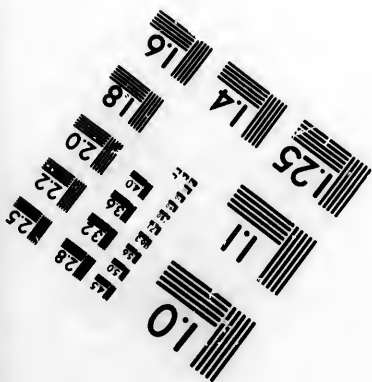
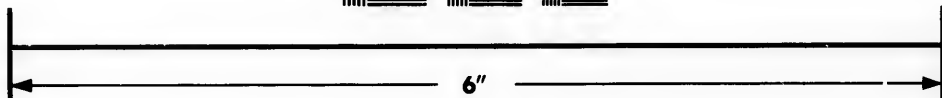
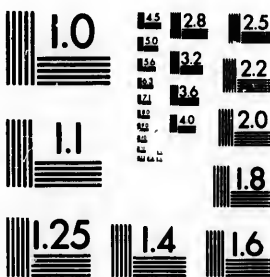


**IMAGE EVALUATION  
TEST TARGET (MT-3)**



**Photographic  
Sciences  
Corporation**

23 WEST MAIN STREET  
WEBSTER, N.Y. 14580  
(716) 872-4503

18  
20  
22  
25

**CIHM/ICMH  
Microfiche  
Series.**

**CIHM/ICMH  
Collection de  
microfiches.**



**Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques**

10  
11

**© 1983**

Technical and Bibliographic Notes/Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- Coloured covers/  
Couverture de couleur
- Covers damaged/  
Couverture endommagée
- Covers restored and/or laminated/  
Couverture restaurée et/ou pelliculée
- Cover title missing/  
Le titre de couverture manque
- Coloured maps/  
Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or black)/  
Encre de couleur (i.e. autre que bleue ou noire)
- Coloured plates and/or illustrations/  
Planches et/ou illustrations en couleur
- Bound with other material/  
Relié avec d'autres documents
- Tight binding may cause shadows or distortion along interior margin/  
La reliure serrée peut causer de l'ombre ou de la distortion le long de la marge intérieure
- Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/  
Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.

- Coloured pages/  
Pages de couleur
- Pages damaged/  
Pages endommagées
- Pages restored and/or laminated/  
Pages restaurées et/ou pelliculées
- Pages discoloured, stained or foxed/  
Pages décolorées, tachetées ou piquées
- Pages detached/  
Pages détachées
- Showthrough/  
Transparence
- Quality of print varies/  
Qualité inégale de l'impression
- Includes supplementary material/  
Comprend du matériel supplémentaire
- Only edition available/  
Seule édition disponible
- Pages wholly or partially obscured by errata slips, tissues, etc., have been refilmed to ensure the best possible image/  
Les pages totalement ou partiellement obscurcies par un feuillet d'errata, une pelure, etc., ont été filmées à nouveau de façon à obtenir la meilleure image possible.

Additional comments:/  
Commentaires supplémentaires: Various pagings.

This item is filmed at the reduction ratio checked below/  
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	12X	14X	16X	18X	20X	22X	24X	26X	28X	30X	32X
				✓							

The copy filmed here has been reproduced thanks to the generosity of:

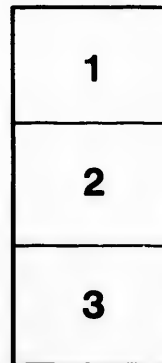
Library of the Public  
Archives of Canada

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol  $\rightarrow$  (meaning "CONTINUED"), or the symbol  $\nabla$  (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

La bibliothèque des Archives  
publique du Canada

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole  $\rightarrow$  signifie "A SUIVRE", le symbole  $\nabla$  signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

ails  
du  
odifier  
une  
page

rrata  
o

elure,  
à

BR

HIS

PR

# BRITISH NORTH AMERICAN RAILWAYS.

---

---

L E T T E R

TO

HIS EXCELLENCY THE RIGHT HONOURABLE THE EARL OF  
ELGIN AND KINCARDINE,

Governor General, &c.

BY

C. D. ARCHIBALD.

---

---

HALIFAX, N. S.

PRINTED BY J. BOWES & SON, 6 BARRINGTON STREET  
1851.

**BRI**

His H  
T

My L  
V

writing  
British  
sonally  
may b  
light.

In c  
with t  
Provin  
Trunk  
this li  
betwe  
comp  
all th  
Impe  
from  
tain t  
has a  
Cana  
Briti  
New  
Trun

# BRITISH NORTH AMERICAN RAILWAYS.

---

(COPY.)

TORONTO, 21st June, 1851.

HIS EXCELLENCY THE RIGHT HONOURABLE  
THE EARL OF ELGIN AND KINCARDINE,  
Governor General, &c. &c. &c.

