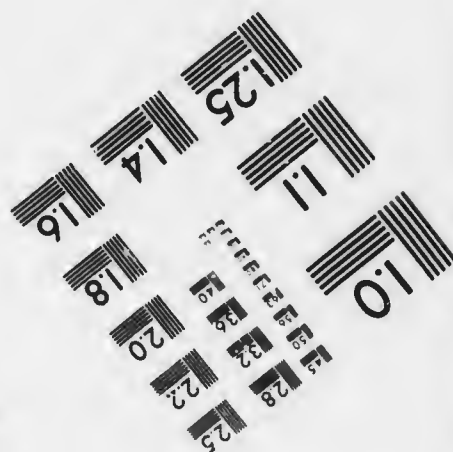
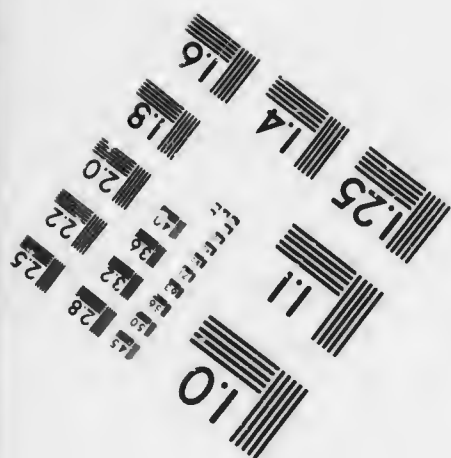
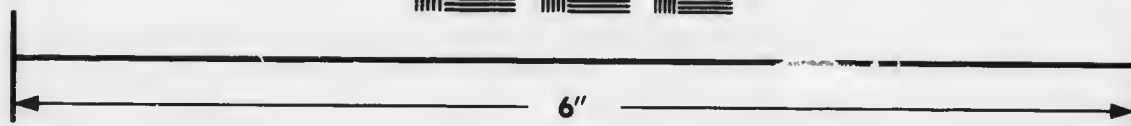
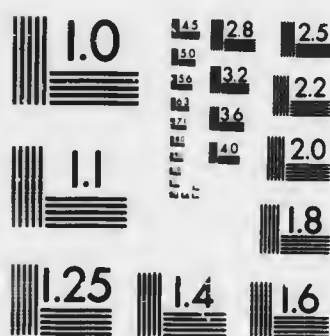


IMAGE EVALUATION TEST TARGET (MT-3)



Photographic Sciences Corporation

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

8 25
22

**CIHM/ICMH
Microfiche
Series.**

**CIHM/ICMH
Collection de
microfiches.**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

**© 1986**

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
distorsion 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.
- ☐ Additional comments:/
Commentaires supplémentaires:

- ☐ 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.

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

10X	14X	18X	22X	26X	30X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12X	16X	20X	24X	28X	32X

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

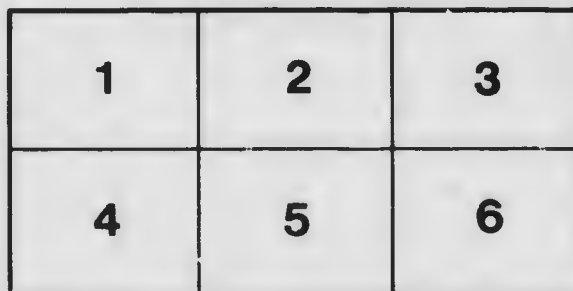
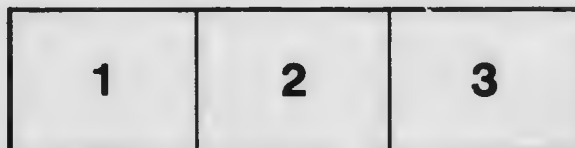
The Nova Scotia
Legislative Library

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 ∇ (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:

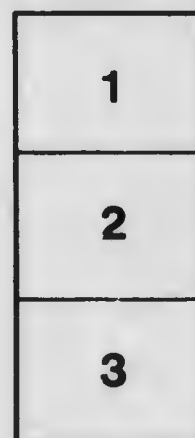
The Nova Scotia
Legislative Library

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.

