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3 Vols

May

**CORRESPONDENCE**

RELATING TO

**THE CIVIL LIST**

AND

**MILITARY EXPENDITURE**

IN

**CANADA ;**

AND TO

**THE PROJECTED RAILWAY FROM  
HALIFAX TO QUEBEC.**

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*Presented to both Houses of Parliament by Command of Her Majesty.  
April 8, 1851.*

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LONDON:  
PRINTED BY HARRISON AND SON.



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**Correspondence relating to the Civil List and Military  
Expenditure in Canada.**

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CANADA.

CANADA.

No. 1.

(No. 244.)

No. 1.

COPY of a DESPATCH from Governor-General the Earl of ELGIN AND  
KINCARDINE to Earl GREY.

Government House, Toronto, December 31, 1850.

(Received January 28, 1851.)

(Answered March 14, 1851, No. 568, page 9.)

MY Lord,

THE Executive Council of this province having had under consideration the reports made to the Legislative Assembly during its last session by a Committee appointed to inquire into the state of the provincial income and expenditure, has submitted a minute, of which I herewith inclose a copy, and requested me to forward it to your Lordship, with the view of obtaining the sanction of Her Majesty's Government to a reduction in the charge for pensions, and in certain salaries fixed under the Civil List Act, which it is the desire of the Council to recommend for the adoption of the Local Parliament. The Committee to which reference is here made was nominated at the instance of the Government, and composed of members selected from the several political parties represented in the House. I transmit in a separate despatch a printed volume containing a copy of the reports presented to the House by the Committee, and of the evidence\* which accompanied them. The greater part of this evidence, which is bulky, consists of written statements in which schemes for effecting an entire change in the financial and administrative system of the province are discussed. The Committee have, however, offered no opinion on this branch of the subject.

2. As respects the recommendations contained in the minute which I inclose, I cannot but express regret that the Council should have deemed it their duty to make them. I do not indeed think that much practical inconvenience, in so far as the Government is concerned, would arise from restricting within the narrowest bounds, or even perhaps from entirely withdrawing the very limited power which the Crown possesses under the Civil List Act of conferring pensions other than those to judges. So great is the jealousy with which the exercise of this power by the Crown is viewed—a jealousy which tends to check not the abuse of the power merely, but also its proper use—that I think less injustice would be sustained by those who render services to the public entitling them to such consideration, if it were understood that the Crown had not the means of rewarding them in this manner, than is done by permitting them to form expectations which may be doomed to disappointment, even when most legitimate. Little evil would, therefore, in my opinion, result from a change of this nature unless it should lead to a revival of the practice of personal canvass and solicitation, which obtains so extensively, and with such demoralizing effects, whenever favours of this description are contingent on the votes of popular Assemblies, instead of being awarded on the responsibility of Ministers liable to be called to account for their acts.

3. The proposal to reduce the salaries of judges and heads of departments is, in my opinion, more objectionable. Whether the cost of living in towns, or the incomes realized by professional men in large practice, or the stipends assigned to persons filling situations of confidence and trust by private individuals and corporations, such as banks and land companies, be considered, I fail to discover any sufficient ground for the belief that the salaries of 1000*l.* currency, or 800*l.* sterling now enjoyed by those high functionaries, are excessive, if indeed it be assumed, as is the case in corresponding situations in England, that the services they are required to render to the public, claim their whole time and attention. I think, therefore, that it is much to be regretted that it should be supposed that a necessity exists for recommending a measure of this description. The more so, that a solemn compact with the Crown, deliberately

Enclos. 1.

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\* This document is  
not printed with  
these papers on  
account of its bulk.

entered into by the Provincial Parliament for the lifetime of the reigning Sovereign, imparts to the scale of salaries now subsisting, a character of permanency which can hardly be expected to attach to any fresh adjustment.

4. It was indeed affirmed in some of the statements laid before the Committee of the Legislative Assembly, that lower salaries are awarded under the local Governments of the States forming the American Union, and the allegation is, undoubtedly, to a certain extent, true. The nominal salaries affected to offices even of the highest grade in many cases under these Governments, are so inconsiderable, as to place them beyond the reach of persons who have not independent means of subsistence, whether derived from realized estate, professional pursuits, or the profits of trade. A smaller income, for example, attaches to the office of Governor in some of the more wealthy and densely-peopled States, than is usually assigned to the same office in territories.

5. The evidence on this head submitted to the Committee was, however, scanty, and as the witnesses were not subjected to the ordeal of cross-examination, of little value as a guide in the determination of the questions which it raised. No information, for instance, was given as to the extent to which the practice of payment of fees, which has been in a great measure abandoned in Canada since the Union, obtains in the States to which reference was made. No inquiries were instituted with the view of ascertaining how far the prospect of future and more lucrative employment under the Federal Government, or even the hope of obtaining the advantages attaching to the situation of Member of Congress, may induce persons of talent and character to assume temporarily in the several States, the discharge of official functions which are inadequately remunerated. Nor was any light thrown on the yet more important question as to whether experience has proved that very low salaries contribute to official purity or to the interests of public economy.

6. It is in truth no very easy matter to compare the cost of Government in communities which are governed on widely different systems; and a comparison of this nature, if it is to lead to any good or useful result, ought manifestly to be conducted in a very candid and philosophical spirit. To assume that the State Government perform for the people of the States the same services as the Colonial Government renders the people of Canada, without enquiring whether or not this be indeed the case, is obviously a very hasty and unsatisfactory mode of disposing of the question, and even a cursory examination of the facts suffices to demonstrate its fallacy. It is easy to perceive, on the one hand, that our system of Colonial Government, as it is worked out here, gives to the colonists a more complete control over their own affairs, and imposes, therefore, on this Government duties of administration greatly more extensive and complicated than is conferred by the Constitution of the United States on any member of the Confederacy in its individual capacity. In proof of this, it may be enough to cite the multifarious functions connected with the imposition and collection of duties from customs, the regulation of internal posts, and the management and sale of vast extents of unoccupied territory, which devolve on the Colonial Government, but from the performance of which the local Governments of the Union are relieved by the Federal authority. To this enumeration may be added certain departments of criminal administration which do not fall within the cycle of the attributions of the State officials. A remarkable instance of the working of their system in this branch was afforded lately, when the authorities of the State of New York refused to be parties to carrying out the provisions of the Treaty of Extradition which had passed between Great Britain and the United States, alleging that it devolved on the officers of the Federal Government alone to give effect to it.

7. On the other hand, the great extent to which the principle of decentralization is carried under the system of the United States withdraws from the State Governments all controul over many branches of local administration, for the right conduct of which the Colonial Government is, with us, held to be more or less directly responsible. Add to these remarkable discrepancies the facts, that the entire separation of legislative and executive functions in the Constitution of the General and Local Govern-

ments of the United States, relieve the officers of the Executive in a great measure from all responsibility connected with the work of legislation; that they are not required, as members of a popular Assembly, to inaugurate and carry out schemes of general policy, or to vindicate their conduct when attacked; that the tenure of office is with them for fixed periods, not determinable by the votes of parliamentary majorities; and I think your Lordship will perceive, that in order to enable a candid inquirer to arrive at a just estimate of the relative cost of Government in the colony and the adjoining States, something more is requisite than a statement of the comparative expense of departments which have little in common but the name.

8. A similar character of hasty generalization attaches to other statements laid before the Committee, in which an attempt is made to show that the burden of taxation borne by the people of Canada who have only one Government to support, is not as much lighter than that which falls on the citizens of the United States who maintain two, as might reasonably be expected. For the purpose of this comparison the State of New York is selected, where the expenses of the State Government and the interest of the public debt have been for some years past almost entirely covered by the revenue from public works; a fortunate peculiarity which distinguishes that State from other States of the Union as widely as from Canada, and which is likely to be seriously affected by the competition now springing up on the St. Lawrence and on railways connecting that river at lower points than Buffalo with Atlantic ports. With the view of establishing that there is not so great a discrepancy in the amount of taxation imposed for municipal purposes in the two countries as is generally believed to be the case, reliance is placed on returns which profess to give the expenditure, on this head, of two adjoining frontier townships while the very important and notorious facts, that in one section of United Canada the charge in question is almost unknown, and that in the other, where it is highest, it does not approach the average of the payments made on this account in the State of New York, are slurred over as if they were less material to the determination of the issue raised. The amount of indirect taxation borne by the people of either country respectively is then computed by dividing the revenue derived from customs in each by the sum of its population. No account is however taken of the circumstance that as the Tariff of the United States is framed with a view to protection, the receipts of the Treasury represent very inadequately the pecuniary burden it lays on the consumer. The article of iron, for example, costs the consumer in the United States from 6 to 10 dollars a-ton more than the consumer in Canada; but this difference in price swells the revenue only in the case of iron imported from abroad. I am aware that there are persons in Canada who hold that the benefits accruing from this description of impost more than compensate for the burden. The amount, however, of the charge imposed under this head on the members of the two communities respectively, and not its character, is the object of comparison in the statements to which I am now referring; though I cannot but observe, that it is strange to find that in countries where the dearth of capital is the subject of continual complaint, and where it is alleged that many promising enterprises are starved for the want of it, it should be considered an act of wisdom in Governments to place a heavy burden on the consumer for the purpose of artificially turning it from those channels which it seeks when left to itself, into others which are not naturally productive.

9. I have thought it proper to offer these remarks on certain portions of the evidence laid before the Committee of the Legislative Assembly on which that body abstained from pronouncing an opinion, as they rest on allegations of fact, of which it is not easy at a distance from the spot to test the accuracy. With reference, however, to the comments which I have already made on the inclosed minute of Council, I beg to add, that notwithstanding the objections which I entertain to some of the propositions contained in it, I have not considered it my duty to decline to pass it. No interference with the rights of individuals is contemplated by it. The vested interest of judges and pensioners are respected. The only

persons now holding office who will be affected by it are the Ministers who recommend it. A very serious question of principle is no doubt involved in the proposal to depart in any degree from the terms of the arrangement entered into with the Crown by the Provincial Parliament in 1846. Of this, however, the Council evince their sense by the mode in which they submit for the consideration of Her Majesty's Imperial Government a measure affecting the Civil List, which the proceedings adopted last session in Parliament and the temper of the country have in their judgment rendered necessary.

10. It is not my province to anticipate the view which your Lordship may take of the recommendations thus brought under your notice. I am confident that Her Majesty's Government will entertain with reluctance any scheme for disturbing the settlement effected under the present Civil List Act which may seem to them calculated to diminish the guarantee that now exists for the efficiency and integrity of persons called to fill offices of high trust and responsibility in Canada. At the same time I cannot conceal from your Lordship my apprehension that evil may arise if it should be made to appear that a higher scale of salaries than public opinion approves is maintained in the province by the authority of the Crown, or if persons who have factious or disloyal objects in view are enabled, by raising the issue of a simulated conflict of imperial and colonial jurisdiction, to withdraw attention from these plain and patent facts, that the British Government can have no selfish interest in keeping up the emoluments of offices to which it has ceased to nominate; and that security against aggression from without, and the advantage of representation in foreign countries, are enjoyed by the inhabitants of Canada, under the protection of England, in connexion with low taxation and self-government, to an extent which it would be difficult to parallel in the history of any other people.

11. It may be proper, before closing this despatch, that I should say a few words on that portion of the Minute of Council in which reference is made to the Governor-General's salary, and to the discussion which took place on this subject in the Parliamentary Committee. I concur with the Council in thinking that the fixity of this salary is of more importance than its amount. The practice of the United States is confirmatory of this opinion, for the salary attached to the office of President in the year 1789, when the population of the Union was comparatively small, has never since been altered; and it is an article of the Constitution, that it shall suffer neither increase nor diminution during the incumbency of any individual President.

12. The office of Governor-General is held for a limited period, determinable at any moment at the pleasure of the Crown. It confers no claim to pension, or, except accidentally, to further employment. It imposes, moreover, on the recipient a heavy charge for fees and outfit before any title to salary accrues. It is therefore an office which can be prudently assumed only by a person who has the resource of private fortune or military half-pay to fall back upon.

13. The income attaching to it is fixed rather with the view of enabling the holder of the office to perform certain duties which entail expense, than as a reward for service. Any amount of difference of opinion may obviously exist as to the extent to which provision for this description of duty ought to be made. I apprehend, therefore, that if it is to be an open question, the discussions upon it are likely to be interminable. I shall only observe on this head, that the changes which have recently taken place in the system of Government in this colony tend, in my opinion, rather to increase than to diminish the call for it. If the Governor-General adheres faithfully to the principles of Constitutional Government in the direction of public affairs, it becomes all the more necessary that his residence should be open to leading persons of different parties, and that he should be able, by visiting distant parts of the province, and taking a lead in works of public utility and benevolence which are not of a party character, to manifest personal sympathy with all sections of the community.

14. Having said thus much on a topic on which I might have hoped

CANADA.

to have been spared the necessity of offering an opinion, I beg to add as respects myself, that the amount of salary was not the inducement which led me to undertake the duties of the office which I have the honour to fill, inasmuch as I renounced on assuming it an income which considerably exceeded it; and that my readiness to place my humble services at the disposal of Her Majesty whenever they may be commanded, will not be affected by any decision to which Her Majesty's Ministers may arrive on this question.

I have, &amp;c.

(Signed)

ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,  
&c. &c. &c.

Enclosure 1 in No. 1.

Enclosure in No. 1.

Extract from a Report of a Committee of the Honourable the Executive Council on matters of State, dated the 20th December, 1850, approved by his Excellency the Governor-General in Council on the same day.

THE Committee of the Executive Council have had under consideration, on your Excellency's reference, the reports made to the Legislative Assembly during the last session by a Committee appointed to inquire into the state of the Public Income and Expenditure of the province. Your Excellency having, in your speech from the throne at the commencement of the last session, recommended such an inquiry, the appointment of a Select Committee appeared to your Excellency's advisers to be the most efficient means of bringing about every retrenchment compatible with maintaining the efficiency of the public service, and at the same time of dispelling the illusory expectations which seem to have been formed by a portion of the public. The Committee of Council regret that the delay which has taken place in printing the report of the Select Committee, has prevented them from sooner taking it into consideration, and giving it that attention which the great importance of the subject demands. On examining the proceedings of the Select Committee, it appears that it was first resolved, on motion of the Inspector-General, that the Committee should commence its inquiries by investigating the various sources of the public revenues, and all charges defrayed out of the said revenue, before it reaches the Receiver-General, and that it should then proceed to consider the expenditure under its various heads. Although the Select Committee appear to have deviated from the mode of proceeding originally determined on, the Committee of Council propose to adhere to it in considering the report, from a conviction that it is the mode best calculated to give general satisfaction. The most important branch of the public revenue is the Customs; and in connexion therewith may be considered that derived from tolls on canals and other works which are under the same general management, and in many instances collected by the same officers. Suggestions have been made as to the expediency of changing both the system of management of these revenues, and the mode of remunerating the officers employed in collecting them.

On examining the proceedings of the Select Committee, the Committee of Council find not only that these suggestions were not entertained, but that the present scale of salaries met the unanimous approbation of the Committee. The Committee of Council would here remark, that considerable reductions have been made in the salaries of various officers employed in the Customs department, on the recommendation of your Excellency's present advisers; and it is satisfactory to them to find that these reductions have been approved of, and that the present salaries are considered reasonable.

The next branch of revenue to be considered is that included under the head of "Territorial," which includes that derived from the timber cut on the Crown domain. The Finance Committee having pronounced no opinion as to the present system, the Committee of Council have carefully considered whether any changes can be introduced, by which greater economy in the collection of the revenue can be effected, and at the same time the interests of those engaged in the timber trade can be promoted. The Committee of Council find that in the sister province of New Brunswick, the stampage duty on timber has been converted into an export duty, payable on all timber, whether cut on public or private property. Were such a change adopted in Canada, the revenue could be conveniently collected without any expense, and the mode of collection would give great satisfaction to those engaged in the lumber trade. The only objection that presents itself to this mode of collecting the stampage duty, is that the owners of timber-land would be subject to a charge from which they are now exempt. It seems to be the opinion of those most conversant with the trade, that at present large quantities of timber cut on the Crown domain are passed as cut on private property; and it has been suggested that, as the enforcement of regulations sufficiently stringent to prevent fraud would operate more disadvantageously to the trade than a small duty, it would be the least objectionable policy to impose a uniform export duty, rather less than the present stampage duty. The Committee of Council are of opinion that this subject should undergo further con-

consideration during the next session of the Legislature; but they recommend that all future grants of land should contain a reservation of the duty which may be imposed on timber. The Committee of Council are not of opinion that any advantageous change can be made in the system of disposing of the public lands. The agents are paid by a moderate fixed commission on the monies passing through their hands; and as it would subject the public to great inconvenience, if agencies were wholly abolished, the Committee cannot recommend the adoption of such a measure.

The Committee of Council have carefully considered the various charges on the Crown Land revenue, and the causes which have led to its apparent unproductiveness. It appears from the evidence of the Commissioner of Crown Lands, that during the last eight years, scrip to the amount of 317,119*l.* 16*s.* 6*d.* has been issued in satisfaction of the claims of U. E. loyalists and militiamen, of which 291,085*l.* 15*s.* 10*d.* has been redeemed, being, on an average, upwards of 36,000*l.* per annum. The amount outstanding, together with that to be issued in satisfaction of claims, may be estimated at about 40,000*l.*, so that the main cause of the apparent unproductiveness of the public lands will soon be removed. The Committee of Council are not called upon to express any opinion as to the wisdom of the policy of making grants originally to the U. E. loyalists or militiamen, or of satisfying the claims for such grants by the issue of scrip. It is sufficient for them to affirm that the faith of the Crown having been pledged to the claimants, the redemption of the scrip was an inevitable necessity: and although the revenue from the Crown Lands and timber has been for several years very small, it must be considered an important and gratifying circumstance that a debt of nearly 400,000*l.* has been extinguished.

The next important charge on the territorial revenue is the expense of Surveys, including the salaries of the officers engaged in the superintendence of that branch of the Crown Lands department. The Committee of Council do not find either that the salaries of those employed permanently in the department, or the remuneration allowed to those engaged in surveying the new townships, are excessive. There seems then but two modes by which this expense can be reduced: 1st, By the abandonment of surveys: 2nd, By adopting a different system of remunerating the surveyors, viz., that which formerly prevailed of compensating them by grants of the surveyed lands. The Committee of Council have no hesitation in giving it as their opinion, that it is wholly impossible, considering the demands of the settlers on the vacant lands of the Crown, to refuse to provide for new and extensive surveys; and nothing but the want of means at the disposal of the department has prevented the Commissioner of Crown Lands from sooner meeting the urgent demands which have been made upon him from various parts of the province for new surveys.

As to the mode of compensating surveyors, the Committee of Council feel assured that the evidence of the Commissioner of Crown Lands must satisfy the public that no real saving can be effected by the change which has been suggested. "The surveys," says the Hon. Mr. Price in his evidence, "paid in land cost more than twice as much as those paid in cash; while it is notorious that the former are very erroneous and defective." The Committee of Council are of opinion, that any apparent retrenchment to be effected by reducing the cost of surveys in money, at the sacrifice of the public domain, would be a measure of the most objectionable character. The other disbursements in the Crown Lands office are salaries, postages, advertising, and other incidental expenses. The salary of the Chief Commissioner, it is proposed, should undergo a reduction of 20 per cent., similar to that which will be proposed for the other heads of departments. The salaries of the subordinate officers are not, in the opinion of the Committee of Council, excessive; and at present no reduction can be made in the number of those employed. The Commissioner of Crown Lands is fully impressed with the necessity of practising the utmost economy consistent with maintaining the efficiency of his department; and when the new postage system has come into operation, and when the land claims have been finally settled, there is reason to believe that the office expenditure may be reduced.