MY LORD,—

With your Lordship's permission, I will now proceed to put in writing the proposals in reference to the contemplated Railways in British North America, which I have already had the honor of personally submitting, accompanied by such views and explanations as may be calculated to place the whole subject matter in its proper light.

In order to carry out a complete railway scheme, commensurate with the prospective requirements of the British North American Provinces, provision must be made for the construction of a Grand Trunk line from Halifax to the American frontier at Detroit. Of this line the only part now actually in progress is the Great Western, between Hamilton and Windsor, and it is supposed that the same company will construct the link between Hamilton and Toronto. If all the Provinces were to agree to accept the terms proposed by the Imperial Government, provision would be made for the whole line from Halifax to Quebec or Montreal; but whilst it is not quite certain that either Province will accept those terms, New Brunswick has actually rejected them. Assuming for the present however, that Canada and Nova Scotia will concur in accepting the offer of the British Government, it remains to be considered by what means the New Brunswick section can be carried through, and how the Great Trunk line can be extended from Montreal to Toronto. It may



be that the legislature of New Brunswick, upon re-consideration of the whole subject, may be induced to come into the general arrangement; or that Canada and Nova Scotia may agree to assume a part of her burthen; but should neither of these alternatives avail, I hope to be able to suggest a plan, that shall eventually accomplish the whole object, without pressing unduly upon the resources of that Province.

The configuration and geographical position of New Brunswick, render it necessary to the completion of a perfect railway system, that the Province should be traversed its entire length by two main lines, and, in the present condition of its finances, the people appear to be unwilling to assume the burthen of constructing *both*, even with the liberal proffer of aid from the British Government. In view of the construction of *one* only of these lines, great differences of opinion and angry discussions have arisen, as to their comparative importance. The Northern section of the Province naturally contends for the Northern line, whilst the Southern Division, including the commercial capital, as strongly advocates its favourite scheme. For my own part, I regard them both as of equal importance, and each indispensable to the requirements of its particular District. It is to the all prevailing sense, not in New Brunswick alone, of the importance of the European and North American line that we owe the revival of the Halifax and Quebec project, which had been all but abandoned; and if this latter line should now weigh heavier in the general scale, it is due not so much to any special Provincial objects that it serves as to its bearing upon emigration and colonization, which are questions rather of *national* concern. I do not mean to say, that these questions do not very nearly touch New Brunswick: on the contrary, what she most wants is a sound system of colonization, and the progressive influx of people of steady habits and some means.

It is estimated that there are in New Brunswick from twelve to fourteen million acres of ungranted lands, which, however, are at the present moment comparatively worthless. In case of urgent necessity, the Province could hardly realise £100,000 from the whole of this vast territory; and at the rate at which the lands are now taken up, several centuries must elapse before they will be fully occupied. If I am rightly informed, the sale of crown lands barely realise sufficient to defray the current expenses of the department, and it would appear that in fact they are virtually given away. At certain

periods, the  
generally  
that the p  
nearest to  
lot, the p  
days labo  
of settler  
public we  
when the  
numbers,  
dicially t  
the Provi  
to propos  
tion of th  
of colon  
benefits t

The pa  
represent  
British C  
powerful  
among th  
construct  
which ha  
of Europ  
believed,  
of seekin  
America  
the larg  
this mon  
of the F  
Railway  
tions, an  
thousand  
employ  
artisans  
of Work  
of being  
brought  
their att  
which I

periods, the lands are put up for sale at public auction and sold, generally to the poorest class of transient emigrants, upon condition that the purchase money is *to be worked out in labour*, on some road nearest to the land; and if, as often happens, there is no road to the lot, the purchaser makes one, and so pays for his freehold by a few days labour upon it. It is evident, that under such a system, a body of settlers will be introduced, who can contribute nothing to the public wealth or weal; but on the contrary, it is easy to imagine that, when these enfranchised paupers shall become greatly increased in numbers, they may form a class capable of being influenced prejudicially to the character of the legislature, and the best interests of the Province. It is one of the main features of the plan, that I am to propose, to make these wilderness lands available for the completion of the railways; and, at the same time, the field of a system of colonization that cannot fail to be productive of the greatest benefits to the Province, as well as to the mother country.

