed Railway, of its importance to the Colonies and the Parent State. They believe that the perpetuation of British power in America depends upon the consolidation of the Colonial Empire, which the proposed undertaking would greatly promote.

When the question in 1852 was the subject of negotiation between the Province and the Imperial Government, New Brunswick agreed to contribute a fair proportion towards the construction of the Railway. His Excellency Sir Edmund Head, the present Governor-General of Canada, having taken an active part in the promotion of these arrangements, is fully cognizant of the views of the people of this Province, and of their deep interest in the question.

To the three Provinces such a Railway would be of the highest importance as a means of developing their resources, promoting their material interests, and strengthening that mutual sympathy and unity of interest and feeling, so essential to secure for them that commercial and political position to which they are entitled from their situation and resources.

The Committee of Council are confident that if Her Majesty's Government could be sufficiently impressed with the great importance of the proposed Railway to the Empire in a national point of view, and that Imperial Interests absolutely require it, they would not hesitate to take such measures as would secure its construction.

New Brunswick, with her large domain, could provide a vast field for future colonization, which, with her other resources, would afford a present security and future means to defray what might be considered her reasonable portion of the expenditure.

The Legislature of New Brunswick, during its recent Session, expressed the opinion that Your Excellency should ascertain whether the Government of Canada would undertake the construction of a Railroad from Saint John to Canada, jointly with the Government of New Brunswick, upon such terms as should be consistent with the interests and means of the respective Provinces, with the aid of the Imperial Government.

The Committee of Council are so fully impressed with the great importance of the matter, that they would have advised Your Excellency to send a Delegation to England, to press the subject upon Her Majesty's Government, did it not appear to them that from the lateness of the period Your Excellency received the intelligence, such Delegation could not arrive in London in time to give that weight to their representations which would be the primary object of any such mission.

The Committee of Council advise Your Excellency to communicate this Minute to Her Majesty's Government, to His Excellency, the Administrator of the Government of Canada, and to His Excellency Sir Gaspard LeMarchant, the Lieutenant Governor of Nova Scotia.

(Signed)

CHARLES FISHER,
S. L. TILLEY,
JAMES BROWN,
CHARLES WATTERS.
W. H. STEEVES,
DAVID WARK.

August 10th, 1857.

2 *Suffolk Place, Pall Mall, 20th August, 1857.*

Sir,—

In preparing, agreeably to your desire at our late interview, a statement of the considerations on which we solicit, on behalf of Nova Scotia, subject to the approval of the Legislature, Imperial assistance towards the construction of a Railroad from Halifax to Quebec through British territory, we beg to recall the fact that the application is not now made for the first time.

2. The policy of connecting the Provinces of British North America by a line of Railway extending from the sea shore of Nova Scotia into the interior of Canada, was first suggested by a British statesman of great sagacity and political foresight. Lord Durham saw the immense advantages of this great work, not only to the Provinces but to the Empire.

The idea, once suggested, was not lost sight of. Earl Grey, when Colonial Minister, felt the importance of the question; and, in a Despatch to Lord Elgin, dated the 31st December, 1846, he referred to a convention, to be composed of Delegates from the Governments of the different British Colonies, the consideration of "the mode in which the Provinces should coöperate with each other and with Her Majesty's Government in promoting the construction of the proposed railway."

3. The Provinces, thus invited by Her Majesty's Ministers to the consideration of a question of deep interest, entered eagerly upon it, and from that period to the present have done everything in their power to promote this great work.

Up to 1850, various modes of carrying it out were suggested from time to time, and the different Colonial Legislatures readily gave to each scheme that was brought forward, such offers of assistance as their resources enabled them to afford. In the summer of that year, however,† their hopes of success were frustrated by a Despatch from the Colonial Secretary informing the Government of Nova Scotia that the British Ministry, receding from their original position, would afford no assistance to carry out a project too great for unassisted Colonial resources.

4. Disappointed in her original hopes, Nova Scotia turned her attention to the construction of such local Railways as were required for the development of her own commerce and industry, and shortly afterwards sent to England a Delegate charged to endeavour to interest the British Government in the question, so as to procure such a guarantee of the Provincial Bonds as would enable her to borrow the money she required upon favorable terms.