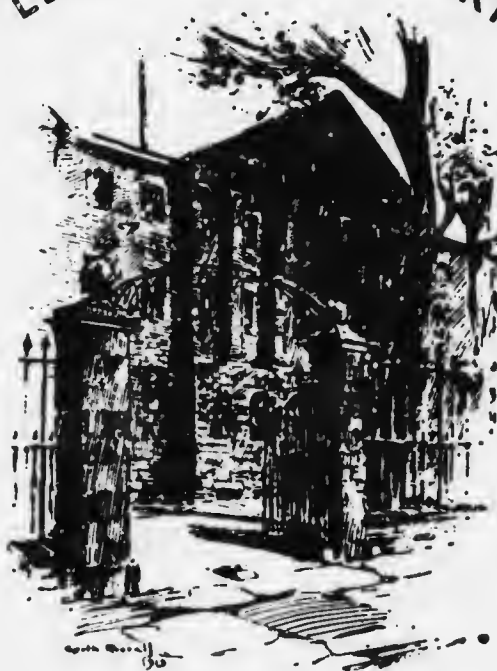
Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés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



NOVA SCOTIA
LEGISLATIVE LIBRARY



PROVINCE HOUSE

51
REPORT OF THE COMMITTEE

CANADIAN

LAND AND RAILWAY

ASSOCIATION.

OFFICE-18, ALDERMANBURY.

LONDON:

PRINTED BY J. BRADLEY, 78, GREAT TITCHFIELD STREET,

ST. MARTLEBOFF.

1852.

AM
O
N

OCT 11
1852

*St. James's
Church
Lancaster*

NS
385
.06
C

GENERAL INFORMATION.

The advantages which the Shareholders will derive, are:—

1. A preference of employment, at fair wages, or by contracts at fair prices, in the construction of portions of the Railway, and other works undertaken by the Association.
2. A share of profits on the capital or labour invested by them in the stock of the Association.
3. The acquirement of freehold land at a moderate price and easy terms of payment.

To Capitalists and the Public in general the advantages are,—the safety of investment, and the profits that will arise from the various operations of the Association, the principal of which will be as follow:—

1. From the purchase of blocks of land, through which the line of Railway passes, at the Government upset price, being about 2s. 6d. per acre; clearing, cultivating and disposing of the same in allotments, with or without buildings thereon.
2. From the profits on the contracts made for constructing such portions of the Railway as run through the lands of, and from such other works as may be undertaken by, the Association.
3. From the sale of timber, or other materials, from the lands of the Association, and from working up materials into articles of utility and profit.
4. From the erecting, letting and selling dwelling-houses or other buildings, and from the sale of land in village or town lots.
5. From lending capital to the Members of the Association, or others, on good security, at a fair rate of interest, assurance, &c.

As the Association has been originated by the working classes, *labour* will first have its fair reward, according to the average rates or wages paid for similar kind and quantity of work done by others in these Colonies; and from the various transactions of the Association, it is proposed to pay the Shareholders a dividend not exceeding 10 per cent. per annum on the amount of the paid-up capital—all property or profits realized beyond that amount to be applied from time to time for extending the general objects of the Association.

5640

REPORT.



The Imperial Government having given their decision to the Commissioners deputed by Canada and New Brunswick, respecting the formation of the Halifax and Quebec Railway, it has become the duty of your Committee to lay before the Shareholders the following statement of facts, in reference to the proceedings of the various parties connected with this great project during the last twelve months; and also to state to the shareholders the course which the Committee intend to pursue for the future.

Four years have passed since the Committee for promoting this great project for improving the social condition of the working classes of the United Kingdom, and the British North American Colonies, were first appointed and the Association provisionally registered; during which time they have, on all occasions when opportunities offered, placed the subject fairly before the British and Colonial Legislatures, Her Majesty's Government, and the public. By these proceedings, and the appeal of the Honorable Joseph Howe, the Provincial Secretary of Nova Scotia, to Her Majesty's Government, on behalf of the Colonies, for a guarantee for the capital necessary to construct the trunk line of Railway from Halifax in Nova Scotia, through New Brunswick, to Quebec in Canada, Her Majesty's late Government assented to the proposition; and Earl Grey, then the Colonial Secretary, caused a letter to be written on the 10th of March, 1851, to Mr. Howe, stating that "*Her Majesty's Government* are prepared to recommend to Parliament, that this *guarantee should be granted; or, that the money required should be advanced from the British Treasury,*" on certain conditions, which were stated, being agreed to by the Colonies.

During the residence of Mr. Howe in England, while these matters were under the consideration of Her Majesty's Government, your Committee had several interviews with him; and in a letter addressed by him to the Secretary of the Association, dated 21st March, 1851, he stated, that "assuming that your Association will go into either province, purchase lands along the line, and settle, making the construction of the railways through the country thus occupied the basis of your operations, say for 50 miles, I think it would be for the advantage of either province to encourage such an enterprize:—

"1st. By selling a block of land for such settlement, at the present upset price, allowing the purchase money to go to the credit of the Association, without any money being paid in the first instance.