The parties whom on this occasion, in the absence of their more able representative, it falls to my lot to personate, are an Association of British Capitalists and Contractors, limited in point of numbers, but powerful from their influence, combinations, and means. The chief among them, are the men who have taken the foremost lead in the construction of those great lines of railway and other public works, which have been undertaken in Great Britain and upon the Continent of Europe, during the last five and twenty years. It will readily be believed, that men of this stamp are not at all under the necessity of seeking employment for their capital or connections in North America; on the contrary, they are precisely the parties upon whom the largest enterprises in Europe are continually pressed, and at this moment they are pausing upon very inviting offers, on the part of the French Government, until the fate of these Anglo-American Railways shall be decided. In the course of their gigantic operations, an army of dependants and retainers, amounting to several thousands, has sprung up; and for these they feel bound to provide employment. A large division of this veteran force, consisting of artisans and skilled labourers, regularly organised under their Clerks of Works, Architects, Surveyors, and Foremen, were upon the point of being removed and domiciled in France, when influences were brought to bear upon their employers, which induced them to turn their attention to British North America. Upon certain conditions, which I do not think will appear at all unreasonable, these parties

are willing to make these countries, upon which British Capitalists have hitherto turned their backs, the exclusive field of their future operations; and to transfer here the whole of that disciplined force, which has carried them triumphantly through so many great undertakings. Such an opportunity of securing a combination of every thing essential to the construction, equipment, and management of our great railway system, may never occur again, and ought not to be left unimproved. The very first detachment of this army of peaceful operations, would introduce more realised wealth, than all the thousands of emigrants who have straggled into New Brunswick during the last twenty years; but, it is not their worldly possessions after all, that will prove of most importance,—all the various mechanical arts, which railway enterprise brings into requisition, would be introduced in the highest state of perfection, and the various establishments and factories for the purposes of the works, would form Normal Schools for training the rising youth in the knowledge and practice of arts and manufactures, hitherto entirely unknown in the country. The construction of these great lines of railway, under such auspices, and by such means, cannot fail to be productive of the most beneficial effects, upon the social, moral, and political condition of the people of these Colonies; whilst the mother country will, at the same time, be greatly relieved, by the sound and healthy system of emigration and colonization, which they will necessarily promote. The advantages, both to the parent state and the Colonies, are so great and so obvious, that they need not be enumerated; but, I cannot pass by this part of the case, without desiring to strengthen the argument, by referring to your Lordship's powerful reasoning, conveyed in the communication to Earl Grey, under date of the 20th Decr., 1848.

Having said so much, perhaps unnecessarily, with a view of demonstrating the expediency of carrying out these great works, by means of British skill and labour, and, by consequence of British capital, I now proceed to consider the case of New Brunswick as it stands at present. So far from joining in the censure, which has been unduly attached to that Province, I feel bound to say, that she has done much and done it well, towards the encouragement of the common object. I discover in her legislation and other proceedings a liberal spirit, which I have no doubt, will still further expand itself, before a certain prospect of the realisation of all her wishes. With respect to the European and North American line, New Brunswick

has already granted a liberal Charter of Incorporation, accompanied by Facility Bills, which concede a tract of the ungranted lands along the line, and provide for the subscription on the part of the Province of £250,000 sterling, to the capital stock of the company. Towards the Halifax and Quebec or Northern line, the Province has appropriated £20,000 currency, per annum, for twenty years; has agreed to provide the breadth of way and stations, and has conceded a tract of land along the line estimated to contain about two million acres.

Supposing that all other plans for obviating the difficulties that have arisen in New Brunswick, should miscarry, I propose, on the part of the Association which I represent, to construct the European and North American line through New Brunswick, agreeably to the Charter of Incorporation and the conditions of the Facility Bills, and to subscribe for this purpose all the capital not already taken up. I therefore provide for the accomplishment of this project, upon the precise terms already arranged by the legislature.

With respect to the Halifax and Quebec or Northern line through New Brunswick, I propose that an Act, corresponding as nearly as circumstances will admit, with the Charter of the other Company, shall be passed for the purpose of Incorporating a Company with a Capital of £3,000,000 sterling; and all I ask the Province to do (in addition to what she has already pledged herself), is to double the quantity of the wilderness lands on both lines, and to subscribe £250,000 sterling, to the stock of the Northern Company; or at her option to divide that amount between the Northern and Southern lines. In either case the Province to be entitled to add two Directors to the Board of the Northern Company. This being done, I propose in like manner on the part of the Association, to organise the Company by subscribing all the Capital that shall not be taken up in New Brunswick. It is understood, that the people of the Province are to have the privilege of subscribing to any extent they please, to the stock of both companies. These offers pre-suppose that the legislature will pass Facility Bills, securing the pecuniary grant, and conferring all needful powers and privileges for the settlement, disposal, and management of the conceded territory, which, it is understood, is to be vested in the Company in fee simple, with the timber, mines, minerals, and appurtenances; subject of course to such restrictions and conditions, as shall prevent the Company from disposing of the lands, except in a ratio proportionate to the progress of the railway.