The Delegate, upon submitting his propositions, was informed that the Government could not undertake to furnish any aid to projects of merely Provincial importance, but he was invited to a renewal of the Inter-Colonial scheme. This was again deliberately considered by Her Majesty's Government, and Earl Grey communicated through Mr. Hawes, in a Despatch dated the 10th March, 1851, a formal decision on the part of himself and his colleagues to afford a guarantee or advance the money from the Imperial treasury, upon the express condition of provision being made by the three Provinces for opening a complete line of communication from Halifax to Quebec or Montreal, through British territory; and, in a communication to Lord Elgin, then Governor of British America, written four days afterwards, he put forth, as the ground of the guarantee, the importance of the work to the interests of the Empire.

We refer to the correspondence on that occasion, and to the engagements given on the part of the Government, as expressed in Earl Grey's Despatches to the Governor General and to Mr. Howe through Mr. Hawes, before alluded to.

The principles upon which our present application is made are stated with so much significance in these documents, that we beg permission to quote a few passages.

In Mr. Hawes's letter, the Delegate of Nova Scotia was told:—

* See Journal of 1848, p. 75 of Appendix No. 12.

† See Earl Grey's Despatches of 19th June, 1850.

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

Mr. Hawes is directed to state, in very distinct terms, the conditions and considerations on which the aid was granted. His language is:—"As Her Majesty's Government are of opinion that they would not be justified in asking Parliament to allow the credit of this country to be pledged for any object not of great importance to the British Empire as a whole, and they do not consider that the projected Railway would answer this description, unless it should establish a line of communication between the three British Provinces, it must be distinctly understood that the work is not to be commenced, nor is any part of the loan, for the interest on which the British Treasury is to be responsible, to be raised until arrangements are made with the Provinces of Canada and New Brunswick, by which the construction of a line of Railway, passing wholly through British territory, from Halifax to Quebec or Montreal, shall be provided for to the satisfaction of Her Majesty's Government."

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

The three Provinces accepted the proffered assistance on the conditions announced to them; and agreed upon a line of Railroad along the Northern Shore of New Brunswick, acceptable to the British Government. The contemplated enterprise was only abandoned in consequence of a misunderstanding as to the extent of the guarantee proposed by Earl Grey, which, on the one hand, was supposed to include a Railroad through New Brunswick, along the Bay of Fundy towards the boundary of the United States; while, on the other hand, it was held to be confined to the direct line to Canada.

Subsequently this obstacle was attempted to be removed by an arrangement among the Governments of the three Provinces, that the line through New Brunswick to Canada should be transferred from the Northern Shore to the valley of the St. John. Her Majesty's Government declined to accept the latter line, on the ground that it defeated a material consideration on their part, by bringing the line of communication through the British Provinces in too close proximity to the American frontier.

The positive pledge of the British Government, thus deliberately given, has never been withdrawn. The conditions upon which that pledge was given, Nova Scotia has faithfully complied with; and her people, whose policy to a large extent has been moulded by that pledge, feel that they have a strong claim upon the consideration of Her Majesty's Government.

On the failure of the Inter-Colonial scheme, Nova Scotia has resorted to her former policy, but despairing of Imperial assistance, has borrowed money on the credit of

of her own bonds, and is pushing forward her local Railways as rapidly as her resources allow. Already she has put one hundred miles under contract, one fourth of the whole is in operation, and the remainder approaches completion.

Of these lines, the only part available for the Inter-Colonial Railway, is the section between Halifax and Truro. From Truro to the New Brunswick border, the Inter-Colonial line presents less prospect of remunerative return, and would not be undertaken by the Province without aid, and unless to connect with Inter-Colonial Railways. Still Nova Scotia is not insensible to the position she occupies on the foreground of British America. For Inter-Colonial and Imperial purposes, she is willing to make sacrifices which commercial considerations alone would not justify. She will construct a road which, but for these considerations, she would not venture upon, if Great Britain will enable her to do so; she asks no contribution, though she believes the Imperial Government might well give it. What she does ask is, that her bonds for the expenditure from Halifax to the New Brunswick border shall be guaranteed by the British Government, and the Province be thus enabled to borrow, upon the most favorable conditions, the amount she requires; and she will engage to construct and to maintain and work the road throughout that distance, on the account, and at the risk, of the Province.