The Excise Revenue consists of auction duties, and duties on spirits, and the charge for licences for shops, billiard-tables, &c. The officers employed in the collection of this revenue are paid by commission, and their emoluments vary from 10*l.* to 300*l.* per annum; averaging in Lower Canada about 100*l.* per annum, and in Upper Canada about 140*l.* per annum. The duties cannot, in the opinion of the Committee of Council, be advantageously transferred to any other class of officers; and the emoluments of the officers do not appear to be excessive. The duty on bank-notes is paid direct to the Receiver-General without any charge.

The Committee of Council will now proceed to a consideration of the General Expenditure of the province. The charge on the Consolidated Revenue for various items of expenditure during the year 1849 was (including the appropriation for the Sinking Fund, 75,000*l.*) 525,913*l.* 8*s.* 2*d.* Of this amount the charge for interest and appropriation for the Sinking Fund absorb 257,727*l.* 19*s.* 11*d.*, or very nearly one-half of the entire amount. The sum of 93,704*l.* 6*s.* 7*d.* was expended on grants for educational and charitable institutions, for the promotion of agriculture, maintenance of light-houses, Indian annuities, militia pensions, geological surveys, and support of the penitentiary. The Committee of Council are not of opinion that the expenditure under any of these heads can be reduced, without causing very great public dissatisfaction. The expenses of the Legislature amounted to 54,001*l.* 7*s.* 2*d.* The Committee of Council forbear entering into the consideration of this branch of the expenditure, which is under the immediate supervision of Committees appointed by the two Houses of the Legislature. The charge for the administration of justice was, in 1849, 62,740*l.* 14*s.* 2*d.*, of which about 37,000*l.* was expended

for the contingent expenses in Upper and Lower Canada, principally in the maintenance of gaols and court-houses. The charge in the Civil List for the salaries of the Judges of the Superior Courts, and of the Attorneys and Solicitors-General, was 21,432*l.* 0*s.* 10*d.* The Committee of Council are of opinion the salaries of all future judges should be reduced; that the salaries of the Chief Justices and Chancellor should be fixed at 900*l.* per annum, and those of the Puisne Judges and Vice-Chancellors at 800*l.*, and that the salaries of the Attorneys-General should be the same as those of the Chief Justices. In proposing this reduction, the Committee of Council feel that they are going as far as is consistent with securing the best talent of the country for the highest judicial offices. The charge for pensions, other than those for the judges, may be briefly dismissed. These are, with few exceptions, of old standing, having been granted either prior to the union of the two provinces, or at that period, to facilitate arrangements for introducing a new system of Government. The Pension List is being annually reduced, and will next year not exceed 4000*l.* currency. The charge for 1849 was 5,022*l.* 9*s.* 7*d.* The pensions granted to the retiring judges, which for 1849 amounted to 2,007*l.* 8*s.*, stand on a different footing from ordinary pensions. The tenure of office of the judges being *quandiu se bene gesserint*, the Crown has no power of removal. Bodily infirmity or advanced age would not be sufficient grounds to justify the interference of Parliament to procure the dismissal of a judge; and voluntary resignation, in the absence of any provision, could scarcely be expected. It would, in the opinion of the Committee of Council, be highly prejudicial to the public interest to alter the tenure of office of the judges, and to make them incumbents during pleasure. In the State of New York, the judges were at one time required to vacate their seats on the bench at the age of 60. Under the operation of this rule, the State was deprived of the services of eminent judges in the full exercise of their powers. It has been suggested that special application should be made to Parliament for a retiring allowance in each particular case. Such a system would inevitably lead to the judges being obliged to seek the favour of members of a popular Assembly, whose votes would be necessary to enable them to obtain their retiring allowance. The Committee of Council feel it unnecessary to dwell on the objections to such a system. It has likewise been suggested that a tax should be levied on the salaries of the judges, sufficiently large to defray the charge for judges' pensions. The Committee cannot, in view of the reduction proposed in the salaries of the judges, recommend any further deduction therefrom. They have entered at some length into this subject, believing that many who are in principle opposed to pensions, will, on being made aware of the practical difficulty in the way of dispensing with judicial pensions, abandon their opposition to them; and more especially, as it is not pretended that the Crown has abused the power conferred on it of granting pensions to judges to a limited extent.

The expense attendant on keeping up the organization of the Militia Force, was in 1849 2,034*l.* 11*s.* 1*d.* It seems to the Committee of Council indispensable that this department should be divided into two branches, one for each section of the province. In the absence of any specific recommendation from the Select Committee of Finance, they are not prepared to suggest any plan for reducing the present expenditure under this head.

The Committee of Council have now to consider the charge on the Civil List for the Executive Government of the province, which was for the year 1849 32,081*l.* 11*s.* 2*d.* This charge covers the salary of the Governor-General, 7,777*l.* 15*s.* 4*d.*; the several departments of the Government, 18,242*l.* 9*s.* 9*d.*; and contingencies, 6,061*l.* 6*s.* 1*d.* A considerable portion of the last item is for postage; an item which will be materially reduced under a cheap postage system. The salaries of the Governor-General and of the Heads of Departments seem to have been those which principally occupied the attention of the Committee of Finance. In the salaries of the subordinate officers no material reduction could be effected without depriving the Government of the means of obtaining efficient assistance. The salaries of the subordinate officers of the Government are not higher than those of persons of equal attainments in other occupations. With regard to the Heads of Departments, it is to be observed that when the Civil List Act was passed a considerable reduction was made in their emoluments, which had previously been fully 20 per cent. higher. It appears to the Committee of Council that no scale of salaries can be fixed that will not be denounced as excessive by aspirants for popular favour. While the Committee of Council are convinced that the gentlemen who have devoted themselves to the public service of the country, and who have held political offices under various Administrations, have been actuated by higher motives than the desire of office for the sake of its emoluments, they are likewise prepared to maintain that the incumbents of such offices ought to be compensated with salaries commensurate with the sacrifices which they are called upon to make, and that they should not be exposed to pecuniary loss in addition to their other responsibilities. The Committee of Council have examined the proceedings of the Finance Committee on the subject of salaries with great attention; and have arrived at the conclusion that the salaries of the Heads of Departments should be fixed at 800*l.* per annum, being the same as those intended for the puisne judges.

The Committee of Council do not deem it expedient to recommend any legislative enactment by which the number of the Executive Councillors should be limited. It may be practicable to unite the offices of Speaker of the Legislative Council and Chairman of the Committees of the Executive Council with others; but this must depend on circumstances; and it cannot be the interest of the public to fetter the choice of the Crown to an extent proposed by some. It will often happen that assistance which it is important for the Government



to secure can only be obtained on certain conditions, which it may be for the public interest to accept. There can be no doubt that public opinion is sufficiently powerful to prevent any unnecessary expenditure of public money by the separation of offices which may be conveniently united. The salary attached to the office of Governor-General must, in the opinion of the Committee of Council be looked upon in a wholly different light from all other charges on the Civil List; although the Committee of Council, in view of the circumstances under which the Act granting a Civil List to Her Majesty was passed, and considering that Act as a sacred engagement on the part of the people of Canada to pay the amount stipulated during a specified period of time, could not recommend any legislative action in this country until the subject had been brought under the notice of Her Majesty's Imperial Government, yet the Committee have entertained no doubt that without reference to their opinion as to the expediency of the change, Her Majesty's Government would offer no opposition to such retrenchment as the Canadian Legislature should determine on, with reference to the salaries of Her Majesty's servants in Canada subordinate to her Representative. But with regard to the Governor-General, the case is entirely different; and however strongly it may be urged that the Canadian Legislature have the right to determine the amount of all salaries chargeable on their revenue, the Committee of Council are of opinion that nothing could have tended more to create a serious misunderstanding with the Imperial Government than the adoption of any proposition for the reduction of the Governor-General's salary, without previous consultation with Her Majesty's Government. Such consultation would, under any circumstances, have been a mere act of courtesy; but when it is considered that the salary has been voted for the life of the Queen and an additional term of years, its omission would have been not only an act of discourtesy, but a breach of faith. The Committee of Council could not, therefore, have recommended any action on this subject without previous reference to Her Majesty's Government. With regard to the salary itself, it must be obvious that perpetual discussion regarding its amount, is calculated to impair the dignity of the Queen's Representative, and to be a source of constant annoyance to the incumbent of the highest office in the province. It must be sufficiently obvious that no reduction that could be proposed would put an end to agitation on the subject. There will always be advocates of a lower salary than that fixed by law. It might have been reasonably supposed that an Act granting the salary for a fixed period, would have had the effect of preventing any discussion on the subject during that period. But experience proves that no such result can be anticipated. The most prominent advocates of a reduction of this salary during last session, were members of the Government by which it was recommended only a few years before. It seems therefore highly desirable that, if possible, some arrangement regarding this salary should be made, which would entirely remove it from the control of the Provincial Legislature. The Committee of Council are not prepared at present to mention any specific recommendation on the subject, which they feel assured will receive the best consideration of Her Majesty's Imperial Government.

The remaining charges on the revenue during 1849 are for the Printing of the laws, and various miscellaneous charges, most of which are not of a permanent character, and require no particular notice. It may be observed, that various economical changes have already been made in the printing of the laws, and every practicable retrenchment in the printing expenses will be effected.

The Committee of Council having now reviewed the charges on the public revenue, and the various branches of the public expenditure, would recommend your Excellency to bring the subject of the Civil List under the notice of Her Majesty's Government, with the view of obtaining their concurrence to the proposed reductions in the salaries of future judges and of certain officers of the Executive Government, and such reduction of the charge for pensions as may be consistent with the maintenance of the honour of the Crown.

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## Despatch from the Right Hon. Earl Grey, Secretary of State.

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(No. 568.)

No. 1.

No. 1.

COPY of a DESPATCH from Earl GREY to Governor-General the Earl of  
ELGIN AND KINCARDINE.

My Lord,

Downing Street, March 14, 1861.

I HAVE received your despatch No. 244\*, of the 31st of December last, \* See p. 2. inclosing a minute of your Executive Council on a report made to the Legislative Assembly during its last session, by a Committee appointed to inquire into the state of the Provincial Income and Expenditure. I have also received the report of the Committee to which the above minute relates. These important

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documents, and the remarks which your Lordship has made upon them in your despatch have not failed to receive the deliberate consideration of my colleagues and of myself; and I have now to convey to you, on the part of Her Majesty's Government, the authority which is asked for by your Council, and which you recommend should be given to them, for proposing to the Canadian Parliament a Bill for reducing, in the manner set forth in the above minute, some of the charges provided for by the Civil List Act of 1846.

2. The grounds upon which Her Majesty's Government have thought it their duty to sanction the proposed alterations of an arrangement which has been so lately made for the term of Her Majesty's life by the Canadian Parliament, I cannot more clearly explain to you than by transcribing the following extract from a despatch which I had occasion, in August last, to address to the Governor of New South Wales, and which, upon this point, is equally applicable to Canada:

"I wish you distinctly to understand, that there is no desire on the part of Her Majesty's Government to prevent prospective reductions of charges which, in the opinion of the colonists, will safely admit of being diminished. The interests of existing office-holders must be protected, because they accepted those offices with expectations which cannot justly be disappointed. But, subject to these interests, there is no objection to the Legislature fixing whatever scale of emoluments they may think fit for public servants to be hereafter appointed. I should, for my own part, consider it highly injudicious to reduce the salary of an office, so as to render it no longer an object of ambition to men of ability and of respectable station. But this is a matter in which the interests of the colonists only are involved, as they will be the sufferers from any failure to provide adequate remuneration for those by whom the Public Service is carried on; the determination, therefore, of what is sufficient, must be left to the Legislatures, with whom will rest the responsibility for the judicious exercise of the power.

"I consider it however absolutely essential, that whatever may be the rate of payment, the salaries of all the principal officers of the Government should, for the reasons stated in the Report of the Committee of the Privy Council, be permanently granted; that is, not voted from year to year, but provided for in the same manner as charges on the Consolidated Fund in this country by Acts, and therefore only susceptible of alteration by Acts of the Legislature passed in the ordinary manner, with the consent of the Crown. You will therefore understand that you are not at liberty to give the assent of the Crown to any Act which may be passed reducing the salaries of those who are now in the Public Service, or rendering dependent on annual votes any of the charges now provided for by permanent appropriations. Any Acts of this sort you will reserve for the signification of Her Majesty's pleasure, unless you consider them so manifestly objectionable as to call for their rejection. Subject to this restriction, you are authorized to exercise your own judgment in giving or withholding your assent from Acts for the reduction of the fixed charges on the Colonial revenue."

3. Though for the reasons I have stated in the above extract, I consider it to be inexpedient that Her Majesty's Government should throw any obstacle in the way of those reductions in the salaries provided for by the Canadian Civil List, which it is the desire of your Council to propose to the Provincial Parliament, I think it my duty distinctly to record my opinion, that these reductions are in themselves unwise, and that the comparatively trifling saving which will thus be effected in the public expenditure of the province, will not prove in the end to be an act of true and permanent economy. All experience seems to me to support the conclusion, that the truest economy, whether for States or for individuals, is to give liberal remuneration to those who are entrusted with the performance of duties of great importance and responsibility; the Public cannot, any more than a private employer, expect to secure the advantage of being honestly and ably served, if it is niggardly in paying its servants; and when it is considered how serious are the losses and evils to which the community may be exposed, from a deficiency of honesty and ability in those by whom its affairs are managed, the saving effected by reducing the salaries of those filling responsible situations, below the amount which will afford a fair remuneration to men of character and ability for devoting their time and attention to public affairs instead of to their private concerns, will be found to have been

dearly purchased. Hence, as it does not appear from your despatch, that the principal public servants receive at present a high rate of pay as compared to that which is given to those who are employed by banks and mercantile companies, I must regard the proposed reductions of salary as injudicious. This question, however, as I have already observed, is one for the consideration and decision of the Parliament of Canada.

4. That portion of the minute of your Executive Council which relates to the amount of the salary at present attached to the office of Governor-General, and your own remarks upon this important point have attracted the more particular attention of Her Majesty's Government. The present salary of that office does not appear to me to be unduly high; on the contrary, believing it to be an object of the greatest importance to Canada, that the post of Governor-General should be filled by men of political experience and of the highest ability that can be found, I regret that the salary is not at present such as in general to afford any temptation to those who have taken a lead in public affairs in this country, to abandon their prospects at home for the purpose of accepting this office. But I concur with your Lordship and with your Council, in considering the amount of the salary as of far less importance, than that this amount, whatever it may be, should be fixed, and should cease to be the subject of perpetual discussion in the province, since such discussion, it is justly remarked by your Council in their minute, is calculated to impair the dignity of the Queen's Representative. It might have been hoped that the manner in which the present salary of the Governor-General was granted for Her Majesty's life by the Provincial Legislature, by an Act of Parliament freely and deliberately passed for that purpose, would have had the effect of permanently settling a question, the agitation of which is attended with so much evil.

Experience has, however, proved this hope to be unfounded; nor can I see the slightest reason for believing that if the existing arrangement were to be departed from, and any possible reduction in the salary of the office assented to by Her Majesty, the question would then be set at rest, or that a still farther reduction would not be proposed as soon as it might suit the views of any political party to renew the discussion.

5. There is but one mode, that I am aware of, by which any further agitation of this question in the province may be effectually prevented, and that is, by making the salary of the Governor-General a charge, not upon the Canadian, but upon the British Treasury. This is an alteration which for many reasons I have long regarded as advisable; and it appears to Her Majesty's Government, that a fitting occasion for proposing it is now presented, in consequence of the desire manifested by the Canadian Parliament for a revision of the Civil List. But it is impossible that such an alteration can be recommended to Parliament except as part of a general measure for placing the fiscal relations of the mother-country and the colony on a footing adapted to the greatly-altered circumstances of the present time as compared to those under which the existing arrangement of those relations has grown up.

6. Canada (in common with the other British provinces in North America) now possesses in the most ample and complete manner in which it is possible that she should enjoy it, the advantage of self-government in all that relates to her internal affairs. It appears to Her Majesty's Government that this advantage ought to carry with it corresponding responsibilities, and that the time is now come when the people of Canada must be called upon to take upon themselves a larger share than they have hitherto done, of expenses which are incurred on this account, and for their advantage. Of these expenses by far the heaviest charge which falls upon this country is that incurred for the military protection of the province. Regarding Canada as a most important and valuable part of the empire, and believing the maintenance of the connexion between the mother-country and the colony to be of the highest advantage to both, it is far from being the view of Her Majesty's Government that the general military power of the empire is not to be used in the protection of this part of Her Majesty's dominions. But looking to the rapid progress which Canada is now making in wealth and population, and to the prosperity which she at this moment enjoys, it is the conviction of Her Majesty's Government, that it is only due to the people of this country that they should now be relieved from a large proportion of the charge which has hitherto been imposed upon them

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for the protection of a colony now well able to do much towards protecting itself.

In adopting this principle, I need hardly observe to you that Her Majesty's Government would merely be reverting to the former colonial policy of this country. You are well aware that up to the period of the war of the American Revolution, the then British colonies which now form the United States, as well as the West Indian colonies, were required to take upon themselves the principal share of the burthen of their own protection, and even to contribute to the military operations undertaken to extend the colonial possessions of the British Crown. The North American colonies defended themselves almost entirely from the fierce Indian tribes by which these infant communities were frequently imperilled, and furnished no inconsiderable proportion of the force by which the contest of British power with that of France was maintained on the continent of America; and the West Indian colonies did not, in proportion to their means, make less exertions.

7. Her Majesty's Government would have thought it right at an earlier period to revert to this former policy of the empire, and to extend to Canada measures of the same description with those which have already been adopted as respects the Australian colonies, had it not been that till lately there were circumstances connected with the commercial and general condition of Canada which seemed to render the time unfavourable for effecting so important a change. The difficulties under which commerce and industry laboured were of a very aggravated description, and produced their usual consequences of political excitement and discontent; nor ought it to be concealed that much of the prevailing distress was attributable to the changes which had taken place in British legislation. The combined effect of the stimulus given by the Act of 1843 to the investment of capital in preparations for supplying this country with flour from Canada, and of the subsequent general repeal of all restrictions on the importation of corn and flour into the United Kingdom, had undoubtedly been to cause very heavy losses in Canada, and till these had been recovered, it would have been inexpedient to add to the burthens of the province.

8. But the season of commercial depression in Canada has now passed away, the repeal of the Navigation Laws, and the opening of the St. Lawrence Canals, which the province has been enabled to construct by a loan raised on highly favourable terms on the credit of the British Treasury, has given a great impulse to its trade, and the remarkable increase of the customs' revenue which you have lately reported to me, affords a clear and striking proof of the return of prosperity.\* Under these circumstances, it appears to Her Majesty's Government, that no more favourable opportunity could be found for placing the fiscal relations of the mother-country and the colony on a permanent and equitable footing. They are the more induced to adopt this view of the subject, because they are prepared to recommend to Parliament that assistance of the same kind with that which has proved so eminently useful to Canada in the construction of the St. Lawrence Canals, should be extended to her in respect of another public work, calculated to be hardly less beneficial to her than these canals. In another despatch I will explain to your Lordship the views of Her Majesty's Government with regard to the means by which it is hoped that the construction of the Quebec and Halifax Railway may be accomplished. I only advert to this subject at present for the purpose of observing, that while the credit of this country is exerted to enable Canada to extend her public works and to develop her resources, I feel confident that the Parliament of Canada will readily co-operate with Her Majesty's Government in adopting measures for diminishing the charge on the British Treasury for the defence of the province.