It is quite clear that with all that New Brunswick is expected to do, a very large amount of capital will remain to be provided by the company, and that too for the construction of a line of railway which it is generally believed, will not, for an indefinite period, pay its working expenses. The great national objects however, to be attained, justify the expectation of liberal aid and encouragement on the part of the Imperial Government; but this is a part of the case upon which it is not my province to enter. So far as New Brunswick is concerned she must begin to derive *immediate benefit* from the proposed arrangement. *Ex necessitate*, the company must expedite by every possible means, the sale and settlement of their lands and the developement of their resources; the Coal Fields will be opened up, Iron Mines will be worked, Foundries, Machine Shops and Factories established. Every first class station along the line will become the *nucleus* of a town and every stopping place will form the centre of an agricultural ambit and a rallying point for the poor and unskilled emigrants, who will be cheered and instructed by the well regulated operations they will witness on every side. The expenditure upon the works will facilitate the settlement of the lands along the line, and the improvement of these lands will bring traffic to the railway. It is not too much to expect that the population and revenue of the Province will be doubled within ten years and long before the £20,000 a year guaranteed to the northern line shall become payable, the amount will be anticipated in the Exchequer from the effects of these operations; and thus the end, in advance of its accomplishment, will furnish the means to this extent. This is no fancy picture nor does it foreshadow half the realities of such a future as New Brunswick may now command.

I come now to another very important part of the general scheme, namely, the section of the Grand Trunk line from Montreal to Toronto. The capital required for this portion of the work may be estimated at about £1,600,000 sterling, one half of which would be advanced by the Province under the provisions of the act in this behalf. It is assumed that at least £300,000 would be provided by the municipalities along the line, leaving about £500,000 to be subscribed by other parties. In the event of a favorable charter of Incorporation being granted, I have no doubt that, as a part of the general plan, the whole stock that shall not be taken up in the Province will be immediately subscribed. It would appear only a reasonable stipulation in this case that the Provincial advance, which

will be s  
not bear  
clear div  
amount s  
line and  
six per c  
tangent c  
entitled  
The surp  
the char  
a sinking  
underste  
arrange  
above b  
the legis

It is  
Western  
all the  
nominat  
other E  
vinces.

It is r  
both the  
that the  
and it is  
been su  
Esq. M  
lines up  
These  
as they  
risks, n  
are just  
might b  
to a ru  
the In  
to be t  
structe  
certain  
difficul  
willing

will be secured by the first mortgage on the line and its tolls, shall not bear more than four per cent interest until the line shall pay a clear dividend of four per cent upon the whole paid up capital. The amount subscribed by the company to form the second charge on the line and (after payment of the Provincial interest) to be entitled to six per cent, before any interest shall become payable upon the contingent of the municipalities, which, however, shall, in their turn, be entitled to a like interest of six per cent when the profits will allow. The surplus *ultra*, if any, after the payment of six per cent on all the charges, to be received by the company or appropriated to form a sinking fund towards the extinction of the Provincial debt. It is understood that the municipalities have already agreed to some such arrangement and I see no difficulty in organizing a company on the above *basis* so soon as an Act of Incorporation shall be passed by the legislature.

It is assumed that the whole line from Halifax to its extreme Western *terminus* is to be carried out upon a uniform plan, and that all the Provinces will readily allow Her Majesty's Government to nominate the Engineer in Chief, who will of course be assisted by other Engineers to be appointed on behalf of the respective Provinces.

It is not too much to suppose that for the reasons above stated, both the Imperial and Provincial Governments would greatly prefer that these great works should be undertaken by British Contractors; and it is assumed that the associated contractors, whose names have been submitted to Her Majesty's Government by William Jackson, Esq., M. P., are to have the entire contracts for all the contemplated lines upon such fair and equitable terms as may be agreed upon. These parties do not expect or desire any pecuniary preference, but as they and their associated capitalists are about to incur heavy risks, not ordinarily undertaken by contractors, they feel that they are justified in seeking to guard themselves against competition that might have the effect of enhancing the price of labour and materials to a ruinous extent. The lines to be made by funds provided under the Imperial guarantee, could be executed agreeably to estimates to be furnished by the board of Engineers, or they might be constructed under inspection, upon terms of allowing the contractors a certain commission to be agreed upon. At all events it will not be difficult to settle the "fair and equitable terms" upon which they are willing to engage the whole scheme.

In undertaking works of such vast magnitude and importance it will be wise to look beyond the present, or even the immediate future. Already an enormous traffic awaits these lines, but who can form a notion of the proportions to which it may expand within the next ten or twenty years! Already the knell of protection is sounding along the fertile vallies and boundless prairies of the Far West, and those barriers to free trade which we should vainly assail from without will soon be prostrated by the pressure from within. The productions of that vast region, consisting for the most part of the bulky articles of human subsistence will, in spite of all restraints, flow through the most natural and facile channels, to be exchanged for the products of other countries. But I cannot bound my view by these remote territories or even the more distant region stretching to the Pacific or by the ocean itself. A great arc of the globe passing through Halifax and Toronto, if projected on the one hand into Asia and on the other into Europe will bisect the richest, most populous and most civilized countries under the sun. On the one side are the countless millions of the Indian Archipelago, China and Hindostan; on the other the over-crowded, busy marts of Europe. The interchange of the commodities of Europe and Asia has in all ages constituted the most lucrative commerce of the world. Since the days of Solomon, if not before, it has been the desire of nations to possess or controul this trade with which the highest state of prosperity and great power have ever been associated. The track of this commerce has built up cities of palaces in the desert; its diversion has marked the decline of empires;—once lost it has never been regained and although the great nation we most affect now controls the trade of the far East, it is deserving of serious consideration whether the *route* is not yet capable of one further change. We have the authority of the spirited and intelligent originator of the great Atlantic and Pacific railroad, who more than any other man has studied the intercommunications of the globe, for the fact that there is a practicable line across the Continent of North America that shall shorten the distance between England and the East Indies by more than five thousand miles in comparison with the *route* by the Isthmus of Panama! The British possessions in North America lie midway between these great countries, occupying that zone of the earth upon which, on the other Continents, three fourths or more of the whole human family are congregated. Within our borders there is a vast unoccupied food-producing territory capable of absorbing a