"2nd. To give your Association the construction of that portion of the line which ran through your own land *without competition*, provided it was done as well and as cheap as other portions of the work.

"3rd. To give you by an Act of the Legislature, corporate powers, to enable you to manage your own affairs.

"4th. If possible to organize your settlements into one or more townships, that you might be clothed with the ordinary municipal advantages which such organization secures under the Provincial Law."

Shortly after the return of Mr. Howe to Nova Scotia, steps were taken by Lord Elgin, the Governor-General of Canada, on the suggestion of Earl Grey, to convene the three Colonies of Canada, New Brunswick, and Nova Scotia by their delegates, at Toronto, on the 21st of June, 1851, and after mature deliberation, resolutions were agreed to, which the delegates afterwards recommended to their respective Governments, as the basis for their future proceedings.

On the faith of these arrangements being carried out by the Provinces, the Government of Canada took immediate action, and passed through their Legislative Assembly the Acts for the construction of their portion of the trunk Railway from Halifax to Quebec, and for obtaining the guarantee from the British Government, on the terms proposed by Earl Grey; and

at the same time, voted their full quota of the cost to defray the expense of surveying and staking out the line immediately, as far as it is to be made through Canada.

On the return of Mr. Howe from the Colonial meeting at Toronto, the resolutions of the delegates were laid before the Government of Nova Scotia: and the Acts of Parliament for the Railway were afterwards adopted by a large majority of their new House of Assembly, *specially* convened for deciding on the railway business. Canada and Nova Scotia having thus satisfactorily settled their part of the business, the subject was then brought before the Legislative Assembly of New Brunswick, in February, 1852; but by that time it had been ascertained that Earl Grey would not consent to extend the Imperial guarantee for a branch from the trunk line to the city of St. John, New Brunswick.

This, for a short time, threw an obstacle in the way which had not been anticipated; but so determined were the three Colonies to have the Railway, that it was, after some negotiations between them, agreed to alter the route of the trunk-line in the direction of the intended branch to the city of St. John, and from thence by the grand falls to Quebec, as the only line from Halifax to Quebec on which they could agree, and for which they did not expect any objection on the part of Her Majesty's Government for the promised guarantee or funds.

As soon as these arrangements had been terminated in the colonies, the Hon. F. Hincks, Inspector-General of Canada, and the Hon. E. B. Chandler, a member of the New Brunswick Senate, were despatched to England by their respective Governments, finally to negotiate for the money with the British Government, in order that the work should be commenced as early this season as possible.

During the residence of these gentlemen in London, your Committee corresponded, and had personal interviews, with them, when they expressed a confident hope that their negotiations would be speedily and satisfactorily brought to a close with Her Majesty's Government; and that, on their return, they would do all in their power to promote the objects of the

Association for the Emigration, Employment and Colonization of the Shareholders.

In about two weeks (viz., on the 13th of May) after the interview with these Colonial Commissioners, your Committee instructed the Secretary to address a communication to the Earl of Derby, directing his Lordship's attention to the objects of the Association, and begging his Lordship "*to urge upon the Colonial Commissioners the importance of giving all the aid in their power to promote a regular system of emigration and colonization in these colonies, in connection with their Railway, and such other public works for the execution of which the credit or capital of Great Britain is to be given.*"

In two days after this communication had been sent, a letter was received from the Secretary of his Lordship, stating that, "from recent communications which had been received, great doubts have arisen whether the negotiations pending between Her Majesty's Government and the Colonial Legislatures are likely to lead to the construction of the Railroad in question;" and these doubts were confirmed a few days afterwards by the statement of Sir John Pakington, in the House of Commons, to the effect, that the negotiations **had** been terminated, and that Her Majesty's Government regretted they could not recommend the Legislature to give the guarantee for the new line through New Brunswick adopted by the Colonies.

On the day on which the report of Sir J. Pakington's statement appeared in the newspapers, your Committee addressed a letter to the Hon. E. B. Chandler, the Commissioner from New Brunswick, to inquire whether he considered the decision of Her Majesty's Government as final; and, if so, what other course the Colonies are now likely to adopt for the construction of their railways.

In reply to these inquiries, Mr. Chandler immediately (on the 25th of May) stated, that, "It is too true that Her Majesty's present advisers have distinctly refused to offer any aid or guarantee for the only line of railway from Halifax to Quebec that the several provinces can or will agree upon, *and in consequence arrangements are being made, on our own credit, to*

combine the European and North American line commencing at Halifax, thence to the city of St. John, N. B., and thence to the boundary of the state of Maine."