9. Having thus explained to your Lordship the principles of the policy which Her Majesty's Government propose to adopt, I will now proceed to state more particularly the measures by which it is contemplated that this policy should be carried into effect. In the first place, it is intended, that in future, with the exception of a certain number of enrolled pensioners, for whose location in the province arrangements are in progress, the troops maintained in Canada should be confined to the garrisons of two or three fortified posts of importance, probably only Quebec and Kingston. The terms of amity upon which

\* See Lord Elgin's despatch No. 2, January 1, 1851, on the increasing prosperity of the province, page 99, Appendix to this paper.

this country now is with the United States, and the fortunate termination of all the questions in dispute between the two nations, removes, as I trust, all risk of any attack upon Canada from the only Power from which there could be any danger; and it appears to Her Majesty's Government, that if the Provincial Militia is maintained upon a proper footing, so long as peace continues, enough would be done to provide for the security of the province, by maintaining garrisons of regular troops in the two important posts I have mentioned. In the unfortunate, and I trust improbable, contingency of a war with the United States, it is obvious that both the colony and the mother-country would be called upon to submit to great sacrifices, and to make great exertions for their defence; but I have no doubt that these would be cheerfully made by both if the exigency should unhappily arise.

10. Upon the reduction of the British force in Canada to the garrisons of these fortified positions, it would become necessary that the warlike stores which are kept in the colony should be reduced, and that the barracks and other buildings which are no longer required, should be disposed of; but if the Parliament of Canada should be willing to undertake to keep up these barracks and buildings, in case of their being hereafter required, there would be no objection on the part of Her Majesty's Government to make them over to the provincial authorities, and if the maintenance of a British force at any of the posts now occupied, should be desired for the preservation of internal security, such a force would be readily supplied by Her Majesty's Government, if the actual cost thus incurred were provided for by the province.

11. Another charge which Her Majesty's Government would also expect that the province should take upon itself as part of the above arrangement, is that of maintaining the canals now in charge of the Ordnance Department. You are aware that these canals were executed at the sole expense of this country and at a very heavy cost, chiefly with a view to the military defence of the province. Her Majesty's Government conceive that the charge of maintaining them ought now to be undertaken by the province, and I trust that no difficulty will arise on that head. With regard to the Indian Department, as by the arrangement lately made, the extinction of the charge (except so far as regards some payments for their lives to individuals) is provided for within five years, no further steps are required to be taken.\*

12. In conclusion, I have now only to assure you that—while Her Majesty's Government consider that justice to the people of this country requires that Canada, which is now so well able to support whatever establishments are necessary for her own defence and for her own advantage, should cease to occasion so heavy a charge as formerly to the British Treasury, and that it is a fitting opportunity for introducing the change when, in consequence of proceedings which have taken place in the province, it becomes expedient to call upon Parliament to provide for the salary of the Governor-General—it must not for a moment be supposed that these measures are contemplated under any idea that the connexion between the mother-country and the colony could be dissolved without great injury to both, or that there is any probability that it will be so. On the contrary, these measures are regarded as safe, because Her Majesty's Government are persuaded that the great body of the people of Canada are so fully satisfied of the great benefits they enjoy from the system of Constitutional Government now happily established in the province under the authority of the British Crown, that it may properly be left to themselves to take their share of the burthen of maintaining and defending an order of things from which they reap so much advantage. Under this impression, and in the earnest hope and confident belief that Canada may long continue to form an important member of the British Empire, Her Majesty's Government have adopted the conclusions which I have now explained to you.

I am, &c.

(Signed) GREY.

The Right Hon. the Earl of Elgin and Kincardine,  
&c. &c. &c.

\* See correspondence on this subject in Appendix to this paper, page 100.



**BRITISH NORTH AMERICA.**

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**Correspondence on the Projected Railway from Halifax  
to Québec.**

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## P A P E R S

RELATIVE TO

## THE HALIFAX AND QUEBEC RAILWAY.\*

Despatches from Governor-General the Right Hon. the  
Earl of Elgin and Kincardine to Earl Grey.

CANADA.

No. 1.

(No. 36.)

No. 1.

COPY of a DESPATCH from Governor-General the Earl of ELGIN AND  
KINCARDINE to Earl GREY.

Government House, Montreal, April 11, 1849.

(Received May 1, 1849.)

MY LORD,

April 10, 1849.

I HAVE the honour to enclose herewith a Minute of the Executive Council, covering a Memorandum by the Inspector-General, in which a plan is suggested for giving aid in the construction of railways in this province, and for promoting by means of a grant from the provincial Treasury, that important national work, the railway from Quebec to Halifax.

Resolutions based on this memorandum will be introduced into the House of Assembly this evening by the Government, and I have every confidence that they will be favourably received by that body.

\* See page 18.

I have, &c.

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,  
&c. &c. &c.

Enclosure 1 in No. 1.

Encl. 1 in No. 1.

EXTRACT from a Report of a Committee of the Honourable the Executive Council on matters of State, dated 10th April, 1849, approved by his Excellency the Governor in Council on the same day.

MAY IT PLEASE YOUR EXCELLENCY,

THE Committee of the Executive Council have had under consideration, on your Excellency's reference, a memorandum of the Inspector-General, suggesting a plan for giving aid in the construction of railways by guaranteeing the interest on the bonds of companies incorporated for the construction of railways not less than 75 miles in length, such guarantee to be given as soon as the Company requiring it shall have actually completed one half of the work on the entire line to the satisfaction of the Department of Public Works. It is further suggested by the Inspector-General, that on such guarantee being given, the Company obtaining it should mortgage to the Government the entire road and its revenues; that the interest on the guaranteed bonds should be the first charge on such revenues; a dividend to the stockholders not exceeding 6 per cent. the second charge; and a sinking fund for the redemption of the bonds the third charge.

The Inspector-General further recommends that with a view of inducing the Imperial Government to undertake the Halifax and Quebec Railroad, the province should place at its disposal the waste Crown lands to the extent of ten miles in depth on each side of the proposed line, and should further undertake to obtain the breadth of way required for the

\* In continuation of Papers presented to both Houses of Parliament by Command, February 1, 1849.



line through the settled parts of the province; and also the land required for the several stations, and for the terminus; and should further pledge the payment of 20,000*l.* sterling per annum, to provide against the contingency of a deficiency in revenue to meet the interest on the capital required. The Inspector-General suggests further, that provision should be made to enable the Governor-General, by making proclamation in the "Gazette," to cause to be levied an additional duty on all imports, not to exceed 10 per cent. on the duties established by law at the time of such proclamation. The Committee of Council being of opinion that the prosperity of the province would be greatly promoted by the construction of railways, and being further of opinion that the suggestions of the Inspector-General may be carried out with perfect safety, recommend that the resolutions embracing the several propositions contained in the memorandum of the Inspector-General should be submitted to Parliament without delay.

(Certified.)

(Signed)

J. JOSEPH, C.E.C.

Enclosure 2 in No. 1.

Encl. 2 in No. 1.

## MEMORANDUM.

THE question as to the expediency of rendering public aid on certain conditions to the Companies incorporated for the construction of railways throughout the province, has engaged the anxious consideration of the Canadian Government for a considerable time. In December last I had the honour to submit, for the consideration of his Excellency the Governor-General, a memorandum on immigration and on public works as connected therewith, and also a memorandum on the projected Halifax and Quebec Railroad. The object of these papers was to suggest a plan for promoting the construction of public works of great provincial importance, by obtaining English capital with or without the aid of the Imperial Government.

In several of the States of the American Union public aid has been given to railway enterprises with entire success, and with great benefit to the whole population. The State of Massachusetts has invested upwards of 5,000,000 dollars in the stock of railway companies, and in loans on the security of their revenues. On the stock the State is realizing 8 per cent., and the sinking fund in one company for the redemption of the State loan is nearly 500,000 dollars. The secretary of that State declares in a letter which I have lately seen, that "the security of the commonwealth is regarded as perfect, and by this interposition of its credit and aid, confidence has been given to the employment of private capital in the various railroads, and the public prosperity has been enhanced and confirmed, and all the pursuits of industry and business been greatly promoted."

The State of Virginia, which hitherto has refused all aid to railroads, has very recently appropriated about 5,000,000 dollars to aid such undertakings both by loans to companies and by the purchase of their stock. Canada is deeply interested in the success of railway enterprise, as the productiveness of the public works must in a great measure depend on the products of the West being carried to the sea board by the St. Lawrence route. A large portion of this trade can only be secured by the construction of railroads to communicate with the eastern States, and it will most assuredly be diverted into other channels, unless energetic means be employed to secure the completion of leading and important lines of railway.

I feel persuaded that it is quite possible to adopt a system under which railroad companies may be assisted with the credit of the province without risk of loss, and I believe that by the adoption of such a system, public interests of the highest importance will be promoted.

Being of opinion that it would be inexpedient to hold out inducements to the proprietors of short lines to commence their works relying on public aid, I would suggest that no company incorporated for the construction of a line of railway less than seventy-five miles in length, should be entitled to legislative aid. With this restriction I feel persuaded that the Legislature may with perfect safety guarantee the interest on the bonds of railroad companies, which shall have completed, to the satisfaction of the department of Public Works, one half of the line of road which they have been authorized to construct; provided that the entire road and its revenues be mortgaged to the Government to meet the interest on the guaranteed bonds. This interest should be the first charge on the revenues of each road; a dividend not exceeding 6 per cent. to the shareholders the second charge; and if there should be any surplus revenue, it should be appropriated to a sinking fund for the redemption of the guaranteed bonds.

Though I entertain not the slightest apprehension that the proposed guarantee would involve any charge on the Consolidated Revenue Fund, yet as well to provide against contingencies as to inspire confidence in the provincial guarantee, I would suggest that a clause should be introduced into the Customs Act to authorize the Governor-General to give three months' public notice by proclamation in the "Gazette," that on and after a certain day 10 per cent. should be added to the amount of the duties levied under the Customs Act. I do not believe that it would be necessary to resort to the imposition of such a duty, but it would be prudent to guard against the contingency of loss, as well as to inspire confidence in the guarantee, that the power to levy it should be entrusted to the Government.

CANADA.

Having thus propounded a general plan for affording public aid to railroad companies, I proceed to consider what must be treated as an exceptional case—that of the Halifax and Quebec Railroad. On reconsidering the memorandum which I had the honour to submit in December last on the subject of this railroad, and which I am happy to say met the concurrence not only of the Canadian Government, but of that of New Brunswick, I see no reason to change any of the opinions then expressed. I believe that this great work must be taken up as a national one, and in connexion with a grand scheme of colonization; and that, consequently, it must be undertaken by the Imperial Government with the cordial co-operation of the Legislatures of the British North American Provinces. It is, however, necessary to provide for the contingency of the unproductiveness of the work; and though I think the suggestion made in the memorandum referred to, of doing so by means of a duty on colonial timber (the protection on which will most assuredly be removed ere long), is in every respect the best, yet, in view of the course taken by the sister province of Nova Scotia, it seems necessary to suggest another mode by which the Canadian Legislature can aid in promoting a work of such importance and magnitude. I would therefore suggest, that in addition to the grant of the waste Crown lands to the depth of ten miles on each side of the line, and the breadth of way required through the settled part of the country, as well as the land required for the termini, that 20,000*l.* sterling per annum should be granted from the Consolidated Fund to meet any deficiency in the revenue. This is the grant proposed in Nova Scotia: and, taking all circumstances into consideration, I think that Canada cannot be expected to contribute a larger proportion than Nova Scotia and New Brunswick. With the combined assistance of the three provinces, I should think that there is little doubt that this great national work will very soon be undertaken.

Respectfully submitted,

Inspector-General's Office,  
April 4, 1849.

(Signed) F. HINCKS, Inspector-General.

No. 2.

No. 2.

COPY of a DESPATCH from Governor-General the Earl of ELGIN AND  
KINCARDINE to Earl GREY.

Government House, Montreal, April 12, 1849.

(Received May 1, 1849.)

MY LORD,

I HAVE the honour to transmit herewith a printed copy of certain resolutions on the subject of railways, founded on the Minute of Council and Memorandum inclosed in my despatch, No. 36\*, of yesterday's date. They passed through Committee last night; and, from the manner in which they were received, there is reason to believe that they will be adopted by the House unanimously.

\* Page 16.

I have, &amp;c.

(Signed) ELGIN AND KINCARDINE

The Right Hon. Earl Grey,  
&c. &c. &c.

Enclosure in No. 2.

Enclosure in No. 2.

RESOLUTIONS to be Proposed by Mr. Hincks, in Committee of the Whole House, on  
Wednesday, 11th April, 1849.

MR. HINCKS moves to resolve, as the opinion of this Committee,—

1. That at the present day, the means of rapid and easy communication by railway, between the chief centres of population and trade in any country and the more remote parts thereof, are become not merely advantageous, but essential to its advancement and prosperity.

2. That whatever be the case in long-settled, populous, and wealthy countries, experience has shown that in those which are new and thinly peopled, and in which capital is scarce, the assistance of Government is necessary, and may be safely afforded to the construction of lines of railway of considerable extent; and that such assistance is best given by extending to companies engaged in constructing railways of a certain length under charter from, and consequently with the approval of, the Legislature, the benefit of the guarantee of the Government, under proper conditions and restrictions, for loans raised by such companies to enable them to complete their work.

3. That it is expedient to afford the guarantee of this province for the interest on loans to be raised by any company chartered for the construction of a line of railway not less than seventy-five miles in extent, on condition,—

That the rate of interest guaranteed shall not exceed 6 per cent. per annum; that the sum on which interest shall be so guaranteed shall not be greater than that expended by the company before the guarantee is given, and shall be sufficient to complete their road in a fitting manner and to the satisfaction of the Commissioners of Public Works, provided always that no such guarantee be given to any company until one-half of the entire line of road shall have been completed; that the payment of the interest guaranteed by the Government shall be the first charge upon the tolls and profits of the company, and that no dividend shall be declared so long as any part of the said interest remains unpaid; that so long as any part of the principal on which interest is guaranteed by the Government remains unpaid, no dividend exceeding 6 per cent. per annum shall be paid to the stockholders; that any surplus profits, after paying such dividend, shall go to form a sinking fund for the redemption of the debt on which interest is guaranteed as aforesaid; and that the province shall have the first mortgage and lien upon the road, tolls, and property of the company for any sum paid or guaranteed by the Government.

4. That, provided the conditions mentioned in the foregoing resolutions be observed, it is expedient that such guarantee be afforded under such further terms and conditions as may be deemed necessary by the Governor in Council, and agreed to by the company applying for such guarantee, it being clearly understood that no enactments which the Legislature may thereafter make to ensure the observance of such terms and conditions, or to give effect to the privileged claim and lien of the province upon the road, tolls, and property of the company, or to secure the province from loss by such guarantee, shall be deemed an infringement of the rights of the company.

5. That if Her Majesty's Government shall undertake the construction of the railway between Halifax and Quebec as a great national work, linking together the several portions of the British Empire on the Continent of North America, and facilitating the adoption of an extensive, wholesome, and effective system of emigration and colonization, either directly or through the instrumentality of a private company, it is right that Canada should render such assistance as her means will admit of, and should undertake to pay yearly, in proportion as the work advances, a sum not exceeding 20,000*l.* sterling towards making good the deficiency (if any) in the income from the railway to meet the interest of the sum expended upon it, and should place at the disposal of the Imperial Government all the ungranted lands within the province, lying on the line of the railway, to the extent of ten miles on each side thereof, and should further undertake to obtain, pay for, and place at the disposal of the Imperial Government all the land required within the province for the line of the railway and for proper stations and termini.

## Despatches from the Right Hon. Earl Grey, Secretary of State.

(No. 344.)

No. 1.

No. 1.

COPY of a DESPATCH from Earl GREY to Governor-General the Earl of  
ELGIN AND KINCARDINE\*.

MY LORD,

Downing Street, April 5, 1849.

I HAVE hitherto deferred answering your despatch† of the 20th of December last on the subject of the proposed Halifax and Quebec Railway, because I was unwilling to abandon the hope that in doing so I might be enabled to communicate to your Lordship the determination of Her Majesty's Government to submit to Parliament some definite proposal with a view to the execution of this great national undertaking. I regret, however, to have now to inform your Lordship that, for the present at least, it has been found impracticable to overcome the difficulties which have stood in the way of every plan which has hitherto been suggested for providing for the cost of a work of such magnitude as the proposed railway. While I entirely concur in your Lordship's estimate of the extreme importance of that work to the empire at large as well as to the North American Provinces, and while I gladly acknowledge that the members of your Council have shown a disposition to do all that lies in their power to promote its accomplishment, and have suggested a measure which has much to recommend it for effecting this object; still Her Majesty's Government have reluctantly come to the conclusion that in the present circumstances of this country they would not be

† Page 59, Papers relative to Halifax and Quebec Railway, presented to both Houses of Parliament by Command, February 1, 1849.

\* A similar despatch addressed to the Lieutenant-Governor of New Brunswick. No. 118, April 5, 1849.

CANADA.]

justified in applying to Parliament for the appropriation of so large a sum for this railway as it has been estimated that it would cost. You will express to the members of your Council my strong sense of the judgment and ability they have displayed in the consideration of this important subject, although the measure they have suggested has unfortunately been found open to objections which have proved insurmountable. It would be to me a subject of deep regret if I believed that the determination not to adopt this particular measure implied that all hope of hereafter carrying the projected railway into effect by other means must be given up, but I see no reason for coming to any such conclusion, nor will I despair that this great design may at no distant period be resumed with a happier result.

I am, &c.  
(Signed) GREY.

The Right Hon the Earl of Elgin and Kincardine,  
&c. &c. &c.

No. 2.

(No. 491.)

No. 2.

COPY of a DESPATCH from Earl GREY to Governor-General the Earl of  
ELGIN AND KINCARDINE.

MY LORD,

Downing Street, May 10, 1850.

HER Majesty's Government having had under their consideration an Act passed by the Legislature of Canada in May 1849, intituled "An Act\* to provide for affording the guarantee of the Province to the Bonds of Railway Companies, on certain conditions, and for rendering assistance in the construction of the Halifax and Quebec Railway;" I now transmit for your Lordship's information the copy of the report of the Commissioners of Railways upon the provisions of this Act, and I have to instruct you to submit this report to your Council with a view to obtaining an amendment of the law in accordance with the recommendations of the Commissioners.

April 29, 1850.

The former Report upon the subject of this line of railway, dated 12th January, 1849, to which the Commissioners refer, formed an inclosure in my despatch No. 318,† of 26th January, 1849.

I am, &c.  
(Signed) GREY.

† Page 51,  
Papers relative to  
Halifax and  
Quebec Railway.  
February 1, 1849.

The Right Hon. the Earl of Elgin and Kincardine,  
&c. &c. &c.

Enclosure in No. 2.

Enclosure in No. 2.

Sir,

Office of Commissioners of Railways, Whitehall, April 29, 1850.

I AM directed by the Commissioners of Railways to acknowledge the receipt of your letter of the 13th instant, accompanied by a copy of the Canada Act, No. 611, intituled "An Act to provide for affording the guarantee of the Province to the Bonds of Railway Companies, on certain conditions, and for rendering assistance in the construction of the Halifax and Quebec Railway;" and I am to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that agreeably to their Lordships' request, the Commissioners have considered this Act and have made the following observations upon its provisions.