popul  
that v  
betwe  
say th  
every  
chan  
not fu  
now  
distan  
To  
gest  
be bro  
behal  
enter  
accom  
encou  
to un  
work  
North  
Mont  
so so  
I h  
impr  
whic  
them  
meas  
ment  
comi  
upon  
line.  
gend  
of t  
thei  
sou

population equal to that of the half of Europe. In addition I believe that we hold the keys and the track of the future communication between the two grand divisions of the human race, and who shall say that a large share of that enriching traffic, which has gilded every former path, shall not ere many years glide along those very channels which it is our present business to open up. The day is not far distant when this great highway of nations will traverse our now neglected territory as surely as a straight line is the shortest distance between two given points.

To descend however from these speculations I would beg to suggest that the pending negotiations between the several Provinces be brought to issue as speedily as possible. The parties on whose behalf I submit these proposals and to whom the magnitude of the enterprise is its chiefest recommendation, are abundantly able to accomplish the whole design and upon the conditions and with the encouragement I have indicated, I believe that they will be willing to undertake the task *immediately*. The most urgent parts of the work seem to be the section through Nova Scotia, the European and North American line through New Brunswick, and the line from Montreal to Toronto which might all be commenced simultaneously, so soon as the needful legislative action shall have taken place.

I have thus my Lord, in great haste, endeavoured to convey the impress upon my own mind of the importance of the great objects to which the foregoing refers, and of the best means of accomplishing them. If these proposals shall be found acceptable and the needful measures be speedily adopted by the Imperial and Provincial Governments, the leaves shall not begin to fall before the approach of the coming winter ere the staff and pioneers of a powerful force shall be upon the ground prepared to commence operations along the whole line. If on the contrary, these offers shall be rejected the present generation I fear may abandon all hope of witnessing the attainment of these great and important national objects, for I believe the day of their accomplishment will then be too deep in the womb of time to be sounded by the span of any life in being.

I have the honor to be,

My Lord,

Your Lordship's most obedient, humble Servant,

(Signed)

C. D. ARCHIBALD.



# BRIT

FELLOW C

It is  
condemne  
with the e  
often hear  
public prin  
with some  
Howe's le  
that seem  
of superer  
zeal and a  
of the imp  
reference  
some littl  
However  
few years  
rendered  
in Nova S  
ask the H  
who has  
and priva  
fices in se  
material p  
and refin  
and my a  
customed  
busied w  
"rough q  
he has at

with the  
been—

Althou  
does not  
that I ha

# BRITISH NORTH AMERICAN RAILWAYS.

## TO THE PEOPLE OF NOVA SCOTIA.

FELLOW COUNTRYMEN,—

It is one of the disadvantages of the life of locomotion I am condemned to lead, that it is impossible for me to keep *an courant* with the events of any particular locality. I have however, of late often heard and sometimes seen that my name has appeared in the public prints of this and the neighboring Province, in connection with some Railway intelligence;—but until the publication of Mr. Howe's letter in the *Sun* of yesterday, I have not observed anything that seemed to require any notice on my part. It would be a work of supererogation if I were now to repeat all that I have said of the zeal and ability with which my honorable friend acquitted himself of the important mission with which he was lately charged, and in reference to which I should myself have supposed I had rendered some little service, if he had not expressed a different opinion. However this may be, this I may venture to say, that during the last few years of the agitation of the Railway question, if I have not rendered *it* any service, I have at least been pretty actively engaged in Nova Scotia with matters of a *cognate* character. I might safely ask the Honourable Provincial Secretary to indicate the other man who has undergone in the mean time, so much of personal labour and privation; or who has made greater exertions or greater sacrifices in seeking to develop the natural resources and advance the material prosperity of the Country. Eschewing the seats of ease and refinement, the forest and the mountain have been my home, and my associates the hardy workmen for whom I have found unaccustomed employment. Whilst my honorable friend has been busied with affairs of state and the gentler occupations of civic life, "rough quarries, rocks and mines" have been my haunts; and whilst he has at leisure wooed the Muse—

"Wont to respond so sweetly to his suit,"

with the grave digger in Hamlet my refrain and cognisance have been—

"A pickaxe and a spade, a spade,  
A pickaxe and a spade."