The guarantee asked involves no risk.

The Province of Nova Scotia is advancing in material prosperity at a rate which will compare favorably with any part of the Western world.

Her taxes, the lowest in the world,—her revenue has always been equal to her requirements, and is rapidly increasing. From 1849 to 1854, with no material alteration in imposts, the revenue doubled in amount.

The population increases at a rate nearly equal to that of the whole United States, and much greater than that of the States immediately contiguous to our border.

Insular in its position, Nova Scotia largely engages in maritime enterprises. Her coasts, skirted by fisheries, the best in the world; her bosom, filled with enormous deposits of coal and other minerals, not to be found on the sea-board of the United States, the natural habits of a maritime population have, in these sources, unlimited scope for enterprise; while in the interior of the country, large tracts of the best land for farming purposes, reward the industry of an agricultural population, not inferior in enterprise to any similar class in any part of the world.

Nova Scotians may, with some pride, refer to the various sources from which the prosperity of their country springs; and we allude to it now, and dwell upon it, because we wish the British Government to understand that we will incur no debt that we are not able, as well as willing, to pay, and to show them that what we now solicit, may be safely granted: to us the boon will be large, but they may confer it without loss, and without risk.

The course of events since 1851 has not weakened the claims of the Colonies, or diminished the obligation or interest of the Imperial Government to extend assistance towards the object in view.

Within that period, all the three Colonies, and especially Canada, by embarking largely their own resources in Railroad enterprise, have earned a right to seek assistance which they did not possess before; while, by this absorption of their own resources, they have diminished their ability to accomplish this great work.

Under no circumstances would they enter without assistance upon the construction of an Inter-Colonial Railroad from Halifax to Quebec. Neither of them, if possessed of the means, have a sufficiently large inducement, or separate interest in the undertaking, to justify encountering its hazards and burthens; and, were it otherwise, a work so large, and of so little remunerative promise, is beyond the compass of their own largely taxed resources.

Hence, it may be truly assumed, that if the British Government do not afford essential

tial aid, this great "National Undertaking, calculated very greatly to advance the commercial and political interests, both of the British Provinces in North America, and of the Mother Country," to use the language of the British Cabinet in 1851, will never be accomplished.

It will not, however, fail because Her Majesty's North American subjects are too short-sighted to comprehend its important national bearings, or too indifferent to the general welfare to care for its accomplishment, or too much occupied with their own more immediate concerns, to be willing to contribute towards it. It is because of the higher and larger influences of the work, as much as in consideration of local benefits, that we urge the undertaking on Her Majesty's Government.

In case of hostilities with the United States, the facility which a Railroad from Halifax through British territory would afford for the transport of troops and munitions of war, would be of incalculable advantage; and, in a mere financial point of view, would probably, in a few months, repay all that the Government might have contributed. In connection with large steamers on the ocean, enabling the Government to transport in a few weeks, on any threatened emergency, an Army to any point of Her Majesty's North American possessions, it would render unnecessary the constant maintenance of a large military force within them.

Nor is it the least of the advantages that would result from this facility, that the knowledge of its existence would tend to avert hostilities that otherwise might grow out of a sense of comparative impunity, attendant on aggressive movements. Not less than seventeen lines of American Railroads lead through the United States to the borders of Canada, and give the means of rapid hostile approach,—not a single line of British Railroad connects the Provinces together, or affords communication from the Atlantic shore through national territory. Of the three routes by which Canada is reached, viz., by the St. Lawrence, by lines of Railroad that traverse the United States, and through the wilderness, the latter would alone be available for the transport of troops or munitions of war, in the case of hostilities, commenced or threatened at the beginning of winter.

On such an event, the spectacle might be presented, of a large and prominent Colonial possession of the Empire assailed by a superior force and cut off,—except at great exposure, expense, and delay,—from effectual aid, not only from the Parent State, but from the adjoining Colonies.