The attention of the Commissioners has been particularly directed to the provisions of the Act for authorizing the Provincial Government to guarantee interest on the loans of Companies incorporated for the purpose of making railways within the colony. With reference to this part of the Act, the Commissioners observe that the Act does not expressly limit the amount of the loans to be included in the guarantee to that which the companies are authorized to borrow by the terms of their Acts. The Commissioners understand that in the Canada Railway Acts the proportion of the loans to the company's capital is not restricted to one-third of the latter, as required by the standing orders in the case of English Railway Acts, but that in several instances the limit is one-half of the capital, or even a greater proportion. Yet with all this latitude, the condition prescribed by this Act, that the amount on which interest shall be guaranteed, shall not exceed the sum expended by the company when one-half of their whole line shall have been com-

\* This Act will be found printed in the Appendix to this paper, page 107.

pleted, would be likely in many cases to admit of the guarantee of loans exceeding the authorized limit. The Commissioners are of opinion that in carrying the Act into effect, the guarantee should be confined to loans within the limit prescribed in the company's Act, and that no recognition should be given (as the literal terms of the Act would seem to allow) to loans contracted in excess of the company's authority. Such a course would be in accordance with the principle uniformly acted upon in this country since the proceedings in 1845 for legalizing the loan-notes of railway companies, when from a consideration of the inconvenience arising from unauthorized loans to railway companies, they were prohibited in future from raising money otherwise than under an express authority obtained from Parliament.

In order to guard against any inconvenience of this kind, the Commissioners would suggest, that as one of the additional securities to be provided by such a supplemental Act as is contemplated by the 4th section of the present Act, a register of the company's mortgages and bonds should be required to be kept, and be open to the inspection not only of shareholders and other parties interested, but also of some officer authorized on behalf of the Provincial Government.

By the other portion of this Act, it is proposed to authorize the Provincial Government to afford aid in the construction of the projected Railway from Halifax to Quebec, by the subscription of money and the grant of land for the purposes of that railway. The merits of that project have been already discussed by the Commissioners in a report to the Colonial Office, of the 12th of January, 1849, printed in the Appendix to their Annual Report, 1848-9, p. 203. But the enactment now under consideration assumes that the question of the expediency of the enterprise shall have been decided by Her Majesty's Government, and that the construction of the railway shall accordingly have been sanctioned. The Commissioners, therefore, consider it unnecessary to enter into that question on the present occasion; and in other respects these provisions of the Act do not appear to them to contain anything that calls for remark.

I have, &c.

Sir D. Le Marchant, Bart.  
&c. &c. &c.

(Signed) J. L. A. SIMMONS, Captain R. E.

(No. 569.)

No. 3.

No. 3.

COPY of a DESPATCH from Earl GREY to Governor-General the Earl of  
ELGIN AND KINCARDINE.

MY LORD,

Downing Street, March 14, 1851.

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 is 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 again recently manifested.

2. I inclose for your Lordship's information a copy of a despatch addressed to me in the course of the last autumn by Sir John Harvey introducing to me Mr. Howe, a member of the Government of Nova Scotia, and also copies of two letters I have received from that gentleman, and of the answer which has by my direction, been returned to him. Your Lordship will perceive from these papers, that the proposal made by Mr. Howe, on behalf of the Province of Nova Scotia, and to which Her Majesty's Government have thought it their duty so far to accede as to undertake on certain conditions to recommend it for the sanction of Parliament, is to the effect that the credit of this country should be employed to enable the Provinces of Canada, New Brunswick and Nova Scotia, to raise upon advantageous terms the funds necessary for the construction of the proposed railway, just as Canada has already been enabled by similar assistance, to construct the canals by which she has lately completed the most extensive and perfect system of inland navigation which exists in the world. Although Her Majesty's Government are of opinion that great caution ought to be observed in pledging the credit of the British Treasury in aid of loans raised by the colonies, they regard the work now in contemplation as being (like the Saint Lawrence Canals)

Sir J. Harvey, Oct. 25,  
1850, No. 204. See  
page 32 of this paper.

Mr. Howe, Nov. 25,  
1850, page 39.

Mr. Howe, Jan. 16,  
1851, page 47.

Mr. Hawes, March 10,  
1850, page 63.

## CANADA.

of so much importance to the whole empire, as to justify them in recommending to Parliament that some assistance should be given towards its construction, nor is there any mode of affording such assistance which has been hitherto suggested, which appears on the whole so little burthensome to the mother-country, and at the same time of so much real service to the colonies, as that which is now proposed.

3. In coming to the decision that Parliament should be invited to give this support to the projected railway, Her Majesty's Government have not failed to bear in mind that by enabling the North American Provinces to open this great line of communication, it may fairly be assumed that a powerful stimulus will be given to their advance in wealth and population, and that the consequent increase in their resources will render it possible for them to relieve the mother-country sooner, and more completely than would otherwise be practicable, from charges now borne by it on account of these colonies. In another despatch of this date, I have informed your Lordship, that in the judgment of Her Majesty's Government, the British colonies ought to be required, as they become capable of doing so, to take upon themselves not only the expenses of their Civil Government, but a portion at all events of those incurred for their protection; and I have pointed out to you, that the British North American provinces, and especially Canada, have now reached such a stage in their progress, that the charges for which Parliament is called upon to provide on their account, ought to be rapidly diminished. The construction of the proposed railway would greatly contribute to promote this important object. By opening new districts for settlement, and by the demand for labour which will be created during the progress of the work, the projected railway cannot fail to increase the wealth and population of these provinces, while, by affording a rapid and easy communication between them, it will enable them to afford to each other far greater mutual support and assistance than they now can, in any difficulty or danger to which they may be exposed.

\* See Page 9.

4. Your Lordship will not fail to observe from the letter which has been addressed to Mr. Howe, that the assistance which it is proposed to grant to the provinces towards the construction of the proposed railway, is to be contingent on provision being made for opening a complete line of communication from Halifax to Quebec or Montreal, it is necessary, therefore, to ascertain whether Canada and New Brunswick are ready to join with Nova Scotia in raising the capital required for the work in the manner proposed, and if so, in what proportion each province is to become responsible for the expense incurred. The question whether it will be advisable for these two provinces to join in the construction of the projected railway, if they should be enabled, by the assistance of Parliament, to raise the required capital at a low rate of interest, is one for the consideration of their respective Legislatures; but so far as I have the means of forming a judgment upon the subject, I should anticipate that their decision would be in favour of doing so. I infer that this is probable, not less from what I have learnt of the actual state of public opinion on this subject in the provinces, than from the view which I take of their interest in the work. Though I can well believe that there would be much room for doubting whether the railway would pay as a mercantile speculation to a company looking to traffic only for its remuneration, the case is very different when it is regarded as a public undertaking. When viewed in this light, the various indirect advantages which cannot fail to arise to the provinces from possessing such improved means of communication, must be considered, as well as the very great additional value which would be conferred on a vast extent of public lands which are now comparatively worthless. This is a source of profit from which no advantage can in general accrue to the constructors of railways in countries where the soil has long been appropriated by individuals; on the contrary, in these countries the purchase of land is not one of the least important items of the expense to be incurred in such undertakings; but where, as in parts of Canada and New Brunswick, a great part of the territory to be traversed by a railway is still unappropriated, and the land may be sold by the public, the increased value given to it by being thus rendered accessible, may render it advantageous to construct a railway, though the traffic is not expected to do more at first than pay the working expenses.

\* See Page 63.

5. If these considerations should induce the Legislatures of the three provinces to combine in undertaking the projected railway, the terms on which

they are to co-operate with each other for that object will have to be settled; and in coming to such an arrangement various questions of great difficulty and importance will require to be considered. For instance, it is probable that when the line is completed, the traffic will be far more remunerative at the two extremities than in the more central portion of it; while at the same time the expense of construction would, from the nature of the country, be precisely higher where the traffic returns would be the lowest; so that if each province were required to pay for the formation of the line through its own territory, and to receive the returns from the traffic through the same, it would follow, that while the expense to New Brunswick would be the greatest, its receipts would be the smallest. On the other hand, as I have just observed, one of the most important sources of profit from the construction of such a railway as that now in contemplation would arise from the sale of land of which the value would be increased by the work; and it appears from the papers before me, that New Brunswick would probably derive a greater profit from that source than the two sister provinces. Whether the result upon the whole would be, that each province, considering these various circumstances, ought to take upon itself the construction of the railway through its own territory, or whether, on the contrary, any one should be assisted by the others, is a point on which I have not the means of forming a judgment; and I would suggest to you, that the best course, with a view of arriving at some practical result, would be, that a deputation from the Executive Councils of the two lower provinces should proceed to the seat of Government in Canada, in order to confer with your Lordship and with your Council for the purpose of coming to some agreement upon the subject, which, after being approved by the Legislatures of the several provinces, might be submitted for the sanction of Parliament.

6. It does not appear to me that if such a conference should be held, it need occupy any very great length of time, or that much difficulty would arise in coming to an arrangement for the construction and working of the projected railway, by which the expense of the undertaking on the one hand, and the advantages to be derived from it on the other, might be fairly apportioned between the different provinces. Hereafter I may probably be enabled to offer some suggestions as to the manner in which this might be accomplished; but at present I have only to add, that I shall transmit copies of this despatch to Sir Edmund Head and to Sir John Harvey, with instructions to them to communicate with your Lordship without delay on the important subject to which it relates; and it will give me the highest satisfaction if the result of these communications should be the undertaking of a work, which, if completed, cannot, I believe, fail to add greatly to the prosperity of the British Provinces in North America, and at the same time to give additional strength to the ties which connect them with each other and with the British Empire.

I am, &c.

(Signed) GREY.

The Right Hon. the Earl of Elgin and Kincardine,  
&c. &c. &c.

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**NOVA SCOTIA.**

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**Despatches from Lieut.-Governor Sir J. Harvey.**

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NOVA SCOTIA.

NOVA SCOTIA.

No. 1. (No. 101.)

No. 1.

COPY of a DESPATCH from Lieut.-Governor Sir JOHN HARVEY to Earl GREY.

Government House, Halifax, April 6, 1849.

(Received April 20, 1849.)

(Answered, June 1, 1849, No. 174, page 36.)

MY LORD,

I HAVE the honour to transmit a copy of an Act passed during the recent session, intituled "An Act to enable the Commissioners for erecting and building the Trunk Line of Railway from Halifax to Quebec, to construct the same within this Province," with Addresses from the Legislative Council and House of Assembly on the same subject, which those branches respectfully request may be laid at the foot of the Throne.

I do not abstain from expressing to your Lordship my satisfaction at the manner in which this great question has been dealt with by the Legislature of Nova Scotia.

The Right Hon. Earl Grey,  
&c. &c. &c.

I have, &amp;c.

(Signed)

J. HARVEY.

Encl. 1 in No. 1.

Enclosure 1 in No. 1.

PROVINCE of NOVA SCOTIA.

Anno Duodecimo Victoriae Reginae.

AN ACT to enable the Commissioners for Erecting and Building the Trunk Line of Railway from Halifax to Quebec, to construct the same within the limits of this Province.

(Passed the 31st day of March, 1849.)

Preamble.

WHEREAS, in the event of the proposed arrangements being completed by and between the Imperial Government and the Governments of the sister provinces of Canada and New Brunswick and of this province, and of Commissioners being appointed to superintend the construction of such trunk line of railroad, it is necessary to give said Commissioners certain powers and authority, in order to enable them to construct the same within the limits of this province:

Governor in Council to appoint five Commissioners and supply vacancies.

1. Be it enacted by the Lieutenant-Governor, Council, and Assembly, that it shall be lawful for the Governor in Council to appoint and commission five fit and proper persons, to be approved of by Her Majesty, or it shall be lawful for Her Majesty to cause five fit and proper persons to be appointed and commissioned during pleasure, Commissioners for establishing and constructing a line of railroad from the city of Halifax, to the province line of New Brunswick, to meet a railroad to be constructed from Point Levi, in Lower Canada, by Rivière du Loup and Metis, through the Province of New Brunswick, and from time to time as vacancies occur in such office of Commissioners, either by revocation, death, resignation, continued absence from this province, or otherwise, to supply the same by new appointments.

Powers and duties of Commissioners.

2. And be it enacted, that in the event of such arrangements being completed as aforesaid, and Commissioners being duly appointed as aforesaid, to superintend and manage the building thereof, it shall be lawful for the said Commissioners, by themselves or their agents, duly authorized for such purpose, to enter upon any part of the Crown lands situate in any part of this province, and by their said agents, contractors, servants, and workmen, and with horses, cattle, and carriages, to cut down, use, remove, and employ, all suitable materials of whatsoever nature, kind, or description the same may be required, or necessary for the building and construction of said railroad, and to make, cut, or erect any roads and bridges required for such entry, and the removal of said materials; but before making such entry, or conferring the requisite authority therefor, it shall be incumbent on the said Commissioners to prepare and frame a set of regulations therefor, in order to stay and prevent unnecessary waste and destruction, which said regulations shall not be operative and binding until the same be approved by the Governor in Council.

Regulations to be framed and approved of by Governor in Council.

3. And be it enacted, that it shall be lawful for the said Commissioners to enter upon any part of said Crown lands, either by themselves or agents by them duly authorized for such purpose, and by their engineers, contractors, servants, and workmen, and with horses, cattle, and carriages, to lay off and appropriate, wherever the same may be required, a sufficient breadth of way for the construction and uses of such railroad, and as soon as such line of railroad is laid down and ascertained, that it shall be lawful for the Governor, by and with the advice of the Executive Council, to vest in Her Majesty, her heirs and successors, the title of, in, and to all the Crown lands situate within ten miles on each side of the said line, in order that said Crown lands may be held, used, and enjoyed for the benefit of said railway, and to raise funds for the construction thereof.

4. And be it enacted, that it shall be lawful for the said Commissioners to enter into and upon any private lands, hereditaments, and tenements, situate in this province, through which such line of railway may penetrate, either by themselves, or any agents by them duly authorized for such purpose, and by their engineers, contractors, servants, and workmen, and with horses, cattle, and carriages, to lay off and appropriate, whenever the same may be required, a sufficient breadth of way for the construction and uses of such railway, and all such spaces as may be required for stations, depôts, warehouses, stables, buildings, and yards, required by the said Commissioners for the convenient working of said railroad; and in the event of the proprietors thereof, or any agents acting therefor, neglecting or refusing to make a conveyance and voluntary appropriation and surrender thereof, or any part thereof, for the uses of such railroad, or of accepting such compensation therefor as the said Commissioners or their agents, duly authorized and acting in such behalf may offer and provide, that then it shall be lawful for said Commissioners to proceed as the Commissioners of Highways are directed to proceed in such cases by the various Acts now in force in this province; and on the value of the lands required for such breadth of way being settled and ascertained as aforesaid, that then it shall be lawful for the Governor, by and with the advice of the Executive Council, to issue warrants upon the Treasury for payment thereof; and that the title of all such private lands so laid off and appropriated or valued and paid for as aforesaid, shall vest in Her Majesty, her heirs and successors, to be held, used, and enjoyed for the uses and purposes of such railroad.

5. Provided always, and be it enacted, that the said railroad shall not be open to the public as a highway, except under such rules and regulations as may be established by Her Majesty's Government in that behalf.

Government House, Halifax, April 4, 1849.

It is hereby certified, that the foregoing is a true copy of an Act passed in the last session of the Legislature.

Lieutenant-Governor.

Enclosure 2 in No. 1.

Encl. 2 in No. 1.

To the QUEEN'S MOST EXCELLENT MAJESTY.

The humble Address of the Legislative Council of Nova Scotia.

MAY IT PLEASE YOUR MAJESTY,

WE, your Majesty's faithful and loyal subjects, the Legislative Council of Nova Scotia, approach your Majesty with warm attachment to your Majesty's person and Government, to express our grateful feeling to your Majesty for having submitted the survey and plans of the contemplated railroad from Quebec to Halifax for the deliberate consideration of the Legislative Council.

The able report of your Majesty's engineers employed in this survey confirms the views entertained by the Legislative Council, that the accomplishment of this undertaking will develop the resources of your Majesty's noble possessions on this continent, create new elements of prosperity, promote internal improvement, and become a national and indissoluble bond of union with the parent State.

Impressed with these sentiments, the Legislature of this province has passed a law granting, free of expense, a right of way for the railroad, together with all public lands within ten miles of either side thereof, and charging upon the provincial and local revenues of Nova Scotia an annual contribution of 20,000*l.* sterling, towards the payment of the interest of the sum required to be expended upon the construction of the work, of which sum a fifth part has been voluntarily tendered by the citizens of Halifax, and the whole will be annually paid to such Commissioners as your Majesty may please to appoint, after the completion or satisfactory security for the completion of such railway, until the traffic thereon shall be sufficient to relieve the Provincial Government from further contribution.

Your Majesty's subjects in this part of your empire have made preparations to erect an electric telegraph across Nova Scotia, to unite with the lines already established from Metis to Quebec, and Saint John New Brunswick to Boston, and thus information will be transmitted in the most rapid manner to the interior of Canada and the United States; and the speedy construction of this projected railway will turn the passenger travelling in the same direction as the most speedy and safe route to the heart of America.

NOVA SCOTIA.

The projected railroad will furnish a safe military road through the centre of British America, open a boundless tract of fertile soil for colonization, facilitate the transport of your Majesty's mails and troops, and will create a new intercourse with Western America, through the Lakes and the Saint Lawrence to Halifax, a port surpassed by none on the continent of America.

May it please your Majesty to give to the subject of this Address your gracious consideration, and to extend your Royal favour to the construction of this national highway through your Majesty's splendid provinces, knitting them together by the strongest ties, and uniting them to the parent State by the bonds of loyalty, affection, and interest.

(Signed)

MICH. TOBIN, President.

Legislative Council Chamber, March 31, 1849.

Enclosure 3 in No. 1.

Encl. 3 in No. 1.

To the QUEEN'S MOST EXCELLENT MAJESTY.

The Honourable Address of the Representatives of the People of Nova Scotia in General Assembly convened.

MAY IT PLEASE YOUR MAJESTY,

WE, your Majesty's faithful and loyal subjects, the Commons of Nova Scotia, approach your Majesty with warm attachment to the Government and person of your Majesty, to express our grateful feeling to your Majesty for having submitted the survey and plans of the contemplated railroad from Halifax to Quebec for the deliberate consideration of this House.

The able report of your Majesty's engineers employed in this survey confirms the views entertained by your loyal subjects, the representatives of the people of Nova Scotia, that the accomplishment of this undertaking will develop the resources of your Majesty's noble possessions on this continent, create new elements of prosperity, promote internal improvement, and become a national and indissoluble bond of union with the parent State.

That this House have to assure your Majesty, that a very strong feeling in favour of the work prevails among the great body of the people; that in consequence of an official circular lately issued, meetings have been held in the various settlements situate along the line in this province, at which resolutions were passed, as embodied in petitions numerous and respectably signed, presented to this House, pledging the proprietors of the land through which the line would penetrate to give a breadth of way free of expense.

That, impressed with these sentiments, the Legislature of the province has passed a law granting, free of expense, a right of way for said railroad together with all public lands within ten miles of either side thereof, and charging upon the provincial and local revenues of Nova Scotia an annual contribution of 20,000*l.* sterling towards the payment of the interest of the sum required to be expended upon the construction of such work. A fifth part of this sum has been voluntarily tendered by the citizens of Halifax, and the whole will be paid annually to such Commissioners as your Majesty may please to appoint after the completion, or satisfactory security for the completion, of such railway, until the traffic thereon is sufficient to relieve the Provincial Government from further contribution.

Your Majesty's subjects in this part of your empire have made preparation to erect an electric telegraph across Nova Scotia, to unite with the lines already established from Metis to Quebec and Saint John New Brunswick, to Boston, and thus information will be transmitted in the most rapid manner to the interior of Canada and the United States, and the speedy construction of this projected railway will turn the passenger travelling in the same direction as the most speedy and safe route to the heart of America.

The projected railway will furnish a safe military road through the centre of British America, open a boundless tract of fertile soil for colonization, facilitate the transport of your Majesty's mails and troops, and will create a new intercourse from Western America and the Lakes, through the Saint Lawrence to Halifax, a port surpassed by none on this continent of America.