Although Mr. Howe, in the letter to which I have just referred, does not bring against me any specific charge, the inference is that I have brought forward some scheme or adopted some course

calculated to embarrass this question. Let us inquire how far I am obnoxious to such an imputation.

Mr. Howe in various addresses has spoken of the Seven Millions of Sovereigns as if we already actually had them in a *bag*; and in his letter of yesterday he says, "having got the money cheap, our interest is to *make it go as far as possible*." Now if this were really the fact there would be little ground for all those apprehensions which the friends of the Railroad entertain; but so far from it, there has hitherto, as far as I am aware, been no compliance with the conditions which justify our expectations of ever getting it at all.

In Mr. Hawes' letter of the 10th March, it is expressly stated that "Her Majesty's Government would not feel justified in asking Parliament to pledge the credit of the country, until arrangements should be 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." In reply to this Mr. Howe, on the 12th March, assures Lord Grey, "of the sincerity of his belief that the North American Provinces, will cheerfully, and to the full extent of their means, exert themselves to secure upon the terms proposed, the completion of the great national highway, for the construction of which Her Majesty's Government are prepared to propose to Parliament to advance the funds or pledge the national credit." Regarding Mr. Howe as the exponent on this occasion, of the feelings and wishes of the people, not only of Nova Scotia, but of the other Provinces, it was with no little sorrow and surprise, that shortly after his departure, we received in England accounts that the two Houses of Legislature in New Brunswick had, by almost unanimous acclaim, rejected the whole plan. It did occur to me at this juncture, that the man who should devise ways and means of obviating this unexpected difficulty, would be rendering good and acceptable service to all who were sincerely desirous of seeing this great work carried out. For special reasons, I will not particularise the negotiations and consultations that ensued; suffice it to say, that I submitted a plan in writing, which was regarded with so much favour that it was considered desirable to bring it under the notice of the Provincial authorities as speedily as possible. I left England in haste, and proceeded without delay to Toronto, fondly imagining that I should be welcomed by my good friend, Mr. Howe, as a messenger of glad tidings.

The proposals, which I submitted to the Governor General on that occasion, have now been made public, with Mr. Howe's consent: and that they should have so long remained dormant, is certainly no evidence of desire on my part to embarrass or unduly interfere. I invite Mr. Howe "to state the objections he entertains to these proposals," and that too with special reference "to the honor and interests of New Brunswick," which I assuredly have no wish to assail. Well may he say of *my* plan, that it has not the *least merit of originality*, for it is a simple adoption of those *faits accomplis* of legislation, which, like our own upon the same subject and at the same epoch, were carried with a unanimity, which I fear is not likely soon to

charac  
believe  
had ari  
sense o  
provisio  
the last  
like an  
justify  
than ev  
Nova S  
require  
paid a  
Brunsw  
disting  
men I  
capable  
have ne  
own re  
have ne  
to thin  
of that  
ness to  
Lower

Mr. I  
propos  
had ass  
struct t  
resourc  
only f  
arisen.  
and N  
was th  
any as  
on the  
thems  
contin  
North  
that "  
all the  
tory,"

and f  
for p  
of ra

I c  
posai  
allus  
intir  
of v  
ing,  
sent  
to s

characterise future proceedings. The plan was intended and, I believe, every way calculated to obviate the whole difficulty, that had arisen in New Brunswick, and I must leave it to the common sense of the public, to say whether it does not look more like "a provision for a continuous railway through British territory," than the last recorded acts of the New Brunswick Legislature; and more like an approach to compliance with those conditions, which are to justify the Secretary of State in appealing to the British Parliament, than even the plan upon which we are told the Governments of Nova Scotia and New Brunswick are of accord, but which still requires the sanction of their respective Legislatures. I have already paid a deserved tribute to the liberal and enlightened policy of New Brunswick, in regard to these great undertakings. Her people are distinguished for enterprise and intelligence; amongst her public men I have valued personal friends whom I know to be every way capable of protecting their own and their country's interests. I have not presumed to do more than present a plan, based upon their own recorded measures. If they accept it, well and good; if not, I have no intention of bringing further influences to bear, but I incline to think, that it will not be without much persuasion that the people of that Province will be induced, after opening up their own wilderness to construct 60 miles of railway through the howling waste of Lower Canada.