None more than the inhabitants of Nova Scotia, appreciate the advantages of peaceful relations with the United States. They, however, who are placed in close proximity, are less credulous than others may be, as to the impossibility of hostilities between the two Powers. And yet it is apparent to all, that the foreign relations of no government are so subject, as those of the United States, to the influence of popular impulse or of party interests. This consideration, illustrated as it recently was by the enlistment dispute, sufficiently indicates that a policy, founded on the assumed impossibility, or high improbability, of hostilities with that people, must be deficient in the forecast that seeks, by timely and suitable preparation, to prevent aggression, or successfully to repel it.

The great work we advocate is as necessary to enable Her Majesty's North American Colonies to promote their mutual progress in peace, as it is requisite for their common defence in war. It is almost impossible for those at a distance to comprehend how much New Brunswick and Nova Scotia are unallied to Canada by those bonds of mutual intercourse that might be expected to subsist between Colonies of the same Empire, placed together under circumstances that make a close union their common interest and security.

With the United States, Canada has unlimited means of communication, by lakes, rivers, canals and railroads; and extensive and intimate intercourse is the result. The capital of New Brunswick, connected with the United States by a short and easy navigation,

navigation, maintains relations as close. Nova Scotia, almost an island, sends vessels from every part of her shores to the neighboring ports of the Union, and carries on a trade so extensive, that, of the annual tonnage that enters the port of Boston, more than half is from Nova Scotia.

The means of intercommunication between Canada and the Lower Provinces, is utterly insignificant in the contrast.

By land, for practical purposes, none exists. An uncultivated and hilly country opposes an effectual barrier. Colonel Robinson's valuable report of his surveys in 1848, gives unquestionable information on this head. By water, the comparatively distant and circuitous navigation of the St. Lawrence offers the only route—one little used while open, and closed through a large part of the year. The result is ignorance and indifference as regards each other, with little concern or ability for mutual benefit.

An Inter-Colonial Railroad would give the means of communication at present wanting. It would open to Canada an Atlantic seaboard on British soil, from which she is now cut off; and it would offer to the Lower Provinces a ready access to the vast field of enterprise and progress occupied by their fellow subjects in the interior. It would prove a benefit of incalculable value, should it be the precursor of, as it is an absolute necessity towards, a legislative union of Her Majesty's North American Provinces,—a measure essential to the full development of the power which their situation and character are calculated to confer, and without which they never can attain the high position to which their united energies and advantages would lead them.

When the important objects to be accomplished by this work are considered, and the difficulties of carrying it out, owing to the large extent of uncultivated country through which it must pass in New Brunswick and Canada, with the consequent drawbacks upon its remunerative character, it seems not unreasonable to expect, in addition to the Imperial guarantee for the loan contracted by the Provinces, some more direct and substantial aid, as a contribution from the national funds, for national advantages.

Confining ourselves, however, to Nova Scotia, the aid we solicit is, we think, moderate, and such as would entail neither inconvenience nor loss on the British Government.

In pressing upon your urgent consideration the obligations which, in our opinion, impose upon Her Majesty's Government the duty of extensively aiding the construction of an Inter-Colonial Railroad, we are not insensible to the feeble influence excited by the representations of dangers distant and problematical, when the attention is already occupied by objects of present and urgent interest.

Much that we have suggested is however neither distant nor hypothetical, but is of actual existence and daily operation. For, while Canada remains cut off from communication with the Lower Provinces and with the Atlantic shore on British territory, the tendencies to alienation between her and the sister Provinces, and to the approximation of all the Colonies to the United States, must strengthen and mature.

That portion of our observations founded on the contingency of war with the United States, deals indeed with the future; but if the history of nations and the experience of the past may be relied on, it can hardly be treated as hypothetical, in the sense which would preclude it from present consideration—for the undertaking which we urge must be accomplished while the danger that prompts it is distant and contingent, otherwise it will come too late to avert the evils it is designed to counteract. That the time will come when the evils resulting from the want of such a communication between the North American Provinces, will be felt, should the measure be delayed, and that the question will arise,—Where rests the responsibility for the neglect? we cannot doubt. Her Majesty's Colonial subjects will not be found chargeable.

chargeable. As early as the year 1848, at the instance of the Legislature of Nova Scotia, and at the expense of the three Colonies, the survey of Colonel Robinson was made, and his report, full of the most useful information, exists to shew the necessity—the difficulties—and the practicability of the undertaking. Since that time, repeated and strenuous efforts have been made by those Colonies towards promoting the object. Now, without mutual concert, and each acting on its own apprehension of the importance of the measure, the Governments of Canada and Nova Scotia have severally commissioned Delegates to press the subject on the attention of Her Majesty's Government.