May it please your Majesty to give to the subject of this Address your gracious consideration, and to extend your royal favour to the construction of this national highway through your Majesty's splendid provinces, knitting them together by the strongest ties, and uniting them to the parent State by the bonds of loyalty, affection, and interest.

(Signed)

W. YOUNG, Speaker.

House of Assembly, March 30, 1849.

(No. 168.)

No. 2.

No. 2.

Copy of a DESPATCH from Lieut.-Governor Sir JOHN HARVEY to Earl GREY,  
Government House, Halifax, May 2, 1850.

(Received May 14, 1850.)

(Answered June 19, 1850, No. 224, page 36.)

MY LORD,

I HAVE the honour to inclose for your Lordship's consideration a resolution adopted by the Legislative Council of this province on the subject of the projected railroad from Halifax to Quebec.

The people of this province are very anxious that some great public work should be immediately commenced; and I beg to draw your Lordship's attention to the law passed on the 31st March\*, 1849, enacting that it should be lawful for Her Majesty to cause five Commissioners to be appointed for establishing and constructing such railroad from Halifax to the Boundary line of New Brunswick to meet a railroad from Lower Canada through the Province of New Brunswick, and also giving power to the Governor, by and with the advice of the Executive Council to vest in Her Majesty ten miles of the Crown land on each side of the line for the benefit of the railroad, and to raise funds for the construction thereof. And lastly, that the railroad should be under such rules and regulations as shall be established by Her Majesty's Government.

\* Page 26.

A pledge has likewise been given for the sum of 20,000*l.* sterling to pay the interest on the capital to be expended for the accomplishment of this work.

The opinion is very strongly entertained here, my Lord, that the construction of this railroad would be one of the most effectual means of defending these possessions of Her Majesty, and would assist in preserving the connexion with each other and the mother-country, and would develop the resources, invigorate trade and commerce, and promote the permanent prosperity and happiness of Her Majesty's subjects in these portions of the realm.

I have, &amp;c.

(Signed)

J. HARVEY.

The Right Hon. Earl Grey,  
&c. &c. &c.

Enclosure 1 in No. 2.

Encl. 1 in No. 2.

TO his Excellency Lieutenant-General Sir John Harvey, Knight Commander of the Most Honourable Military Order of the Bath, Knight Commander of the Royal Hanoverian Guelphic Order, Lieutenant-Governor and Commander-in-chief in and over Her Majesty's Province of Nova Scotia and its Dependencies, &c., &c.

The Address of the Legislative Council.

May it please your Excellency.

The Legislative Council of Nova Scotia have had under their consideration the subject of the proposed railroad between Quebec and Halifax, and have passed the accompanying resolution to which they pray your Excellency's favourable attention.

Legislative Council Chamber, March 27, 1850.

(Signed)

MICHL. TOBIN, President.

Enclosure 2 in No. 2.

Encl. 2 in No. 2.

Legislative Council Chamber, March 26, 1850.

RESOLVED, That an Address be presented to his Excellency the Lieutenant-Governor, requesting him to call the attention of Her Majesty's Government to the subject of the proposed railroad from Halifax to Quebec, and to urge the great importance of that undertaking to the welfare and prosperity of the province, and to use all the constitutional means in his power to expedite its commencement.

(Signed)

JOHN C. HALLIBURTON, C. L. C.

COPY of a DESPATCH from Lieutenant-Governor Sir J. HARVEY to Earl GREY.

Government House, Halifax, August 29, 1850.

(Received September 10, 1850.)

(Answered September 21, 1850, No. 232, page 37.)

MY LORD,

YOUR Lordship is aware, from the correspondence which has passed between the North American Governments and the Colonial Office, that for some time past a deep interest has been felt by the people of these provinces in the promotion of railways.

2. So long as hopes were entertained that Her Majesty's Government would aid in the construction of the line between Halifax and Quebec, public attention was concentrated upon that. As the prospects of its accomplishment became less definite and assured, other projects, either local or inter-colonial, were discussed, and resolutions or laws having relation to these were passed during the recent sessions of most of the Colonial Legislatures.

3. The construction of the electric telegraph, which now not only connects Halifax with the chief towns of New Brunswick and the State of Maine, but forms the most important link in the chain of communication between the Old World and the New; and the success which has attended that appropriation of the public funds, have attracted public attention to the practicability and importance of placing a railroad beside the telegraph.

4. This would give to Nova Scotia and New Brunswick a noble highway through their territory, connect them by railway with all the principal cities of this continent, and secure to the port selected for the eastern terminus, commercial advantages with which no sea-port within the Republic could ever successfully compete.

5. While these views were pressing upon the minds of the leading men in the provinces, the subject was taken up in the State of Maine, and a Convention, to which the colonists were invited, was called, to meet at Portland on the 31st of July.

6. The proceedings of that Convention I have now the honour to inclose, together with the reports made by the delegates who attended from Nova Scotia, to the communities or committees by which they were severally appointed.

7. On the return of those delegates, the public mind in Nova Scotia became very highly excited, particularly in Halifax and in those counties through which the road would pass.

8. Under those circumstances, my Government were required to deal with the question thus raised, and to decide whether they would stand aloof from this movement, and allow a great highway, which in peace would be a thoroughfare of nations, and in war might be of vast importance, to be constructed and controlled by foreign capitalists, or should at once grasp the enterprise, and by the aid of the public funds and credit, discharge towards the country the highest and most legitimate functions of a vigorous Executive.

9. The latter determination was arrived at, and the opportunity was afforded to declare their policy at a public meeting held in the metropolis on the 24th, the proceedings of which will be found reported in the papers transmitted by this mail.

10. This movement, which meets my entire approbation, has been received with great satisfaction by all parties. The address of the City Council, with my answer No. 3, I have the honour to inclose.

11. The details of this measure have yet to be adjusted, and it may be necessary to send to England some members of my Government to communicate more at large with your Lordship in reference to them.

12. In the meantime I should be glad to be informed whether, upon such pledges as have been regarded as satisfactory in other colonies, being given, Her Majesty's Government would be disposed to aid Nova Scotia, with its guarantee of such funds as she may find it necessary to borrow in England, in order to construct this road. These would not exceed 800,000*l.* sterling, and would probably be secured not only on the general revenues of the province, but upon the road itself.

The several Reports here referred to are contained in the Provincial Papers of the 17th, 19th, 24th, and 28th April, 1850.

13. Such a guarantee would enable the province to enter the market upon **NOVA SCOTIA** the best terms, and effect a large saving in the accomplishment of the work.

14. The revenue of Nova Scotia is about 80,000*l.* sterling; her debt but 87,892*l.* sterling; of which 47,892*l.* sterling is represented by province paper, on which no interest is paid. The permanent and indispensable charges are about 40,000*l.* sterling; leaving 40,000*l.* of surplus revenue, available for public improvements. The revenue has increased 4,400*l.* within the present year. The increase on the whole year will probably be 10,000*l.*

15. If, therefore, as I anticipate, the Legislature sustains the policy of the Government, they will have the means at their disposal to pay the interest promptly on any loan they may require to effect.

16. I shall be very much gratified by an early communication of the decision of Her Majesty's Government on this point, and of the terms and nature of the securities required.

I have, &c.

(Signed) J. HARVEY.

The Right Hon. Earl Grey,  
&c. &c. &c.

Enclosure in No. 3.

Enclosure in No. 3.

TO his Excellency Lieutenant-General Sir John Harvey, Knight Commander of the Most Honourable Military Order of the Bath, Knight Commander of the Royal Hanoverian Guelphic Order, Lieutenant-Governor and Commander-in-chief in and over Her Majesty's Province of Nova Scotia, &c., &c., &c.

THE mayor and aldermen of the city of Halifax respectfully request to bring to the notice of your Excellency the accompanying resolution, which was passed unanimously at a very large and influential meeting of the citizens of Halifax, held on Saturday last in this city, to consider the subject of the proposed European and North American Railway. They would respectfully urge upon your Excellency the importance of the subject, as one more worthy than any other, in the present aspect of affairs in Nova Scotia, to engage the attention and enlist the sympathies and exertions of the Government. The completion of the great work contemplated by the resolution, will not only elevate this province to the most conspicuous and important position on the Western Continent, by rendering it the direct channel of communication between our parent country and the United States on the most enlarged and magnificent scale; but the rich though now unproductive resources of our province, both mineral and agricultural, will become developed and made available to the public good, its commercial interests rapidly advanced, and its revenues materially aided and increased. They therefore cordially concur with the sentiments contained in the inclosed resolution, and doubting not that your Excellency takes a deep interest in every project which has a tendency to advance the interests of this province, they respectfully pray that your Excellency would recommend to the Provincial Parliament to undertake the construction of that portion of this important work which is to pass through Nova Scotia, on a line between Halifax and the frontier of New Brunswick.

And the mayor and city council would earnestly press upon your Excellency the propriety of calling together the Legislature at as early a period as practicable, in order that their sentiments may be ascertained on this important subject.

"Resolved, That as it is the first duty of a Government to construct and to controul the great highways of a country, a respectful address be prepared and presented to the Lieutenant-Governor, praying that his Excellency would recommend to the Provincial Parliament to undertake the construction of that portion of this important work which is to pass through Nova Scotia, on a line between Halifax and the frontier of New Brunswick."

To which his Excellency made the following reply:

MR. MAYOR AND GENTLEMEN—

You, and the highly respectable meeting by which you have been deputed to address me, do not do me more than justice in believing that I feel most deeply interested in whatever relates to the prosperity of the ancient and loyal colony which our gracious Sovereign has committed to my charge, and that I regard it as my first duty to do all that depends upon me to promote it.

The resolution which you have just presented, embodies what appear to me to be enlightened and sound views, suited to the age in which we live. The cost of constructing railroads is light compared with the cost of doing without them. Nova Scotia owes it to her own character to adopt, as speedily as she may, improved facilities for the transportation of her people with the products of their industry. She owes it to the civilized world to make her portion of "The European and North American Railroad," which must become the shortest highway between the great families of the Anglo-Saxon race.

Be assured that my Government will approach this great question without delay, and

NOVA SCOTIA. with an earnestness commensurate with its deep importance; and that it will afford me very sincere gratification to identify myself with this work, and to become, in any way personally instrumental in realizing the hopes entertained by the citizens of Halifax.

(Signed) J. HARVEY.

Government House, Halifax, August 28, 1850.

No. 4.

(No. 204.)

No. 4.

COPY of a DESPATCH from Lieutenant-Governor Sir J. HARVEY to Earl GREY.

Government House, Halifax, October 25, 1850.

(Received November 13, 1850.)

(Answered March 14, 1851, No. 260, page 37.)

MY LORD,

THE members of my Government, upon a full consideration of the contents of your Lordship's communication of the 21st ultimo, having deemed it to consist with what they owe to public feeling (which has been very unequivocally expressed throughout the province), as well as to their own views of the great interests involved, to seek to present those views to Her Majesty's Government, in as plain and forcible a manner as may be consistent with the deep respect with which all decisions by your Lordship have been and will at all times be received by them; they have accordingly resolved on delegating one of their body to proceed to England, in the hope that your Lordship will admit their delegate to an audience, and will afford him every facility in bringing the views which he is charged to advocate, under the consideration of Her Majesty's Government, which to your Lordship may seem fit.

Permit me, therefore, to present to your Lordship the Honourable Joseph Howe,\* a member of my Council, and a gentleman well qualified, in my judgment, to afford to your Lordship and to Her Majesty's Government the fullest information and the most correct views of the state of public feeling in Nova Scotia.

The deep importance attached throughout the province to the subject of Mr. Howe's mission, will, I doubt not, plead my excuse from any deviation from existing regulations which may attend this mode of communication with your Lordship; and I do not doubt that on this, as on some other points, Mr. Howe's local information, experience, and sound judgment, will be found useful and acceptable.

It is Mr. Howe's present intention (should circumstances not induce him to alter it) to return to Nova Scotia before the meeting of the Legislature, in the hope of enabling me to convey to that body, at their meeting, some definite information as to the prospect of being able to obtain the necessary funds from London capitalists, either with or without the aid of Her Majesty's Government. As the latter alternative, however, would involve the difference of from 16,000*l.* to 20,000*l.* a-year, in the amount of interest to be paid by the colony, I feel satisfied that your Lordship will be disposed to promote any well-considered measure by which so large a saving may be effected, without risk to the Imperial Government.

The Right Hon. Earl Grey,  
&c. &c. &c.

I have, &c.  
(Signed) J. HARVEY.

No. 5.

(No. 5.)

No. 5.

COPY of a DESPATCH from Lieutenant-Governor Sir J. HARVEY to Earl GREY.

Government House, Halifax, February 13, 1851.

(Received March 10, 1851.)

(Answered March 14, 1851, No. 261, page 38.)

MY LORD,

I HAVE the honour to transmit the inclosed memorials in relation to the construction of a railroad through this province, which I have been requested to forward on behalf of certain inhabitants of the county of Cumberland.

The Right Hon. Earl Grey,  
&c. &c. &c.

I have, &c.  
(Signed) J. HARVEY.

\* At page 39 to 65 of this paper will be found the subsequent correspondence with Mr. Howe.



Enclosure 1 in No. 5.

NOVA SCOTIA.

TO HER MOST EXCELLENT MAJESTY THE QUEEN.

Encl. 1 in No. 5.

MAY IT PLEASE YOUR MAJESTY,

WE, your Majesty's faithful and loyal subjects, the Magistrates, Freeholders, and Inhabitants of the county of Cumberland, in the Province of Nova Scotia, most respectfully crave leave to lay before your Majesty our united and earnest representations on a subject of the most vital importance, not only to our own welfare, but to the union and consolidation of your Majesty's North American Colonies.

The importance, in the present day, of a communication by railroad through the Provinces of Nova Scotia, New Brunswick, and Canada, having regard to their geographical position, will be apparent, whether it may be considered in a military, commercial, or political point of view; and it will be scarcely less desirable to open a similar communication with the various railways now in operation in the United States; the effect of which must inevitably be to concentrate, by means of steam navigation in your Majesty's dominions, both in Europe and America, the greater part of the passenger traffic as well as a large portion of the general trade between the two hemispheres.

The Province of Nova Scotia, forming as it were a great wharf, projecting into the Atlantic, seems to have been designed by nature for the American emporium of a vast system of steam transit, inasmuch as it presents the nearest and most convenient points for the arrival and departure of the steam-ships employed in crossing the Atlantic; and the portion of the railway through that province will afford the peculiar feature of being alike available for two lines of extensive inter-communication, one commercially the most valuable to the colonies and the mother-country, as connecting both with the United States; the other even more important, as binding together a vast extent of your Majesty's dominions, rendering them more defensible in times of war, and more accessible at all times.

We do not presume to point out to your Majesty the incalculable advantages that would arise from opening up such immense fields for the location, within British rule, of such of your Majesty's subjects as may be unable to find employment at home; we venture only to glance at the probable extension of the railway to the almost interminable expanse of your Majesty's territories to the westward; and we abstain from urging any claims we might possess from the injurious efforts on our trade of certain recent alterations in the commercial policy of Great Britain, because we feel it to be our duty to submit patiently to such inflictions of this nature as may conduce to the general good of the empire; but we take leave to remind your Majesty that these hardships are capable of most material alleviation, and that such alleviation cannot be afforded in a more acceptable shape than in that of aid from the Imperial Government to a work so eminently beneficial, in whatever light it may be viewed, as a railway from Halifax to the boundary of the province.

And in conclusion, we beg to assure your Majesty of our unvarying attachment to your Majesty's person, and of our decided preference for British rule, so long as we shall be deemed a desirable dependency on the British Crown; and we indulge the hope that your Majesty will not reject the allegiance of two millions of faithful subjects, who desire to be some of the surest safeguards of your throne, or the sovereignty of a territory exceeding the largest kingdoms of Europe in extent, and containing as well the most valuable immediate resources as the means hereafter of employing the surplus population of the United Kingdom.

We therefore humbly pray that your Majesty will be pleased to extend your Royal patronage and support to the construction of a railway from Halifax to the boundary of the province; and that you will be pleased to cause a sufficient hearing to be given to a delegate from this province, either before your Majesty in Council, or before the two Houses of the Imperial Parliament; or in such way as to your Majesty shall seem fit, for the obtaining such aid by way of guarantee or otherwise, and for securing the construction of the aforesaid railway, and the speedy completion of the same.

And your petitioners will ever pray, &c.

(Fifty-three Signatures.)

Enclosure 2 in No. 5.

Encl. 2 in No. 5.

To the Right Honourable the Lord John Russell, Her Majesty's First Lord of the Treasury, and to the Right Honourable the Lord Grey, Her Majesty's Principal Secretary of State for the affairs of the Colonies.

The Memorial of the undersigned Magistrates, Freeholders, and Inhabitants of the District of Fort Lawrence, the Head of Amherst, and the Districts of Goose River and Shinimeas, in the County of Cumberland, in the Province of Nova Scotia.

Most respectfully states,

THAT your memorialists have long looked with the deepest interest for the construction of a railway from Halifax to Quebec, which, connecting the whole of British America, will give the greatest facilities to the inter-colonial trade, unite the interests of the several

**NOVA SCOTIA.** provinces, give a vast impetus to the energies, and develop the resources of the extensive districts through which it would run, and expedite the communication between the mother country and some of its most extensive and valuable possessions.

That your memorialists are persuaded that such a measure would be equally beneficial to Great Britain, by opening new fields for emigration, extending and improving her commerce, and enabling her to diminish her military establishments on this continent.

That notwithstanding these obvious advantages, and the earnest exertions of your memorialists in favour of this measure, no steps beyond the preliminary survey have yet been taken to effect so desirable an object. But that it has recently been proposed to carry a line of railway from Shediac, in New Brunswick, being on the line of the before-mentioned railroad, to the city of Bangor, in the State of Maine, thereby opening a communication between Halifax and the vast extent of railways now pervading the whole of the United States.

That this communication would in the opinion of your memorialists, be the medium of by far the greater portion of the passenger traffic between North America and Europe, and thus, by means of steam navigation, render Halifax in this province and whatever port may be selected for the arrival and departure of the Atlantic steam-ships in Great Britain, the two great emporia of the trade between the eastern and western hemispheres.

That the geographical position of Nova Scotia renders the line of railway through that province the first portion of both the great lines before adverted to, and that, therefore, such line of railway cannot fail to obtain a large traffic, and consequently a remunerating income.

That the depression under which the province has so long laboured, renders it incompetent to attempt so great a work without the assistance of the mother-country, inasmuch as its resources are unknown and unappreciated, and its credit not sufficient to enable it to procure the requisite funds.

That if, as your memorialists believe, the British Government has been withheld from affording such aid in the shape a guarantee of interest on the capital, by a fear of adding to the existing burthens on the Imperial Treasury, your memorialists refer your Lordships to the statistical documents printed by order of the Legislature of Maine, relative to the proposed road to that State, to the increase of income which the extension of the railway northward and its ultimate completion to Quebec would contribute, and to the revenue of the province, the account of which will doubtless be laid before your Lordships by the honourable the Provincial Secretary, whose accurate acquaintance with its resources will afford him the means of amply satisfying your Lordships on these points.

That if your Lordships should still apprehend any material loss to the Imperial Treasury from giving such guarantee, your memorialists on behalf of themselves and their fellow-countrymen, would gladly submit to a county assessment or rate to make good any deficiency that may exist in the payment of interest—a deficiency which your memorialists are satisfied would not be of long duration.

Your memorialists, therefore, most earnestly but respectfully urge on your Lordships the reconsideration of the question of granting such guarantee as may enable the Province of Nova Scotia to raise the capital necessary to construct a railway from Halifax to the boundary of the province, or of affording such other aid and encouragement to the said undertaking as to your Lordship shall seem fit.