Your Committee deeply regret this termination to the negotiations between the Colonies and Her Majesty's Government, as it may delay for a short time, the commencement of the Halifax and Quebec Railroad; still your Committee are not surprised at the result, as the deviation made by the Colonies through New Brunswick, from the original line of railway surveyed by Major Robinson, and strongly recommended upon commercial, agricultural, and military considerations, was not likely to be guaranteed by the Imperial Government.

Neither have your Committee any doubt that the colonies of Nova Scotia and New Brunswick will be able to raise, on their own credit, the funds required for the construction of the line from Halifax to St. John, New Brunswick, and thence to the borders of the state of Maine.

Having briefly but fairly stated the proceedings of the Colonies and Her Majesty's Government for the last year, in respect to this great national project, your Committee will now state in the same brief manner their own proceedings.

The Provincial Secretary of Nova Scotia having kindly offered to give his best advocacy, "to any well-devised plan for improving the Colonies and benefiting the working classes of this country," your Committee placed in his hands a document, requesting him, "if possible, to procure for the Association a charter of incorporation from their respective Legislatures, containing all the ordinary powers granted for managing their own affairs in the colonies; to receive grants, and purchase and dispose of land, minerals, metals, timber, &c., establish fisheries, contract for and execute railway and other public and private works, clear and cultivate land, build houses and vessels, and dispose of the same."

"Also to empower the Association to issue a circulating medium, based on the capital of the Association, and convertible into its fixed or moveable stock, for the benefit of the Associa-

tion and the advantage of the colonies; also to levy rates for the purpose of building and supporting schools, churches, chapels, libraries, museums, baths, or for any other purpose for improving the physical, intellectual, moral, and religious condition of the people; and to raise a fund for the comfortable maintenance of the members of the Association, in cases of sickness, accident, old age, or other state or contingency which may arise, requiring the care, comfort and protection of the Association; and, lastly, to grant all the social and municipal powers to regulate the affairs of townships and other political rights to such parties as may from time to time be appointed in conformity with such charter and the general laws of the provinces."

The Committee also, in accordance with that document, sent a petition to the Legislature of Nova Scotia, which was presented by the Hon. the Provincial Secretary, on the 21st of November, 1851, and on the same day two Acts were introduced by Mr. Howe, in furtherance of the objects of the Association, the one "an Act relative to the Crown Land Department," and the other "an Act for the Incorporation of Land Companies," which were finally passed on the 29th of November, and advertised in the *Nova Scotia Royal Gazette*, dated Halifax, 10th Dec., 1851.

These proceedings of the Colonial Legislatures, and the energy with which they were adopted, gave great confidence to your Committee that the railway works would be commenced as early in the spring of 1852 as the state of the weather would permit; and in order to be prepared to undertake and execute the portions of the railroad passing through the Crown lands which the Committee intend to purchase, according to the terms of the Land Company's Act, the Committee announced that they were ready to enrol shareholders in the Association, on certain conditions, which were printed and placed in the hands of each person who called for information, or to have their names recorded at the office of the Association; and in addition to these means of explaining the nature and objects of the Association, the Secretary and several members of the Committee attended daily, and verbally explained to the numerous applicants every point connected with the intended plan of operations, and the probable time when the works would

be commenced—but always impressed on their minds that “no members would be sent to the colonies until arrangements were made to employ them on their arrival;” and that the time for so doing depended on the agreement of the Colonies with each other, and with Her Majesty’s Government, for commencing the Railway works.

Although the usual course of advertising was not resorted to by your Committee for giving publicity to the Association, thousands of the working and other classes have applied at the office for information, and many of these had their names enrolled, and have been looking forward with great anxiety to the time when they could leave this country, feeling somewhat disappointed, that they have not long ago escaped the misery consequent on poverty and unwilling idleness. The greater part, however, much as they feel a desire to get out of the country, look to the project in its proper light, and are content to wait till the proper time arrives; and many of this class in country districts situated in the same neighbourhood, are preparing for the change, and forming themselves into groups, intending to emigrate, together with their families, so as to encourage and help each other on their voyage, and when they arrive at their new home.

Many of these men have been working for years on some of the best constructed lines of railway in England, Scotland, and Ireland; they are in the prime of life, and possess vigour and experience in their several departments of engineering, surveying, levelling, mining, excavating, and tunnelling; and would be an invaluable acquisition to the Colonies in the formation of their railroads, clearing their forests, cultivating the land, building, or anything else which can be accomplished by human skill and labour.