We have the honor to be, Sir,

Your most obedient humble Servants,

J. W. JOHNSTON.

A. G. ARCHIBALD.

The Right Hon. HENRY LABOUCHERE,
H. M. P. Secretary of State for the Colonies.

Downing Street, 27th August, 1857.

GENTLEMEN,—

I am directed by Mr. Secretary Labouchere to acknowledge the receipt of your letter of the 20th instant, relative to the grant of Imperial aid towards the construction of a Railroad from Halifax to Quebec; and I am to acquaint you, that this important subject will receive the careful consideration of Her Majesty's Government.

I am, Gentlemen,

Your obedient Servant,

(Signed)

J. ELLIOTT.

The Hon. J. W. Johnston, and
A. G. Archibald, Esquire.

Halifax, 6th November, 1857.

SIR,—

In obedience to the instructions of His Excellency and the Provincial Government, we lost not the opportunity, while in London—pursuing the more important object of our mission—to urge the importance of an Inter-Colonial Railroad, in every quarter where the consideration of the subject promised to be useful.

His Excellency Sir Edmund Head being in London, we esteemed it to be our duty to him, as Governor General of these Colonies, to ascertain his sentiments on the question. He favored us with an interview, in which the measure was discussed, and from which we gathered in general terms, the favorable disposition of the Canadian Government to the undertaking.

Mr. Labouchere spoke with us freely on the subject, and obviously appreciated its importance; although it did not at first appear that he had arrived at its practical consideration. We left him with the understanding that we would submit our views to him in writing.

The arrival of Mr. MacDonald, the Attorney General of Canada West, and Mr. Rose, as Delegates from Canada, gave an impulse to the movement, and a position to the question, which Delegates from a single and small Province could not have hoped to effect.

These Gentlemen, with great earnestness and ability, enforced upon the Government the importance of the measure, from the Canadian point of view. We do not doubt

doubt that the presence of the Governor-General, and the opinion of the Commander-in-Chief of the forces in Canada,—which is understood to be in favor of the undertaking in its military bearings,—added weight to the advocacy of the measure on the part of Canada.

We have reason to believe that an earnest impression of the necessity of national aid to a North American Inter-Colonial Railroad, on national considerations, was made on the minds of some of Her Majesty's Ministers; and that the question was adopted by the Cabinet as of serious import.

We are not without hope that these negotiations may contribute to the accomplishment of this great object, although the pressure on the Imperial Exchequer, owing to the Eastern War, has rendered the period unpropitious.

The absorbing interest of Indian affairs, and the engrossing engagements of the Government in relation to them, and to the closing of the session of Parliament, precluded our having many opportunities of urging the subject personally, and occasioned much loss of time in seeking these opportunities.

We transmit herewith a copy of our letter to Mr. Labouchere, and of his reply. We shall be happy if the manner in which we have dealt with the subject shall be considered appropriate.

We beg to correct a mistake in the closing paragraph of our letter to the Colonial Secretary, in which we say, that Canada and Nova Scotia acted without mutual concert. We were aware that before we left Halifax, the Provincial Government had invited the attention of Canada and New Brunswick to the subject; but we were not acquainted with, or we had overlooked, the fact, that the Canadian Government, in appointing Delegates to England, had acted upon that movement on the part of Nova Scotia.

Although it may not be our province to offer an opinion on the subsequent measures proper for following up with effect any favorable impressions made by the recent negotiations, yet it belongs to our duty to report, that we were met by the objection, that the absence of Delegates from New Brunswick,—or rather the want of some concerted scheme for the Inter-Colonial Railroad, agreed upon by the three Provinces of Canada, New Brunswick, and Nova Scotia,—rendered the consideration of the subject premature; and that no practical result was probable until those Colonies should be agreed among themselves.