(Thirty-nine Signatures.)

Enclosure 3 in No. 5.

Encl. 3 in No. 5. [Consisting of the same Memorial as the foregoing, with fifty-five additional Signatures.]

No. 6.

(No. 11.)

No. 6.

**COPY of a DESPATCH from Lieutenant-Governor Sir J. HARVEY to Earl GREY.**

Government House, Halifax, March 13, 1851.

(Received March 24, 1851.)

**MY LORD,**

I HAVE been requested to forward to your Lordship the inclosed address to the Queen from "the magistrates, freeholders, and inhabitants of the County of Cumberland" in this colony, in relation to the construction of a railway from Halifax to the boundary of the province.

The Right Hon. Earl Grey,  
&c. &c. &c.

I have, &c.  
(Signed) J. HARVEY.

Enclosure 1 in No. 6.

TO HER MOST EXCELLENT MAJESTY THE QUEEN.

Encl. 1 in No. 6.

MAY IT PLEASE YOUR MAJESTY,

WE, your Majesty's faithful and loyal subjects, the Magistrates, Freeholders, and Inhabitants of the County of Cumberland, in the Province of Nova Scotia, most respectfully crave leave to lay before your Majesty our united and earnest representations on a subject of the most vital importance, not only to our own welfare, but to the union and consolidation of your Majesty's North American colonies.

The importance, in the present day, of a communication by railway through the Provinces of Nova Scotia, New Brunswick, and Canada, having regard to their geographical position, will be apparent, whether it may be considered in a military, commercial, or political point of view; and it will be scarcely less desirable to open a similar communication with the various railroads now in operation in the United States, the effect of which must inevitably be to concentrate, by means of steam navigation in your Majesty's dominions, both in Europe and America, the greater part of the passenger traffic, as well as a large portion of the general trade, between the two hemispheres.

The Province of Nova Scotia, forming as it were a great wharf projecting into the Atlantic, seems to have been designed by nature for the American emporium of a vast system of steam transit, inasmuch as it presents the nearest and most convenient points for the arrival and departure of the steam-ships employed in crossing the Atlantic; and the portion of the railway through that province affords the peculiar feature of being alike available for two lines of extensive inter-communication; one commercially the most valuable to the colonies and the mother-country, as connecting both with the United States; the other, even more important, as binding together a vast extent of your Majesty's dominions, rendering them more defensible during war, and more accessible at all times.

We do not presume to point out to your Majesty the incalculable advantages that would arise from opening up such immense fields for the location within British rule of those among your Majesty's subjects who may be unable to find employment at home; we venture only to glance at the probable extension of the railway to the almost interminable expanse of your Majesty's territories to the westward; and we abstain from urging any claims we might possess from the injurious effects on our trade of certain recent alterations in the commercial policy of Great Britain, because we feel it to be our duty to submit patiently to such inflictions of this nature as may conduce to the general good of the empire; but we take leave to remind your Majesty that these hardships are capable of most material alleviation, and that such alleviation cannot be afforded in a more acceptable shape than in some aid from the Imperial Government to a work so eminently beneficial, in whatever light it may be viewed, as a railway from Halifax to the boundary of the province.

And in conclusion, we beg to assure your Majesty of our unvarying attachment to your Majesty's person, and of our decided preference for British rule, so long as we shall be deemed a desirable dependency on the British Crown; and we indulge the hope that your Majesty will not reject the allegiance of two millions of faithful subjects, who desire to be some of the surest safeguards of your throne, or the sovereignty of a territory exceeding the largest kingdoms of Europe in extent, and containing as well the most valuable immediate resources, as the means hereafter of employing the surplus population of the United Kingdom.

We therefore humbly pray that your Majesty will be pleased to extend your Royal patronage and support to the construction of a railway from Halifax to the boundary of the province; and that you will be pleased to cause a sufficient hearing to be given to a delegate from this province, as well before your Majesty in Council, or before the two Houses of the Imperial Parliament, or in such other way as to your Majesty shall seem fit, for obtaining such aid as aforesaid by way of guarantee or otherwise, and for securing the construction and speedy completion of the same.

And your petitioners will ever pray, &c.

(Twenty-eight Signatures.)

**Despatches from the Right Hon. Earl Grey, Secretary  
of State.**

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No. 1.

(No. 174.)

No. 1.

COPY of a DESPATCH from Earl GREY to Lieutenant-Governor Sir J. HARVEY.

SIR,

Downing Street, June 1, 1849.

\* Page 26.

I HAVE to acknowledge the receipt of your despatch No. 101\*, of the 6th of April last, transmitting an Act passed by the Provincial Legislature to enable the Commissioners for erecting and building the trunk line of railway from Halifax to Quebec to construct the same within the limits of the province, accompanied by addresses from the Legislative Council and Assembly.

You will acquaint the members of the two branches of the Legislature, that I have laid these addresses before the Queen, and that Her Majesty was pleased to receive them very graciously.

You will further state to them, that while Her Majesty's Government are most anxious to promote the proposed undertaking, they are not yet prepared to submit to Parliament any measure for that purpose; and without in any degree abandoning the hope that means may ultimately be found of executing so important a national work, they cannot disguise from themselves that the difficulties to be overcome are very great.

The Order of Her Majesty in Council, leaving the Act to its operation, will be forwarded to you by an early opportunity.

Sir John Harvey,  
&c. &c. &c.

I am, &c.  
(Signed) GREY.

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No. 2.

(No. 180.)

No. 2.

COPY of a DESPATCH from Earl GREY to Lieutenant-Governor Sir J. HARVEY.

SIR,

Downing Street, July 6, 1849.

AN Act passed by the Legislature of Nova Scotia in the month of March last, and intituled "No. 2879, An Act to enable the Commissioners for erecting and building the Trunk Line of Railway from Halifax to Quebec to construct the same within the limits of this Province," having been referred by the Queen in Council to the Lords of the Committee of Privy Council for Trade and Foreign Plantations, that Committee have reported to Her Majesty in Council their opinion that the said Act should be left to its operation.

I have the honour to transmit herewith an Order of Her Majesty in Council, dated 29th June, approving that report.

Sir John Harvey,  
&c. &c. &c.

I am, &c.  
(Signed) GREY.

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No. 3.

(No. 224.)

No. 3.

COPY of a DESPATCH from Earl GREY to Lieutenant-Governor Sir J. HARVEY.

SIR,

Downing Street, June 19, 1850.

\* Page 29.

I HAVE to acknowledge your despatch No. 168\*, of the 2nd ultimo, inclosing a resolution of the Legislative Council, that an address be presented to yourself requesting you again to call the attention of Her Majesty's Government to the subject of the proposed railway from Halifax to Quebec.

2. Her Majesty's Government have not failed to give their best attention to a subject in which so deep an interest is taken by the inhabitants of Nova Scotia. But I am bound to state that they are not prepared to submit to Parliament any measure for raising the funds necessary for its construction, considering the great amount and pressure of the exigencies which continue to weigh on the Imperial Treasury.

Sir John Harvey,  
&c. &c. &c.

I am, &c.  
(Signed) GREY.

(No. 232.)

No. 4.

No. 4.

COPY of a DESPATCH from Earl GREY to Lieutenant-Governor Sir J. HARVEY.

SIR,

Downing Street, September 21, 1850.

IN acknowledging your despatch No. 190\*, of the 29th ultimo, on the subject of the projected line of railway from Halifax to Portland in Maine, I have to express my entire approbation of the degree of support and encouragement given by yourself and the Provincial Administration to this important undertaking.

\* Page 30.

2. I regard the work as one calculated to be of the highest service to Nova Scotia and New Brunswick; and instead of considering it as likely to endanger by competition the still more important scheme which has been proposed for connecting Halifax with Quebec, I believe that it is likely to prepare the way for the execution of the latter, and that it will contribute to the same end, namely, that of rendering Halifax the great port of communication between the two continents of Europe and America.

3. But while I am most anxious to promote the success of this enterprise, I regret that the same reasons which have hitherto prevented Her Majesty's Government from recommending to Parliament any measure for affording pecuniary assistance towards the construction of the Quebec Railway, will probably stand equally in the way of their advising the guarantee of a loan for the scheme now in contemplation.

Sir John Harvey,  
&c. &c. &c.

I am, &c.  
(Signed) GREY.

(No. 260.)

No. 5.

No. 5.

COPY of a DESPATCH from Earl GREY to Lieutenant-Governor Sir J. HARVEY.

SIR,

Downing Street, March 14, 1851.

I HAVE received your despatch No. 204\*, of the 25th October last, informing me that the Members of your Executive Council had deputed one of their own body to repair to this country for the purpose of representing to Her Majesty's Government the views generally entertained in Nova Scotia on the subject of the projected Halifax and Quebec Railway, and I have now the honour to transmit to you the accompanying copy of a despatch which I have addressed this day to the Governor-General of British North America, in the inclosures to which you will find a letter† which has been written by my direction to Mr. Howe, containing a full explanation of the views of Her Majesty's Government as to the mode by which it is hoped the funds necessary for the proposed undertaking may be raised.

\* Page 32.

March 14, 1851.  
No. 569, page 21.

† Page 63.

Referring you to that despatch for general information, I have only to add, that it will be proper that you should at once place yourself in communication with the Governor-General upon this very important subject.

Sir John Harvey,  
&c. &c. &c.

I am, &c.  
(Signed) GREY.

NOVA SCOTIA.

No. 6.

(No. 261.)

No. 6.

COPY of a DESPATCH from Earl GREY to Lieutenant-Governor Sir J. HARVEY.

SIR,

Downing Street, March 14, 1851.

\* Page 34.

I HAVE to acknowledge the receipt of your despatch of the 13th\* ultimo, and of the memorials therein inclosed, relative to the construction of a railway through the Province of Nova Scotia, and to refer you in reply to my despatch of this day's date, on the subject of the projected railway between Halifax and Quebec.

Sir John Harvey,  
&c. &c. &c.

I am, &c.  
(Signed) GREY.

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## NOVA SCOTIA.

## Correspondence with Mr. Howe.

No. 1.

No. 1.

COPY of a LETTER from Mr. HOWE to Earl GREY.

MY LORD,

5, Sloane Street, November 25, 1850.

HAVING, at the interview with which I was honoured on the 18th instant, received your Lordship's instructions to place before you, in official form, the arguments on which, as Representative from the Province of Nova Scotia, I base my application for the guarantee of the Imperial Government, in aid of the public works projected by the Government of that colony, I beg leave, with all respect, to call your Lordship's attention to the following statement and observations.

Regarding the period as rapidly approaching, if it has not actually arrived, when railroads must be laid down through her most advanced and prosperous counties, east and west, Nova Scotia is called to decide, with the experience of the world before her, upon the measures to be adopted to secure for her people, at the least expense, with the slightest risk, and in the shortest time, these great modern improvements. Her people have been accustomed to free roads; no toll-bars exist in the province. Her roads, made at the public expense, belong to the country, and are emphatically the Queen's highways. In the few instances where she has deviated from this policy, in respect to bridges or ferries, the cost and the inconveniences of monopoly have tested its value.

Railways are highroads of an improved construction. They are as essential to our advancement and prosperity now, as common roads were in the olden time. The service which the Government has performed for a hundred years in respect to the common roads, which probably measure 8,500 miles, we believe it to be capable of performing in regard to railways. The Administration is content to assume the responsibility, and the people, including an immense majority of all political parties, are willing and anxious that they should.

If our Government had means sufficient to build railroads, and carry the people free, we believe that this would be sound policy. If tolls must be charged, we know that these will be more moderate and fair, if Government regulate them by the cost of construction and management, than if monopolies are created, and speculators regulate the tolls only with reference to the dividends. If there be risk or loss, we are content to bear it. If the traffic of the country yields a profit, we would apply the surplus revenue to the opening of new lines, or to the reduction of the cost of transportation.

Were a railroad to be constructed in Nova Scotia, for the accommodation of internal traffic alone, we should perhaps decide to lay a line through our western counties first, these being the most populous and improved.

An inter-colonial railroad, in which the adjoining colonies feel an interest, offers more general advantages than a mere local line. Hence the interest felt in the Quebec Railroad, which would have drawn to Halifax much trade from the St. Lawrence, and opened up to colonization large tracts of wilderness lands, both in Canada and New Brunswick. This line, requiring 5,000,000*l.* sterling to complete it, the united resources of the three provinces are inadequate to the work, without very liberal aid from the British Government; that aid having been refused, the project has been for the present reluctantly abandoned.

A railroad to Portland offers many advantages which one to Quebec does not. It will cost only about half as much. It must run, nearly all the way, through a comparatively improved country. It would connect Halifax with St. John (and by the river, with Fredericton) and the larger towns of New Brunswick; giving to all these, with the villages and agricultural settlements lying between them, most desirable facilities for internal traffic.

The Portland Railroad would secure to Nova Scotia the advantages which nature designed her to enjoy: connecting her with all the lines running through

**NOVA SCOTIA.** the American Continent, and making Halifax a common terminus for them all. No American steamer, which did not touch at Halifax, could thenceforward compete, in priority of intelligence, and the rapid transit of passengers, with those which did.

From New York to Liverpool, the shortest sea-line measures 3,100 miles, that usually traversed is 3,300.

From Halifax to Galway is	Miles.
Dublin to Holyhead	2,130
	63
	<hr/>
	2,193
Holyhead to London	263
Dublin to the South-West Coast of Ireland	120
Halifax to St. John's	266
St. John's to Waterville.	200
Waterville to New York	410
	<hr/>
	1,259
	<hr/>
	3,452

making the whole land and sea distance 152 miles more than the present sea passage. But the sea voyage, by the one route, would be 1107 miles shorter than by the other.

To run these 1107 miles by steamboat, at 12 miles an hour, would require 92 hours; to run them by rail, at 30 miles an hour, would require but 36 hours. This route would therefore save, in the communication between Europe and America, 56 hours to every individual, in all time to come, who passed between the two continents; the sea-risks to life and property being diminished by one-third of the whole.

The States lying east of New York will be benefited in a ratio corresponding with their relative distances from that city. A merchant travelling from London to Portland, not only wastes 56 hours in going to New York, but must turn back and travel 400 miles on the route to Halifax besides, which will require 13 hours more.

It is clear then, that when the line across Ireland is completed, and that from Halifax to Waterville (from thence the lines are continuous all over the United States), this route may defy competition. No business man will travel by a route which leaves him 56 or 69 hours behind time, which gives to others dealing in the same articles, and entering the same markets with the same information, such very decided advantages.

No person travelling for pleasure will waste 56 hours, at some peril, on the ocean, where there is nothing to see, who can, in perfect security, run over the same distance by land, with cultivated country and a succession of towns and villages to relieve the eye.

The Americans assembled at the Portland Convention pledged themselves to make this line through the territory of Maine. Capitalists and contractors in that country profess their readiness to complete the whole through the British provinces, provided acts of incorporation are given to them with liberal grants of land and money in addition.

For various reasons, the Government of Nova Scotia are reluctant to permit this to be done.

They are unwilling to surrender that which must become for ever the great highway between the capital of Nova Scotia and her eastern counties, to the management and control of foreign capitalists.

They believe it to be, my Lord, equally sound provincial and sound national policy, that that portion of what must become a great highway of nations, which lies within the territories of Nova Scotia and New Brunswick, should be kept under British control; and they believe that the security and defence of the maritime provinces are involved in adherence to that policy.

They believe that the honour of the Crown is concerned in this question, to an extent which calls upon them to pledge the entire credit and resources of the province, that it may not be tarnished. Having done this, they believe that the Imperial Government ought to take at least sufficient interest in the question to enable them to enter the English money-market on the best terms, and effect a large saving in the expenditure required.



Money is worth, in the United States and in the British provinces, 6 per cent. Suppose this railroad to be constructed by American or provincial capitalists, it is evident that our portion of it, which will cost 800,000*l.* sterling, must pay 48,000*l.* sterling, or 60,000*l.* currency, over and above its working expenses.

With the Imperial guarantee, we can obtain the funds required at 3½ per cent., reducing the annual interest to 28,000*l.* sterling, or 35,000*l.* currency.

The Government of Nova Scotia believe, that if British capital, so much of which flows into foreign States, where it is always insecure, and in times of trial is found to have invariably strengthened our enemies, can be safely invested in the Queen's dominions, the Imperial Government should take an interest in its legitimate employment; and they are quite prepared to invest an equal sum to that now required in building a line through the western counties of Nova Scotia, whenever the eastern pays its working expenses and interest on the sum expended.

They believe that, even if the province could raise this amount of capital, to withdraw so large a sum from the ordinary channels of circulation, where it is beneficially employed, and earning interest and profits, would cramp the trade of the country, and produce, on a small scale, embarrassments similar in their nature to those experienced in the parent State.

They believe that a low rate of interest would lead to the establishment of a low rate of fares, of which every Englishman passing over the line would feel the advantage.

They are prepared to carry the British and American mails at reasonable rates, and to authorize the British Government to pay the amounts contracted for, to the credit of the interest on the loan.

They believe that Her Majesty's Government legitimately employed their influence in securing, by the Nicaragua Treaty, a passage for British subjects and commerce to the East. They believe that to control the great highway to the West, and to secure to a British province the advantages of oceanic steam navigation, would be an equally legitimate object.

They believe that if Her Majesty's Government takes the lead in these noble North American enterprises, they will make the Queen's name a tower of strength on that continent.

They apprehend that if the colonists are driven to seek sympathy and assistance from the United States, in aid of their public works, to become large debtors to their capitalists, at extravagant interest, to employ their citizens habitually in the bosom of their country, a revulsion of feeling, dangerous to British interests, will be created, which statesmen should foresee and avoid.

Whether, my Lord, it was prudent in the Provincial Government to ask for the Imperial guarantee, I would respectfully suggest that it is now too late to consider. The refusal will wound the pride of every Nova Scotian, and strengthen the belief that England is indifferent to the industrial development of the maritime provinces: that she has no policy, by backing which their inhabitants can be elevated to fair competition with their Republican neighbours; and that when they ask her countenance and co-operation in measures which are as essential to the national dignity and security, as they would be productive of internal improvement, the reply, though courteous, shuts out hope.

An impression prevails in the Lower Provinces, that either from the immediate presence in Canada of noblemen generally standing high in the confidence of the Ministry at home, or from the sensitive irritability with which all parties resort to open violence in that province, more weight is given to representations affecting her interest, than to those which concern the maritime colonies. Nova Scotians, compelled to sacrifice 22,000*l.* a-year in the completion of a national work, by the refusal of the Imperial Government to guarantee to the capitalists of England the interest on this loan, cannot fail to contrast the relative position in which they are placed by that refusal. That they may not copy the evil examples by which a larger share of fraternal consideration will appear to them to have been secured, shall be my sincere and anxious prayer.

The Canadas, seeking Responsible Government in the French mode, resorted to armed insurrections, which it cost England 4 or 5,000,000*l.* to suppress. Immediately after the restoration of tranquillity, the British Government lent the Canadas 1,500,000*l.*

Had the maritime provinces participated in those rebellions, every regiment that marched through them in the winters of 1837 and 1839 would have been

cut off. They did not. They adhered to their allegiance, and denounced the rebels. They cheered the soldiers on their winter marches, and provided for their wives and children. Yet Canada has been rewarded for bad faith and the waste of national resources, by a bonus of a million and a half; and I know no terms in which I can describe what my countrymen will feel, if, with a surplus revenue already available to secure the parent State from risk, they are refused the guarantee for half that amount.