The Committee having fully investigated, and duly considered the healthy climate, great natural advantages, free religious, political and social institutions possessed by the North American Colonies, as well as being within a few days’ sailing from this country, are fully convinced that no other British colony or foreign country can surpass them as a permanent home for industrious British emigrants.

The late enactments of the Legislatures of these Colonies, in respect to their projected railways, have also convinced the Committee that they have energy, capital and credit to raise the necessary means for these works; and that they are determined to do so in the shortest possible time is now certain.

Therefore your Committee have resolved to continue to enrol Members. and to proceed with the negotiations for obtaining not only the Charter for Nova Scotia, but also one for New Brunswick, which Mr. Chandler, the Commissioner from that province, has promised to aid the Association in procuring from his Government; and as soon as possible to send a deputation to the Colonies to select the land, and prepare for the reception of the Members.

By the mail which arrived from Nova Scotia on Monday last, an official letter was received from Mr. Howe, stating the necessary steps which the Committee were to take for procuring the Act of Incorporation; and in conformity with that letter the documents requisite were forwarded to the Colony, on Friday, the 11th instant, through the Government Commissioners for Lands and Emigration.

Your Committee therefore confidently expect that in a very short time they will be in a position to commence active operations, as under no circumstance will there be any deviation in the line of the Railway through the province of Nova Scotia; and, above all, that the Subscribers will ere long find (although the progress of the Association has been more tardy than was anticipated), that, in contemplated works of great magnitude, both time and perseverance are required to bring them to a successful issue.

By order, and on behalf of the Committee of the
Canadian Land and Railway Association,

ALEXANDER CAMPBELL,

SECRETARY.

OFFICE, 18, ALDERMANBURY,

14th June, 1852

APPENDIX.

Objects.—The Canadian Land and Railway Association has been formed for the purpose of enabling the industrious classes to emigrate to British North America, and, by the union and proper application of their skill and labour with land and capital, in connection with the projected railways in the provinces of Canada, New Brunswick, and Nova Scotia, to obtain employment and a comfortable home.

Capital.—The Capital proposed by the Association for the attainment of its objects is £500,000.; to be raised in 100,000 Shares of £5. each.

Shares.—These Shares may be obtained by any person who will pay a deposit of 2s. 6d. per Share towards the preliminary expenses, and agree to pay the remaining calls, and be guided by the Laws of the Association.

Application of Capital.—The Capital of the Association will be laid out in the purchase of large blocks of land, through which the projected railways will be made, clearing and cultivating these lands, and erecting buildings thereon, either in farm allotments, or in village and town lots; for the purchase of machinery and stock requisite for effecting these objects; and also, to a certain extent, for the purpose of assisting the Shareholders, by way of Loan, to enable them to emigrate with their families, to be employed under the direction of the Association in British North America; or to erect their houses, or clear their lands afterwards.

Employment of Shareholders.—When the Association has obtained possession of their lands, and made arrangements to construct the railway works, all Shareholders properly qualified to perform the various kinds of labour required will be selected, according to the date of their registration, and employed on their arrival in the Colonies, on the following conditions, viz. :

—The works will be let, as far as practicable by contract, to parties of workmen, at such prices as are given by other contractors for similar kind, quality, and quantity of skilled or unskilled labour; and when the Shareholders are engaged by the day, week, or month, the average rates of wages or salaries given by others will be the general rate paid. Shareholders may at any time leave the service of the Association, or may be discharged, by either party giving proper notice of their intention, and having all claims settled.

Disputes to be settled by Arbitration.—In the event of any misunderstanding or dispute arising between the Directors, or other duly-appointed Officers of the Association, and any of the Shareholders, in respect of contracts, wages, or other matters all such disputes will be settled by arbitration in order to avoid the expense and delay of law proceedings, and the decision of the arbitrators to be final and binding on both parties.

Loans to Shareholders.—When any approved Shareholder requires assistance to enable himself and family to emigrate it is proposed to advance, from the capital of the Association not more than two-thirds of the cost of himself and family, on condition that he obtains the security of two other Shareholders that he will repay the amount advanced on his behalf, with interest thereon, by weekly or monthly instalments, within twelve months of his arrival in either of these Colonies.

Time of Emigrants Sailing and Caution to the Shareholders.—When all the preliminary arrangements have been made for beginning the Railway works, the Shareholders will receive notice, and be required to furnish a statement of the age and number of their families, and satisfactory evidence of their abilities for the due performance of their respective professions; but no preparation must on any account be made by any Shareholder, either by withdrawing from employment or otherwise, until they receive notice from the Committee to prepare for the voyage. Shareholders neglecting this caution will have no claim whatever on the Committee.