We are assured that the concert and harmonious action of the three Colonies, however this may be best attained, is the step that next presents itself in the prosecution of this important measure.

From what fell under our observation, we are further induced to express our belief that valuable assistance, through the influence of persons in England interested in the North American Colonies, would be secured toward the attainment of the object, were the reasons in its favor made public in the form of a pamphlet illustrated by a map.

We have the honor to be, Sir,

Your very obedient servants,

(Signed)

J. W. JOHNSTON,

(Signed)

ADAMS G. ARCHIBALD.

To the Hon. Provincial Secretary.

Provincial Secretary's Office, Halifax, Nov. 23rd, 1857.

SIR,—

By command of His Excellency the Lieutenant-Governor of Nova Scotia, I have the honor again to invite the attention of the Government of Canada to the important

important project of completing an Inter-Colonial line of Railway between Quebec and Halifax.

I enclose for the information of His Excellency the Governor-General, a copy of the Communication of the Delegates from this Province, when urging upon the British Government,—in conjunction with the Hon. Mr. McDonald, the Delegate from Canada,—the reconsideration of this great enterprise, during the past summer.

The embarrassment caused by the difficulties in India, rendered the time unpropitious, and the absence of any Delegate from New Brunswick probably prevented more than a warm expression, on the part of the Colonial Secretary, of the deep interest felt upon the subject by the British Government.

The Despatch forwarded by the Government of New Brunswick, although too late to subserve the views of the Delegates, evinces the anxiety entertained by that Province in this undertaking, and shows that that Colony was not represented in the Delegation, owing to the late period at which the Despatch of Lieutenant-General Sir William Eyre, reached Fredericton.

His Excellency Sir Gaspard LeMarchant thinks it very desirable that a mutual understanding on this subject should be had at an early period between the three Provinces so deeply interested; and I am commanded to invite the communication of the sentiments of the Governments of Canada and New Brunswick, respectfully, and to solicit their suggestions as to the mode most acceptable to them by which such an interchange of opinions may be obtained. The Legislature of this Province will meet in the early part of February.

We have now under contract all that portion of the Railway which is common to the Trunk Line and the Branch to Pictou; and it is very important that we should know whether there is a probability of an Inter-Colonial line being arranged before we expend the means at our command in carrying the road to Pictou.

Should the improbability of the Trunk Line being carried through compel us to adopt the latter policy,—by which we open communication with the Gulf of St. Lawrence,—we see no reasonable prospect of our being able to construct a Railway to the New Brunswick border for many years.

A copy of this Letter, as also the enclosure, will be sent to the Government of New Brunswick, and their coöperation invited.

I have the honor to be, Sir,

Your obedient Servant,

CHARLES TUPPER.

The Honorable the Provincial Secretary of Canada.

Provincial Secretary's Office, Halifax, Nov. 23rd, 1857.

SIR,—

I have it in command from His Excellency Sir Gaspard LeMarchant, to forward, for the information of His Excellency the Lieutenant-Governor of New Brunswick, the enclosed copy of the communication of Messrs. Johnston and Archibald to the British Government, on behalf of Nova Scotia, with reference to an Inter-Colonial Railway, and also a copy of a letter addressed this day to the Government of Canada, upon the same subject.

It is much to be regretted that New Brunswick was not represented by a Delegate, when this question was recently pressed upon the Home Government.

His Excellency the Lieutenant-Governor of this Province considers it highly desirable that no time should be lost in ascertaining the views of the three Provinces on a subject fraught with such deep consequences to all of them, and trusts that some means will be suggested by which the views of each may be understood, and, if possible, a basis of coöperation be devised.

New

New Brunswick and Nova Scotia are alike engaged in the construction of Railways, which are as yet sectional, and not calculated to be of material advantage to each other.

Previous to the meeting of our Legislature in February, His Excellency would be glad to learn the intention of the Government of New Brunswick, with reference to connecting these two Provinces, at all events.

It has been the avowed policy of Nova Scotia to carry a Trunk Line of Railway to the borders of New Brunswick, provided that Province would agree to meet us there, but if not, to continue our road to Pictou.