In 1839, the State of Maine called out its militia to overrun the Province of New Brunswick. Nova Scotia, though not directly menaced, promptly tendered her entire pecuniary and physical resources in vindication of the national honour. She had no direct interest in the Boundary question. Not an acre of her soil was menaced; yet she did not hesitate to tender her means, and to set an example of loyal unanimity, much wanted on the continent at that moment, and which, had war commenced, could not have failed to have drawn it into her bosom. Yet now, the people she would have fought tender their co-operation to make a great national highway across her soil; and I submit, with all deference, my Lord, whether the Sovereign, whose honour she was prompt to vindicate, should be advised to refuse her aid, and view with unconcern the probable construction of such a work in our very midst, by foreign capital, to be subject to foreign influence and control.

When the storm blew from Maine we wrapped our loyalty around us. Who can tell what may happen, should the sun of prosperity shine from that quarter, and coldness and neglect appear on the other side?

England would not allow foreigners to control a great line of railway reaching from Dover to Aberdeen. Should she permit them to control 350 miles of railway through Nova Scotia and New Brunswick?

When the French propagandists menaced Belgium, the Belgian Government controlled the railways. The invaders were ambushed and overpowered; and through all the convulsions of 1848—1850, Belgium has remained tranquil and secure.

When the mob of Montreal seized upon the capital of Canada, the electric telegraph was in their hands. The wires were used to communicate with partisans above and below, by which Lord Elgin was seriously compromised, his Government having no assurance that their secrets were kept or their messages delivered.

But, my Lord, it may be asked, why should foreign capitalists make and control this road? Why may this not be done by the colonists themselves? Because,—

1st. Capital is more abundant in the United States (most of which have borrowed largely from England) than in the British provinces.

2nd. Experience of railway enterprises, and confidence, in them are more general in that country.

3rd. A body of railway engineers, contractors, and operatives, already formed in the different States, seek further employment, and will take much stock in payment, if employed.

4th. The interest of most of the lines south and west would be promoted by extension. Not only would Europeans, now reaching the Central States by sea, travel by rail if this were laid, but the population of the provinces, who rarely go south or west, for want of facilities, would, by the aid of the European and North American Railroad, be let in on the western and southern lines.

5th. The national importance of controlling this railroad will induce Americans to embark in it. The electric telegraph across Nova Scotia was no sooner completed, than American merchants and speculators in cotton and corn would have bought it at any price. In peace and war the command of the work now proposed would give them great influence. No single association in the two provinces would wield so much. If they built the trunk-line they would ultimately control the branches. The constant employment of their own people would lead to the diffusion of Republican sentiments; and no Nova Scotian, or inhabitant of New Brunswick, would deem it worth his while to attempt to counteract tendencies to which the mother-country seemed indifferent, and which he saw must inevitably lead to but one result.

Should it be objected, my Lord, that to comply with the request preferred by Nova Scotia, would be to delay or peril the completion of the great railway projected by Lord Durham, and which was designed to form a back-bone for the

North American Provinces, and to open up large tracts of waste land to **NOVA SCOTIA.** colonization; we answer—

Show us that Her Majesty's Government seriously entertain that project; that they are prepared to go down to Parliament and demand that it shall be realized; and Nova Scotia will at once honourably redeem the pledges which, in anticipation of what she conceived to be the Imperial policy, were recorded upon her statute-book.

However the question may have changed its aspect, Nova Scotia will not swerve from any line of inter-colonial policy which the parent State regards as of paramount importance.

But the question has changed its aspect. Whether Canada, with its railway lines, connecting Montreal and Quebec with the sea, *via* Melbourne and Portland, and which will, by the completion of the line now proposed through the cultivated parts of New Brunswick, unite both these great cities with Halifax, by distances severally of 825 and 865 miles, will be disposed to embark funds in another, through a comparative wilderness, remains to be proved.

Nova Scotia, whatever may be the predilections of the Imperial Government, or the determination of Canada, possesses this advantage: The line which she proposes to construct through her territory, must be a common trunk-line for both the Portland and the Quebec Railroads, whenever these are completed.

Nova Scotia cannot be wrong in constructing her 130 miles. If the Portland Railroad only is built, she is content to share the fortunes of that enterprise. If the British Government prefer, and choose to aid the work originally proposed, Nova Scotia will either pay her contribution, already pledged, or she will make that portion of the common line to the St. Lawrence which passes through her territory.

We hope to see both lines finished. One continuous railroad communication with the great rivers and lakes of Canada, or with the principal cities of the United States, would give an impetus to the social and material prosperity of Nova Scotia, which her people anticipate, in confident reliance upon their own resources and on the bounties of Providence. Give them both, and the trunk-line through their country must become a source of prosperity to the province, and of revenue to its Government,—only to be paralleled, in the history of the New World, by the celebrated Erie Canal.

But, my Lord, it may be urged that the parent State has many colonies, and that she may be embarrassed by other claims of a similar nature, if this is granted. Admitting the soundness of the objection, I respectfully submit that it comes too late. The British Government has already established the precedents of which Nova Scotia would claim the benefit. The grants to Canada have been already referred to. In 1848, a law was passed by Parliament, guaranteeing the interest required on a loan for the public works of the West Indies and the Mauritius, including Railways.

But we humbly conceive that no general rule of this kind ought to apply, even if the exceptions to which I have referred did not exist. The Government of England does not place a lighthouse on every headland, nor maintain a garrison in every English town. It does not build a dockyard in every county, nor in every colony. The prominent points of the sea-coast are occupied for commercial security, and the most commanding positions for the preservation of internal tranquillity and national defence.

Gibraltar is a barren rock, yet millions have been expended in its capture and defence. Bermuda, in intrinsic value, is not worth a single county of New Brunswick, yet it commands the surrounding seas, and is therefore occupied for national objects.

In like manner, I would respectfully submit, should the commanding position of Nova Scotia be appreciated, occupied, and rendered impregnable—not by the presence of fleets and armies—but by inspiring its people with full confidence in the justice, magnanimity and wisdom of the Imperial Government—by promptly securing to the province all the advantages arising from its proximity to Europe—from its containing within its bosom the high road, over which, in all time to come, the Anglo-Saxon race must pass in their social and commercial intercourse with each other.

There are other views of this question, my Lord, which ought to have their weight with the Government and people of England. The position of the North-American Provinces is peculiar, and the temptations and dangers which surround

NOVA SCOTIA. them, trust me, my Lord, require, on the part of the Imperial Government, a policy at once conciliatory and energetic.

The concessions already made, and the principles acknowledged by Her Majesty's Government, leave us nothing to desire, and Imperial statesmen little to do, in regard to the internal administration of our affairs. But something more than this is required by the high-spirited race who inhabit British America. Placed between two mighty nations, we sometimes feel that we belong, in fact, to neither. Twenty millions of people live beside us, from whose markets our staple productions are excluded, or in which they are burthened with high duties, because we are British subjects. For the same reason, the higher paths of ambition, on every hand inviting the ardent spirits of the Union, are closed to us. From equal participation in common rights, from fair competition with them in the more elevated duties of Government and the distribution of its prizes, our British brethren, on the other side, as carefully exclude us. The President of the United States is the son of a schoolmaster. There are more than 1000 schoolmasters teaching the rising youth of Nova Scotia, with the depressing conviction upon their minds, that no very elevated walks of ambition are open either to their pupils or their children.

Protection to any species of industry in Nova Scotia we utterly repudiate; but your Lordship is well aware that many branches of industry, many delicate and many coarse manufactures, require an extended demand before they can be sustained in any country. This extended demand the citizens of the great Republic enjoy; and it has done more for them than even their high tariffs or their peculiar institutions. The wooden nutmeg of Connecticut may flavour, untaxed, the rice of Carolina. Sea-borne in a vessel which traverses two mighty oceans, the coarse cloths of Massachusetts enter the Port of St. Francisco without fear of a custom-house or payment of duty. The staple exports of Nova Scotia cannot cross the Bay of Fundy without paying 30 per cent.; and every species of colonial manufacture is excluded from Great Britain by the comparatively low price of labour here, and from the wide range of the Republic by prohibitory duties.

The patience with which this state of things has been borne; the industry and enterprise which Nova Scotia has exhibited, in facing these difficulties, entitle her to some consideration. But a single century has passed away since the first permanent occupation of her soil by a British race. During all that time she has preserved her loyalty untarnished, and the property created upon her soil, or which floats under her flag upon the sea, is estimated at the value of 15,000,000*l.* She provides for her own civil Government,—guards her criminals,—lights her coast,—maintains her poor,—and educates her people, from her own resources. Her surface is everywhere intersected with free roads, inferior to none in America; and her hardy shoresmen not only wrestle with the Republicans for the fisheries and commerce of the surrounding seas, but enter into successful competition with them in the carrying trade of the world. Such a country, your Lordship will readily pardon me for suggesting, even to my gracious Sovereign's confidential advisers, is worth a thought. Not to wound the feelings of its inhabitants, or even seem to disregard their interests, may be worth the small sacrifice she now requires.

Nova Scotia has a claim upon the British Government and Parliament, which no other colony has. The mineral treasures in her bosom are supposed to be as inexhaustible as the fisheries upon her coast or the riches of her soil. Nearly the whole have been bartered away to a single company, for no adequate provincial or national object. A monopoly has thus been created, which wounds the pride, while it cramps the industry of the people. If Nova Scotia were a State of the American Union, this monopoly would not last an hour. If she now asked to have this lease cancelled or bought up, that her industry might be free, she would seek nothing unreasonable. The emancipation of our soil is perhaps as much an obligation resting upon the people of England, as was the emancipation of the slaves. No Government dare create such a monopoly in England or in Scotland; and bear with me, my Lord, when I assure your Lordship that our feelings are as keen, our pride as sensitive, as those of Englishmen or Scotchmen. Break up this monopoly, and capital would flow into our mines, and the mines would furnish not only employment for railroads, but give an impetus to our coasting and foreign trade.

Nova Scotians have seen 20,000,000*l.* not lent, but given, to their fellow-colonists in the West Indies. They admired the spirit which overlooked

pecuniary considerations in view of great principles of national honour and humanity. But by that very act they lost, for a time, more than would make this railroad. Their commerce with the West Indies was seriously deranged by the change, and the consumption of fish, their great staple, largely diminished.

If money is no object when the national honour is at stake in the West Indies, why should it be in British America? If the emancipation of 800,000 Blacks is a moral obligation, to be redeemed at the cost of 20,000,000*l.*, surely a territory, which now contains double the number of Whites, attached British subjects, and which will ultimately contain ten times that number, is worth risking a million or two to preserve.

The national bounties of France and America, my Lord, also place Nova Scotia in a false and unfavourable position. These bounties are not aimed at our industry, but at British naval supremacy. Yet they subject us to an unfair competition upon the sea, as galling as is the mineral and metallic monopoly upon the land.

For every quintal of fish a Frenchman catches, his Government pays him 10 francs, or 8*s.* 4*d.* sterling, and every man and boy employed receives 50 francs for each voyage besides. For every ton of shipping an American employs in the fishery, his Government pays him 20*s.* per ton. Nova Scotia juts into the seas which the French and American fishermen, thus stimulated, occupy. If she were a French province, or an American State, not only would she participate in those bounties, but she would fit out and own, in addition to her present fleet, at least 1000 fishing-craft, which now come from foreign ports into the waters by which she is surrounded, and subject her people to a species of competition in which the advantages are all on one side.

The manner in which Nova Scotia has extended her fisheries in the face of this competition; the hardy race she has reared upon her sea-coast; the value of craft employed and of export furnished, speak volumes for the enterprise and industry of her people. Yet every Nova Scotian fisherman toils with this conviction daily impressed upon his mind: "If I were a Frenchman, my profits would be secure. I would be in a position equal to that of an American; far superior to that of a colonist. If I was an American, I would have a bounty sufficient to cover the risk of my outfit, and besides, have a boundless free market for the sale of my fish, extending from Maine to California, which is now half-closed to me by nearly prohibitory duties."

The British Government could break down these bounties at once, by equalizing them. The mother-country owes it to her Northern Provinces to try the experiment, if they cannot be removed by negotiation. But suppose she does not; suppose, that having done my best to draw attention to the claims of those I have the honour to represent, I return to them without hope, how long will high-spirited men endure a position in which their loyalty subjects their mines to monopoly—their fisheries to unnatural competition—and in which cold indifference to public improvement, or national security, is the only response they meet, when they make to the Imperial authorities a proposition calculated to keep alive their national enthusiasm, while developing their internal resources?

The idea of a great inter-colonial railroad to unite the British American Provinces, originated with Lord Durham. In the confident belief that this work was to be regarded as one of national importance, Nova Scotia paid towards the survey of the line nearly 8000*l.* The anticipation that the completion of this great work, in connexion with a scheme of colonization, would redress many of the evils and inequalities under which the provinces labour, for some time buoyed up the spirits of the people, and the disappointment is keenly felt in proportion as hopes were sanguine. If then the British Government has abandoned the policy to which, perhaps too hastily, we assumed that it was pledged; if the empire will make no roads through its territories (and the legions of Britain might be worse employed); surely it cannot be less than madness to permit foreigners to make them; and it must be sound statemanship to aid the Colonial Governments, whenever they will assume the responsibility of constructing and controlling the great highways, no less necessary for internal improvement than for national defence.

If the road across Nova Scotia is commenced, the spirits of the colonists will revive. If extended first to Portland, it will "prepare the way," to employ your Lordship's own language, "for the execution of the line to Quebec; and it

NOVA SCOTIA. will contribute to the same end, namely, that of rendering Halifax the great port of communication between the two continents of Europe and America."

I have said that the railroad across Nova Scotia will be the common trunk for the Québec and Portland lines, whenever these are made. The former cannot be constructed by the colonists, unless the British Government make liberal contributions. The line to Portland will be made either with British or American capital. If by the latter, then, my Lord, it is worth while to inquire in what position the British Government will stand, should they ever attempt to realize Lord Durham's magnificent conception, and find that the first link in the great chain of inter-colonial communication is already in possession of their enemies?

The Americans at this moment are putting forth their utmost skill to compete with our ocean steamers. When the railroad is constructed across Nova Scotia and New Brunswick, their boats must start from and return to Halifax, or the competition will be at an end. A rivalry, honourable to both nations, may still continue; but, however the odds may turn, at least we shall have the satisfaction to reflect, that the inevitable result of that competition is to build up a noble maritime city within Her Majesty's dominions.

The British Government now pays, for the conveyance of the North American mails between England and New York, 145,000*l.* sterling per annum. By this arrangement, 1107 miles of sea are traversed more than are necessary. The correspondence of all Europe with all America is delayed fifty-six hours beyond the time which will be actually required for its conveyance, when the railroads across Ireland and Nova Scotia are completed.

One set of these British mail-steamers pass by our own provinces, and, to the mortification of their inhabitants, carry their letters, and even the public despatches of their Government, to the United States, to be sent back some 800 miles, if they come by land; at least 500, if sent by sea.

While the nearest land to Europe is British territory,—while a harbour, almost matchless for security and capacity, invites Englishmen to build up within the empire a fitting rival to the great commercial cities which are rising beyond it, your Lordship will readily comprehend the depth and earnestness of our impatience to be rescued from a position which wounds our pride as British subjects, and is calculated rapidly to generate the belief, that the commanding position of our country is either not understood, or our interests but lightly valued.

My Lord, I do not touch the question of Emigration and Colonization, because I have already trespassed largely upon your Lordship's patience, and because I do not wish to encumber the subject. There is another reason, my Lord. I do not desire to enter incidentally upon a field which has yielded so many crops of fallacies, but which, properly cultivated, may yet bear noble fruit. I wish to examine what may have been recently said and written in England, on this important subject, before expressing my opinion. This only I may say, that if the British Islands have surplus labour, there is room for it all in the North American Provinces; and that the honour and the interests of England are deeply concerned in planting that labour in the right place.

I am aware, my Lord, that it is the fashion, in certain quarters, to speak of the fraternal feelings which, henceforward, are to mutually animate the population of Great Britain and of the United States. I wish I could credit the reality of their existence; but I must believe the evidence of my own senses.

A few years ago I spent the 4th of July at Albany. The ceremonies of the day were imposing. In one of the largest public halls of the city, an immense body of persons were assembled. English, Irish, and Scotch faces were neither few nor far between. In the presence of that breathless audience, the old bill of indictment against England, the Declaration of Independence, was read; and at every clause each young American knit his brows, and every Briton hung his head with shame. Then followed the oration of the day, in which every nation, eminent for arts, or arms, or civilization, received its meed of praise, but England. She was held up as the universal oppressor and scourge of the whole earth,—whose passage down the stream of time was marked by blood and usurpation,—whose certain wreck, amidst the troubled waves, was but the inevitable retribution attendant on a course so ruthless. As the orator closed, the young Americans knit their brows again; and the recent emigrants, I fear, carried away by the spirit of the scene, cast aside their allegiance to the land of their fathers.

Had this scene, my Lord, occurred in a single town, it would have made but a slight impression; but, on that very day, it was acted, with more or less of skill and exaggeration, in every town and village of the Republic. It has been repeated on every 4th of July since. It will be repeated every year to the end of time. And so long as that ceremony turns upon England, every twelve-month, the concentrated hatred of Republican America, it cannot be a question of indifference, whether the emigrants who desire to leave the mother-country, should settle within or beyond the boundaries of the empire.

There is, my Lord, another view of this question, that is pregnant with materials for reflection, and that should task the statesmanship of England, independently of it, though deserving to be glanced at in this connexion. I have said that the North American Provinces lie between two mighty nations, yet belong, in fact, to neither. This branch of the subject is wide, and may be variously illustrated. Perhaps, before leaving England, I may call your Lordship's attention to it again. For the present I confine myself to a single illustration.

Whatever may be the decision of Her Majesty's Government upon this claim, which, on the part of the province I represent, I have endeavoured respectfully to press upon your Lordship's notice, I believe, and every one of my countrymen will believe, that if presented to the magnanimous and enlightened Assembly where we are not represented, by a few Nova Scotians, whose hearts were in the enterprise; whose knowledge of the position and requirements of British America was minute and various; whose zeal for the integrity of the empire, and the honour of the Crown, could not be questioned, the House of Commons would not permit them to plead in vain.

But, my Lord, we have no such privilege. We daily see our friends or acquaintance across the frontier, not only distinguishing themselves in the State Legislatures which guard their municipal interests, but enriching the national councils with the varied eloquence and knowledge drawn from every portion of the Union. From the national councils of his country, the British American is shut out. Every day he is beginning to feel the contrast more keenly. I was not at the recent Portland Convention, but the colonists who did attend, astonished the Americans by their general bearing, ability, and eloquence. But when these men separated, it was with the depressing conviction in the hearts of our people, that one set would be heard, perhaps, on the floors of Congress the week after, or be conveyed in national ships to foreign Embassies; while the other could never lift their voices in the British Parliament, nor aspire to higher employment than their several provinces could bestow. Let us then, my Lord, at least feel, that if thus excluded, we have but to present a claim or a case worthy of consideration, to have it dealt with in a fair and even generous spirit.

The warrior of old, whose place was vacant in the pageant, was yet present in the hearts of the people. So let it be with us, my Lord. If the seats which many whom I have left behind me, could occupy with honour to themselves, and advantage to the empire, are still vacant in the national councils, let Nova Scotia at least be consoled by the reflection that her past history pleads for her on every fitting occasion.

I have, &c.

The Right Hon. Earl Grey,  
&c.      &c.      &c.

(Signed)      JOSEPH HOWE.

No. 2.

No. 2.

COPY of a LETTER from Mr. HOWE to Earl GREY.

MY LORD,

5, Sloane Street, January 16, 1851.

IN the letter which I had the honour to address to your Lordship on the 25th. November, I argued the case of Nova Scotia on its own merits, and ventured to claim the guarantee of the Imperial Government in aid of her public works, upon grounds which affected her material interests, her pride, her enterprise, and stedfast loyalty to the British Crown.