Mr. Howe says, that "as regarded Nova Scotia, Mr. Archibald proposed no relief from any obligation, which up to that moment she had assumed. *She was to borrow all the money she required to construct the line across her own territory, pledging her own revenues and resources for principal and interest.*" My answer to this is, that I only felt myself called upon to deal with the difficulty that had arisen. New Brunswick had fallen from the scheme, and Canada and Nova Scotia were separated by an impassable void. What then was the conduct of those capitalists, who, it is said have never offered any assistance? In the face of all the discouragement of the rejection on the part of the Province of these much vaunted offers, they threw themselves into the breach, and "provided for the construction of a continuous railway from Halifax to Quebec," and the European and North American line into the bargain. But let us see if it be true that "I proposed no relief for Nova Scotia." If "*she was to borrow all the money, she required to construct the line across her own territory,*" I, at least, saved her the necessity of borrowing *any more*; and from the burthen of "*pledging her own revenues and resources for principal and interest,*" for building and maintaining *eighty miles of railway beyond the limits of her territory and dominion.*

I come now to speak of the parties on whose behalf these proposals were submitted and to whom Mr. Howe has made frequent allusion; amongst the number, are several with whom I am on intimate terms, and all of them are well known in England as men of wealth and influence. With respect to their character and standing, I may confidently refer to Her Majesty's Ministers, past, present and to come; nay, more, I will refer to the Prince Consort, to say who, of all the great and enlightened with whom he has

lately been associated, has contributed most to the success of that mighty enterprise which has conferred such distinction on this year of grace. Full well I know that he will indicate, the man\* whose name stands foremost on the roll of that Association, which I hope and believe, if we understand our true interests is destined to confer great benefits upon these North American Provinces.

Not having the advantage of any constituency to whom I can appeal, I claim the privilege of addressing myself to the whole body of my fellow countrymen. That our railroads, not only the trunk, but the branches also, will speedily be undertaken I firmly believe, and all the more speedily if party jealousies and influences could be for a time suspended. For my own part I have every motive and cue for action and will not relax an effort whilst I have ability to move in so good a cause.

I have the honour to be,

Your very obedient Servant.

C. D. ARCHIBALD.

Halifax, Sept. 9, 1851.

P. S.—The annexed letters, which were procured through my instrumentality, will shew that I did not look on with folded arms whilst Mr. Howe was labouring with might and main in the cause of Nova Scotia and British North America.

COMMERCIAL BANK, LONDON,

*Lothbury, 2nd April, 1851.*

*Dear Sir,*—In reply to your letter of the 19th ult., I am requested to state that the Commercial Bank of London, will be glad to open an account with the Province of Nova Scotia, and to transact all the financial and banking business of the Colony in England, on the most liberal terms. So soon as the Province shall be in a position to issue debentures or other securities for the purpose of providing funds for the execution of the contemplated public works, the Bank will be prepared to negotiate the sale of such Bonds or other securities and to make advances upon them, from time to time as occasion may require. Leaving the details for future arrangement, I may now mention that upon debentures or securities, in which the credit of the Province is alone involved, the rate of interest would, probably, not be less than five per cent; but where such securities shall have the additional guarantee of the Imperial Government, the rate of interest, will not, under ordinary circumstances, exceed four per cent per annum. On all sales of securities the Bank will credit the Province, the full amount of any premium that may be obtained beyond the par value. The Bank's commission will be 5s. (five shillings) per cent upon the account.

\*S. M. Peto, Esq., M. P. for Norwich.

Referrin  
important  
don, pend  
Governme  
grant a pu  
the credit  
Sterling,  
functionar  
cial Gove  
understan  
reimburs  
the Impe  
templeate  
between  
not being  
of Londo

The Hor  
P

Sir,—  
Ha  
province  
connect  
of the U  
sented  
or adva  
which i  
a tend  
For  
and ab  
beg to  
around  
either  
United  
We  
leave  
Our  
frankl  
North  
broug  
and l  
Unite  
We t

Referring to that part of your letter which states that, "it may be important to the Government of Nova Scotia to have a credit in London, pending the negotiations between the Provinces and the British Government," I am authorised to say that the Commercial Bank will grant a preliminary credit to the Government of Nova Scotia, upon the credit of the Colony, to the extent of Twenty Thousand Pounds Sterling, to be drawn for by the Receiver General, or other public functionary in accordance with a minute or resolution of the Provincial Government to be officially communicated to the Bank, upon the understanding that the advances to be made upon this credit shall be reimbursed to the Bank out of the first monies to be received from the Imperial Government or from the negotiation or sale of the contemplated securities, and in the event of the anticipated arrangement between the Government of Nova Scotia and the British Government not being completed, the amount advanced by the Commercial Bank of London to be repaid within twelve month.

I remain, &c.

C. D. ARCHIBALD.

(Signed)

The Hon. JOSEPH HOWE,  
Provincial Secretary,  
Nova Scotia.

9 GREAT GEORGE STREET,  
*Westminster, March 25th, 1851.*

SIR,—

Having understood that it is proposed to construct through the provinces of British North America, certain lines of Railroad, to connect those provinces with each other, and with the Railway lines of the United States, and that Her Majesty's Government have consented to aid the Provincial Governments, by guaranteeing the loans or advancing the funds required for these works on certain conditions, which it is probable, will be accepted, we wish to make through you a tender of our services in the formation of those Railroads.