Our Railway is now under contract to Truro, and we must decide whether it shall be extended towards the New Brunswick border, or Pictou.

It remains, then, for the Government of New Brunswick to indicate whether we shall be united by a common line, stretching from Windsor to Halifax, and thence to Shediac and St. John, by the arrangements now in progress, and it is to be hoped, at no distant day to be extended to Quebec, (either by the Northern route, or a connection with the line from St. Andrews to that place,)—or disjointed and apart, expend our resources upon local and isolated Railways without a communication or object.

I am further commanded to solicit the consideration of this subject, and a communication thereupon at as early a period as convenient.

I have the honor to be, Sir,

Your most obedient Servant,

CHARLES TUPPER.

The Honorable the Provincial Secretary,
New Brunswick.

Provincial Secretary's Office, Fredericton, 12th Dec., 1857.

SIR.—

By direction of His Excellency the Lieutenant Governor, I transmit to you herewith a copy of a Minute of Council, (approved by His Excellency on the 10th instant,) on the subject of Inter-Colonial Railroads, and I have to request that you will be pleased to lay the same before the Government of Nova Scotia for their information.

I have the honor to be, Sir,

Your obedient Servant,

S. L. TILLEY.

(Signed)

The Hon. CHARLES TUPPER, Provincial Secretary.
Nova Scotia.

To His Excellency the Honorable John Henry Thomas Manners Sutton, Lieutenant Governor and Commander in Chief of the Province of New Brunswick, &c., &c., &c.

The Committee of the Executive Council respectfully report to your Excellency that they have had under their consideration the Letter of the Provincial Secretary of Nova Scotia on the subject of an Inter-Colonial Railroad, with the enclosures—the copy of a letter addressed to the Right Honorable the Secretary of State for the Colonies by the Attorney General of Nova Scotia and the Honorable A. G. Archibald.

and

and the copy of a letter addressed to the Provincial Secretary of Canada by the Provincial Secretary of Nova Scotia. The Government of New Brunswick have always evinced a deep interest in the proposed Railroad, and believing it to be an object of great national importance, have at all times manifested their readiness to unite in pressing the subject upon the Imperial Government.

On the tenth of August last we advised your Excellency to assure Her Majesty's Government, and the respective Governments of Canada and Nova Scotia, that we were fully alive to the subject, and would have been prepared to have sent a Delegation to England to unite with the Delegates from Canada and Nova Scotia, in bringing the question under the notice of the Home Government, had we received timely intimation that the Government of Nova Scotia was moving in the matter.

The Despatch of Lieutenant General Eyre, Administrator of the Government of Canada, informing your Excellency of the action of the Government of Nova Scotia, inviting the coöperation of this Province in securing "the construction, or, rather, extension, of the line of Railway from Rivière du Loup to Halifax," dated at Toronto on the twenty-second of July, 1857, was received by your Excellency late in the evening of the twenty-ninth day of that month. The Members of the Executive Council were immediately summoned to Fredericton to advise your Excellency.

It appeared evident, that however important a Delegation might have been, it was then too late to secure its arrival in London in time to unite with the Delegates from Canada and Nova Scotia in pressing the subject on the Home Government. We submitted our views to your Excellency in writing, which were approved of and transmitted to the Principal Secretary of State for the Colonies, by the first mail.

It now appears that we advised the only course that was open at that late period, and the statement in our Minute "That the Delegation could not arrive in London in time to give that weight to their representations which would be the primary object of any such mission," is admitted in the Letter from the Provincial Secretary of Nova Scotia to the Provincial Secretary of Canada, to be correct.

The Legislature and people of New Brunswick have at all times expressed a readiness to aid in the construction of an Inter-Colonial Railroad, in proportion to the means of the Province, and its interest in the work.

During the last Session of the Legislature, the House of Assembly passed an Address to Your Excellency, praying that Your Excellency would correspond with the Governor-General of Canada, to ascertain whether Canada would unite with New Brunswick in the construction of a Railroad from St. John to Quebec, on joint account, with the aid of the Imperial Government.

The desirableness of a Railroad uniting the Colonies has always been felt, and is daily assuming a greater degree of importance.

We believe that the three Provinces are interested in the work—that New Brunswick would assume a fair share of the responsibility if Imperial aid could be obtained; but the Provinces of Canada and Nova Scotia have each an interest beyond their respective boundaries, the Road through New Brunswick being absolutely necessary to the success of their respective lines.

New Brunswick is now constructing Railroads which would form part of any general system.

We feel that by our unaided resources our operations must necessarily be limited. If the joint action of the other Provinces could be secured, and the aid of the Imperial Government obtained, the great work of constructing an Inter-Colonial Railroad could be accomplished, and each Province also enabled to construct such local lines as trade and travel might require, with greater facility and less risk than the lines now in progress.

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We advise Your Excellency to assure the Government of Nova Scotia that we are prepared, in concert with the other Provinces, to enter upon the consideration of the mode by which this great measure may be accomplished; and if any plan can be devised to secure it, and the guarantee of the Imperial Government obtained, we believe the Legislature of New Brunswick would render such facilities as the means of the Province would justify, and proportioned to its interest in the work.

(Signed)

CHARLES FISHER,
JAMES BROWN,
J. M. JOHNSTON, JII.,
W. H. STEEVES,
S. L. TILLEY.

Secretary's Office, Toronto, 7th Dec., 1857.

SIR,—

I have the honor, by command of the Governor General, to acknowledge the receipt of your letter of the 23rd ult., again inviting, on the part of the Government of Nova Scotia, the attention of the Government of Canada to the important project of completing an Inter-Colonial line of Railway between Quebec and Halifax; and to state that your letter will be laid before His Excellency's Executive Council, for their consideration and report.

I have the honor to be, Sir,

Your most obd't. Servant,

E. PARNEY.

The Honble. the Provincial Secretary, &c., &c., &c.,
Halifax, N. S.

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No. 173.

Downing Street, 15th January, 1858.

SIR—

I send you copy of a Despatch which I have addressed to Lieutenant-Governor Manners Sutton, in answer to his application on the part of the Government of New Brunswick, for an Imperial guarantee towards the construction of an Inter-Colonial line of Railway. 15th Jan. 1858

Although I have not to acknowledge any Despatches of your own on this subject, I received a memorandum from Messrs. Johnston and Archibald, as representing the views of your Council, and had also personal communication with those gentlemen during their stay in England last season. You will therefore consider my Despatch to New Brunswick as equally addressed to yourself.

I have, &c.

(Signed) H. LABOUCHERE.

Lieut. Governor Sir J. G. LEMARCHANT, &c. &c. &c., Nova-Scotia.

No. 1.

Downing-Street, 15th January, 1858.

SIR—

Her Majesty's Government have had under their consideration during the recess of Parliament, the subject of your Despatches Nos. 13 and 14, of August 10th and 15th last, and of the memorandum of your Council enclosed in the former, namely, the proposal that assistance should be furnished from the Imperial Treasury, in the form of a guarantee of interest, towards the construction of an Inter-Colonial line of Railway from Halifax to Quebec.

The same proposal in principle has been advocated by the Governments of Canada and of Nova-Scotia, through the intervention of gentlemen deputed by those Governments to communicate personally with myself; and I have further to acknowledge your Despatch, No. 29, of the 28th ultimo, transmitting copies of documents which have recently passed between the Governments of Nova-Scotia and New Brunswick on the same subject.

Although participating with the Members of the several local Governments, and with their own predecessors in office, in a strong sense of the importance of this object, Her Majesty's advisers cannot feel themselves justified in applying to Parliament for the required guarantee. Their reasons for declining to take this step are solely of a financial description. They feel that the heavy expenditure to which this country has been subjected of late years, and the continued calls on the resources of the empire for pressing emergencies, do not leave them at liberty, for the present at least, to pledge its Revenue to so considerable an extent for the purpose of assisting in the construction of public works of this character, however in themselves desirable.

Under these circumstances, I forbear to make any observations on some questions of detail in the proposed scheme, to which I should otherwise have adverted.

I have, &c.

(Signed) H. LABOUCHERE.

Lieut. Governor the Hon. T. MANNERS SUTTON, &c. &c. &c.