For our general standing, the extent of our resources, experience, and ability to fulfil any contracts which we may undertake, we would beg to refer you to the general sources of information which are around you in the Metropolis, and to the fact that we have executed either jointly or severally, nearly one-third of all the Railways in the United Kingdom.

We would also, as a further pledge of our good faith, always leave in the hands of the Provincial Government £30,000.

Our motives for making this early application to you shall be frankly stated: We assume that the skilled labor for constructing North American Railways, the plant, rails, and machinery, must be brought into the provinces either from England or the United States; and labour being lower here, and capital more abundant than in the United States, we assume that you will be supplied from hence. We think we may also assume, that from the amount of capital at

our command, the extent and value of our connexions, the amount of plant at our disposal, and skilled labour with which we have been accustomed to form large combinations and execute great works, that we could serve the provinces on terms quite as advantageous as any other persons who may be applied to in England. We seek only a legitimate profit upon our capital, and we would much prefer to employ our people within the Queen's dominions than transport them to the continent to construct public works in foreign States.

We shall be quite prepared then to make either a line through any single province, or all the lines contemplated, payment being secured upon the Provincial and Imperial Funds, upon such terms as may be hereafter agreed upon by Engineers, to be appointed by the Imperial and Provincial Governments, and in such time as may, after due examination of the country to be traversed, be deemed expedient.

When the Governments have appointed their Engineers, we shall be prepared to send ours, and complete at our own expense estimates of the whole or any portion of the works, which it may be deemed desirable to first commence.

Should the works now contemplated be executed, and mutual satisfaction be the result, we may observe that it is more than probable that we should seek within the provinces further employment for our capital and people, and that other lines of less national but of great provincial importance, might be opened by us either at our own risk, or in conjunction with provincial Governments or Associations.

We need only add that should it be deemed expedient to connect with the construction of the Railways plans for colonizing the lands along the lines, our full co-operation may be relied upon, and from the extent of our connexion with the labouring classes of this country, we think we could very effectually aid the Provincial Governments when their plans are matured.

And we are, Sir,

Your most obed't Servants,

EDWD. J. BETTS,  
THOMAS BRASSEY.

J. HOWE, Esq., &c. &c.

(COPY.)

24 DUKE STREET,

Westminster, April 17th, 1851.

SIR,—

I was not aware that you intended to leave England so soon, or I would have earlier handed you the following proposal:

I understand that it is the wish of the Government of Nova Scotia to construct the Trunk line of Railway from Halifax to the New

Brunswi  
municat  
the othe  
provid  
Bonds s

Besid  
Nova S  
importa  
and a li

Havin  
and We  
portant  
necessa  
contrac  
operati  
concluc

make th  
it is pr  
some c  
mates ;  
at such  
ment b  
and pas

With  
which,  
to cont  
self fo  
of a c  
of som  
amour  
interes

The  
condit  
Scotia  
to the  
detail

The

Brunswick frontier, which is to form part of the great line of communication to Canada, on the one hand and to the United States on the other, and that the British Government have agreed either to provide the funds for this purpose, or to guarantee the Provincial Bonds so as to allow of funds being raised at a low rate of interest.

Besides this great Trunk line, I understand that the people of Nova Scotia are desirous to construct two lines of great local importance, viz.: a line from Halifax by Windsor to Digby Gut, and a line from Truro by Pictou to the Eastern counties.

Having constructed many important lines of Railway in England and Wales and engaged in selecting the route of all the most important in this country, and also having at my command all the necessary Plant, appliances, and superintendance, I am ready to contract for the whole or any part of the above, and to commence operations as soon as the Government shall be in a position to conclude the needful contracts, and that I will examine the country, make the necessary surveys and estimates on which to tender; or as it is proposed, as I am informed, that as regards the Trunk lines some experienced practical Engineer shall survey and give estimates; in that case I am ready to undertake the whole or any part at such estimates, leaving 10 per cent in the hands of the Government by way of caution money until the work shall be completed and passed.

With respect to the local lines above mentioned, the funds for which, will not be provided by the British Government, I am ready to contract for them on fair and liberal terms; and, confining myself for the present to the section from Halifax to Windsor by way of a commencement, I am willing to undertake it upon the estimate of some eminent practical Engineer and to take two-thirds of the amount in Bonds or Debentures of the Province at the legal rate of interest in the Colony.

The foregoing may suffice to give you an idea of the terms and conditions upon which I am willing to become a contractor in Nova Scotia, and so soon as further progress shall be made with respect to the preliminary arrangements, I will be prepared to enter into all details that may be necessary or desired.

I am, &c.

(Signed)

GEORGE HENNET.

The Hon. JOSEPH HOWE.

1851.

so soon,

va Scotia  
the New