The immediate consideration of that letter I did not desire, because, while preparing it, I was quite conscious that if the single issue raised, were to be

**NOVA SCOTIA.** decided by Her Majesty's Government upon the merits or claims of Nova Scotia alone, the Cabinet would have but a very inadequate statement of the reasons which ought to secure, and the province I represent but a slender chance of obtaining, a favourable decision.

The interest which the mother-country has in the elevation of North America, in the increase of her population, the development of her resources, the occupation of her wild lands, the extension of her commerce, and of her means of easy internal and external communication, I believe to far transcend the interest, great as that is, which the several provinces feel in these very important questions.

Should the aid of the parent State be refused, the Northern Provinces would still, but with less rapidity, complete their public works. Though not an emigrant landed on their shores, the population they have would live in plenty, and double every twenty years. Should they change their political relations, the worst that could befall them, would be association with their Anglo-Saxon neighbours, or an independent position, moderately secure, and full of future promise.

But England cannot afford to descend from the high position which she occupies among the nations of the earth. Having lost one-half of a mighty continent, won by the valour and enterprise of a noble ancestry, she can as little afford to confess, in the presence of all the world, her inability to wisely rule the other half, and preserve the attachment of its inhabitants. Besides, there are within her own populous cities, and upon the surface of her highly-cultivated rural districts, certain evils, disorders, and burthens, with which it behoves her, as a good economist, and as a wise, enterprising, and Christian nation, energetically to deal.

For more than a month I have surveyed, with intense earnestness, the wide circle of her colonial dependencies, and studied in parliamentary and official papers, for some assured prospect of relief from these evils and disorders. I have examined with care the policy of the present and of past Governments, and the plans and suggestions of public writers and associations; and have invariably turned to the North American Provinces with the conviction that they present, at this moment, the most available and diversified resources for the relief of England; the noblest field for the further development of her industry, philanthropy and power.

In offering suggestions to the Ministers of the Crown, I feel, my Lord, the distance which divides me, in rank and intelligence, from those I would presume to counsel; and yet I am not without a hope that they will give some weight to the position I occupy and to the training which my mind has received.

If I understand the questions to be approached better than many persons of far higher attainments—if I feel more acutely their commanding importance, it is because, being a native of North America, I have travelled much over the provinces, and mingled familiarly, and for many years, with all classes of their inhabitants; and being a member of Her Majesty's Council in the province I represent, I am bound by my oath to offer my advice, through the channels established by the Constitution, to my Sovereign, in matters of State, which I believe to involve the honour of the Crown and the integrity and prosperity of the empire.

To provide employment for her surplus capital and labour—to extend her home markets—to relieve her poor-rates—to empty her poor-houses—to reform her convicts—to diminish crime—to fill up the waste places of the empire, and to give the great mass of her population a share of real estate, and an interest in property, I believe to be pre-eminently the mission and the duty of this great country at the present time.

The period is favourable. The removal of impolitic restrictions has lessened to some extent the pressure upon the public finances, and given to the people that measure of relief which affords time for reflection upon the means by which the still existing pressure upon industry may be further relieved. In a colonial point of view, the period is also favourable. Thanks to the policy which the present Cabinet have carried out, the North American Provinces are relieved, so far as free countries ever can be, from internal dissensions. Invested with controul over their own affairs and resources, they have now the leisure, as they assuredly have a sincere desire, to consult with their brethren on this side of the Atlantic on common measures of mutual advantage. I think I may say



that while they anticipate great benefit from the co-operation and aid of the mother-country in promoting their public works, they are not unmindful of their duty to consider the peculiar questions in which this country feels an interest; and to take care that while availing themselves of the credit of England, no permanent addition is made to her public burthens.

The subjects of Colonization and Emigration have been most elaborately discussed. I pass over the points in which writers and speakers differ; in this they all agree, that the British Islands have an interest in these subjects, second to none that has ever been felt by any nation in ancient or modern times. The enumeration of a few facts will be sufficient to exhibit the grounds of this belief. The statistical returns of 1850 will, I have no doubt, show a state of things much more favourable, but still I fear not so favourable as to shake the general conclusions at which I have arrived. These are founded upon facts, as I find them stated in official documents and works of approved authority.

In Ireland the lives of the population have for years been dependent upon the growth of a single vegetable. But when it grew, as was stated by the late Charles Buller, uncontradicted, in the House of Commons, on an average there were 2,000,000 persons who, in that island, were unemployed for thirty weeks in the year. To what extent famine and emigration have since diminished the numbers, I have no means of accurately judging; but it appears that in 1848, besides the 10,000,000*l.* granted by Parliament for the relief of Irish distress, and provisions sent from other countries, 1,216,679*l.* were raised in Ireland for the support of the poor, and that 1,457,194, or nearly 1 out of 5 of the entire population, received relief.

In Scotland, where the population is only 2,620,000, a fifth more than that of British America, 544,334*l.* were expended for the relief of the poor in 1848, more than was spent by the four British provinces on their civil government, roads, education, lights, interest on debts, and all other services put together; 227,647 persons were relieved, the amount expended on each being 2*l.* 7*s.* 9*d.*; a sum quite sufficient to have paid, in a regularly-appointed steamboat, the passage of each recipient to British America.

In England, in the same year, 6,180,765*l.* were raised for the relief of the poor, or 1*s.* 10*d.* in the pound on 67,300,587*l.* The number aided was 1,876,541, or about 1 out of every 11 persons occupying this garden of the world. The sum paid for each was even higher than in Scotland, being 3*l.* 5*s.* 10*d.* per head, more than sufficient to have paid the passage to North America from Liverpool or Southampton.

I turn to the workhouses of England, and find that in 1849 there were in these receptacles, 30,158 boys and 26,165 girls, of whom 8,264 were fit for service. In Ireland, under 18, there were 60,514 boys and 66,285 girls, the aggregate in the two countries being 185,122.

Turning to the criminal calendar, it appears that in 1848 there were committed for offences in England, 30,349; in Scotland, 4,900; and in Ireland, 38,522, making 73,771 in all; of whom 6,298 were transported, and 37,373 imprisoned.

I find that in 1849 you maintained in Ireland a constabulary of 12,828 men, besides horses, at a cost, taking the preceding year as a guide, of 562,506*l.* 10*s.* In England and Wales you employed 9,829 policemen (including the London police), at a cost of 579,327*l.* 4*s.* 8*d.* From Scotland I have no return. But taking the above facts to guide us, it appears that, for mere purposes of internal repression, and the arrest of criminals, to say nothing of beadles and innumerable parish officers, you maintained, in addition to your army, a civic force double in number the entire army of the United States, at a cost (Scotland not being included) of 1,141,833*l.* 14*s.* 8*d.*

Think you, my Lord, that when a Republican points exultingly to the returns, and contrasts these statistics of poverty and crime with the comparative abundance and innocence of his own country, and which he attributes to his own peculiar institutions, that a British colonist does not turn, with astonishment at the apathy of England, to the millions of square miles of fertile territory which surround him; to the noble rivers, and lakes, and forests by which the scenery is diversified; to the exhaustless fisheries; and to the motive-power, rushing from a thousand hills into the sea, and with which all the steam-engines of Britain cannot compete?

Driven to attribute to British and Irish statesmen a want of courage and

**NOVA SCOTIA.** forecaste to make these great resources available to maintain our brethren and protect their motals, or to suspect the latter of being more idle, degraded, and criminal, than their conduct abroad would warrant, we gladly escape from the apprehension of doing general injustice, by laying the blame on our rulers. May it be the elevated determination of Her Majesty's Advisers to relieve us from the dilemma, by wiping out this national reproach.

One set of economists propose to remedy this state of things by restraints upon nature, which are simply impossible, and would be wicked if they were not; another large political party desire to feed the people by a return to protection and the revival of class interests with all their delusions and hostilities; a third look hopefully forward to the further development of domestic industry in accordance with the principles of free trade.

All my sympathies are with the latter; but while hostile tariffs exist in most of the populous States of Europe and America, I would aid them by the creation of new markets within the Queen's dominions, by the judicious location of those who are a burden, upon the fertile lands of the empire, that they may become customers to those who remain at home.

One writer, whose book I have read recently, objects to this, because he says that if any part of the population is displaced, young people will marry, and increase the numbers until the vacuum is filled up. The young ought certainly not to object to this, or the old either. If his theory be sound, it answers the objections of those who fear too great diminution of numbers, by emigration; and colonization would still have this advantage, that it would strengthen the transatlantic provinces, and make more customers for Britain and Ireland, even should their population remain the same.

But it may be said there is but one enlightened mode of colonization, and, under the patronage of the Government and of associated companies, that is being very extensively tried in our southern and eastern possessions.

Of the Wakefield theory I would speak with all respect; of the combined efforts of public-spirited individuals, I would be the last to disapprove; the judicious arrangements made by the Government Commissioners, for the selection of emigrants, the ventilation and security of ships, and the distribution of labour, and which I have carefully examined, challenge in most of their details, my entire sanction.

I do not wish to check the progress, in these valuable colonies, of associated enterprise; I do not desire to restrict the growth of population within them, or to supersede the functions of the Board of Land and Emigration: I wish these rising communities God speed, and success to all those who take an interest in them.

But I turn from them to the North American field, perhaps because I know it best, but assuredly because I believe that to people and strengthen it will secure political advantages of the very highest importance, and because I apprehend that the Eastern Colonies, however they may prosper and improve, will offer but homœopathic remedies for the internal maladies of England.

In twenty-two years, from 1825 to 1846 inclusive, only 124,272 persons went from the United Kingdom to the Australian Colonies and New Zealand. In the same period, 710,410 went to the United States, to strengthen a foreign and a rival Power, to entrench themselves behind a hostile tariff, and to become consumers of American manufactures, and of foreign productions, seaborne in American bottoms; they and the countless generation that has already sprung from their loins, unconscious of regard for British interests and of allegiance to the Crown of England.

In twenty-two years 124,272 settlers have gone to Australia and New Zealand; about half the number on the poor-rate of Scotland in 1848, not a tenth part of the paupers relieved in Ireland, or one in fourteen of those who were supported by England's heavily-taxed industry in that single year; not more, I apprehend, than died of famine in a single county of Ireland from 1846 to 1850; and less, by 60,000, than the number of the young people who were in the workhouses of England and Ireland in 1849.

Valuable as these Eastern Colonies may be, respectable as may have been the efforts to improve them, it is manifest that whether we regard them as extensive fields for colonization, or as industrial aids for the removal of pressure on the resources of the United Kingdom, the belief, however fondly indulged, is but a delusion and a snare. Were I to go into a calculation of the expense, to show

what this emigration has cost the Government and people of England, I could prove this by pregnant illustrations. But two or three simple facts are patent, and lie upon the surface.

Australia and New Zealand are 14,000 miles from the shores of England. The British provinces of North America but 2,500. Every Englishman, Irishman, or Scotchman who embarks for the Eastern Colonies, must be maintained by somebody for 120 or 150 days, while he is tossing about in idleness on the sea. The average passage to North America is about 40; and when the arrangements are complete to which I hope to have your Lordship's countenance and support, emigrants embarking for the North American Provinces, may reach Nova Scotia and New Brunswick in 8 or 10 days, and Canada in 12. The expense of a passage to the East, is to the Government, to the emigrant, or to the capitalist, to whom he becomes a debtor, 20*l.* The cost of a passage to the West rarely exceeds 3*l.* 10*s.*, and may be reduced to 2*l.* 10*s.*, if steam-ships for the poor are employed.

But mark the disproportion, my Lord, in other respects. If a British or Irishman with capital go to the Eastern Colonies, he must pay 100*l.* sterling for 100 acres of land. If he goes to the Canterbury Settlement he must pay 300*l.* In Western Canada he can get his 100 acres of the best land in the empire for 40*l.*; in Lower Canada for 20*l.*; in New Brunswick (where Professor Johnston declares more wheat is grown to the acre than in the best parts of the State of New York), for 12*l.* 10*s.*; and in Nova Scotia for 10*l.*, where, from the extent of mineral treasures, the proximity to Europe, the wealth of the fisheries, and the facilities for and rapid growth of navigation, land is now in many sections, and will soon become in all, as valuable as in any part of Her Majesty's Colonial Dominions.

If land is purchased in the Eastern Possessions, it is clear that English capital must flow out at the rate of 100*l.* or 300*l.* for every 100 acres. If the poor go out they must begin colonial life by owing that amount, and 20*l.* for their passages besides, if they aspire to become proprietors.

A poor Englishman, on the contrary, can get to North America for a few pounds. If he works a single winter at the seal-fishery of Newfoundland, or on the wharves in Nova Scotia, or a single summer in the rural districts or timber forests of New Brunswick, he can save as much as will pay for his passage and his land.

But it is said that these high prices are paid, not for land alone, but for the civilization without which land is of little value,—for roads, bridges, churches, schools, for religious services and the means of education. But all these exist in North America, to an extent, and of an order, of which few persons who have not visited the provinces have any correct idea. Nova Scotia, for instance, is divided into seventeen counties, with their magistracy, sessions, court-houses, jails, representatives, and complete county organization.

Each of these again is divided into townships, whose ratepayers meet, assess themselves, support their poor, and appoint their local officers. In each of the shire towns there are churches of some if not of all the religious bodies which divide the British people. Every part of the country is intersected with roads, and bridges span all the larger and most of the smaller streams.

From 50 to 100 public schools exist in every county; there is a Bible in every house, and few natives of the province grow up but what can read, write, and cypher. The same may be said generally of the other provinces. We charge nothing for these civilizing influences. The emigrant who comes in, obeys the laws and pays his ordinary taxes, which are very light, is welcome to a participation in them all, and may for 10*l.* have his 100 acres of land besides.

The best criterion of the comparative civilization of countries may be found in the growth of commerce and the increase of a mercantile marine. Tried by this test, the North American Provinces will stand comparison with any other portion of the Queen's dominions.

The West India Colonies, the Australian group including New Zealand, the African Colonies and the East Indian, or the Mauritius and Ceylon, owned collectively in 1846 but 2,128 vessels, or 42,610 tons of shipping. The North American group, including Canada, Nova Scotia, New Brunswick, Newfoundland, and Prince Edward Island, owned in that year 5,119 vessels, measuring 393,822 tons. Of these, Nova Scotia owned in tonnage 141,098, and in number more than the other four put together, or 2,583.

But it may be asserted that the climate of North America is rigorous and severe. The answer we North Americans give to this objection is simple. Do me the honour to glance, my Lord, at the hemisphere which contains the three quarters of the Old World, and dividing the northern countries from the south, the rigorous climate from the warm and enervating, satisfy yourself in which reside at this moment the domestic virtues, the pith of manhood, the seats of commerce, the centres of intelligence, the arts of peace, the discipline of war, the political power and dominion—assuredly in the northern half. And yet it was not always so. The southern and eastern portions, blessed with fertility, and containing the cradle of our race, filled up first, and ruled for a time the territories to the north. But as civilization and population advanced northwards, the bracing climate did its work, as it will ever do, and in physical endurance and intellectual energy, the north asserted the superiority which to this hour it maintains.

Look now, my Lord, at the map of America. A very common idea prevails in this country that nearly the whole Continent of North America was lost to England at the Revolution, and that only a few insignificant and almost worthless provinces remain. This is a great, and if the error extensively prevail, may be a fatal mistake. Great Britain, your Lordship is well aware, owns up to this moment one-half the continent; and, taking the example of Europe to guide us, I believe the best half. Not the best for slavery, or for growing cotton and tobacco, but the best for raising men and women; the most congenial to the constitution of the northern European; the most provocative of steady industry; and all things else being equal, the most impregnable and secure.

But they are not and never have been equal. The first British emigration all went to the southern half of the continent, the northern portion, for 150 years, being occupied by French hunters, traders, and Indians. The British did not begin to settle in Nova Scotia till 1749, nor in Canada till 1763. Prior to the former period, Massachusetts had a population of 160,000, Connecticut 100,000. The city of Philadelphia had 18,000 inhabitants before an Englishman had built a house in Halifax; Maine had 2,485 enrolled militia before a British settlement was formed in the Province of New Brunswick. The other States were proportionally advanced, before Englishmen turned their attention to the Northern Provinces at all.

The permanent occupation of Halifax, and the Loyalist emigration from the older provinces, gave them their first impetus. But your Lordship will perceive that in the race of improvement, the old thirteen States had a long start. They had three millions of Britons and their descendants to begin with at the Revolution. But a few hundreds occupied the provinces to which I wish to call attention at the commencement of the war, only a few thousands at its close. Your Lordship will, I trust, readily perceive that, had both portions of the American Continent enjoyed the same advantages from the period when the Treaty of Paris was signed, down to the present hour, the southern half must have improved and increased its numbers much faster than the northern, because it had a numerous population, a flourishing commerce, and much wealth to begin with. But the advantages have not been equal. The excitement and the necessities of the War of Independence inspired the people of the South with enterprise and self-confidence. Besides, my Lord, they had free trade with each other, and, so far as they chose to have or could obtain it by their own diplomacy, with all the world. The Northern Provinces had separate Governments, half-paternal despotisms, which repressed rather than encouraged enterprise. They had often hostile tariffs, no bond of union, and, down to the advent of Mr. Huskisson, and from thence to the final repeal of the navigation laws, were cramped in all their commercial enterprises by the restrictive policy of England.

In other respects the Southern States had the advantage. From the moment that their independence was recognized, they enjoyed the absolute control over their internal affairs. Your Lordship, who has had the most ample opportunity of estimating the repressing influence of the old colonial system, and, happily for us, have swept it away, can readily fancy what advantages our neighbours derived from exemption from its trammels. On reflection you will think it less remarkable that the southern half of the continent has improved faster than the northern, than that the latter should have improved at all.

But I have not enumerated all the sources of disparity. The national

Government of the United States early saw the value and importance of **NOVA SCOTIA.** emigration. They bought up Indian lands, extended their acknowledged frontiers, by purchase or successful diplomacy, surveyed their territory, and prepared for colonization. The States, or public associations within them, borrowed millions from England, opened roads, laid off lots, and advertised them in every part of Europe by every fair and often by the unfair means of puffing and exaggeration. The General Government skilfully seconded, or rather suggested, this policy. They framed constitutions suited to those new settlements; invested them with modified forms of self-government from the moment that the most simple materials for organization were accumulated; and formed them into new States, with representation in the National Councils, whenever they numbered 40,000 inhabitants.

What did England do during all this time? Almost nothing: she was too much occupied with European wars and diplomacy. Wasting millions in subsidizing foreign Princes, many of whose petty dominions if flung into a Canadian lake would scarcely raise the tide. What did we do in the provinces to fill up the northern territory? What could we do? Down to 1815 we were engrossed by the wars of England, our commerce being cramped by the insecurity of our coasts and harbours. Down to the promulgation of Lord John Russell's memorable despatch of the 16th of October, 1839, and to which full effect has been given in the continental provinces by the present Cabinet, we were engaged in harassing contests with successive Governors and Secretaries of State, for the right to manage our internal affairs.

This struggle is over, and we now have the leisure and the means to devote to the great questions of colonization and internal improvement—to examine our external relations with the rest of the empire and with the rest of the world—to consult with our British brethren on the imperfect state of those relations, and of the best appropriation that can be made of their surplus labour, and of our surplus land, for our mutual advantage, that the poor may be fed, the waste places filled up, and this great empire strengthened and preserved.

But it may be asked, What interest have the people of England in this inquiry? I may be mistaken, but, in my judgment, they have an interest far more important and profound than even the colonists themselves.

The contrast between the two sides of the American frontier is a national disgrace to England. It has been so recorded in her parliamentary papers, by Lord Durham, by Lord Sydenham, and by other Governors and Commissioners.

There is not a traveller, from Hall to Buckingham, but has impressed this conviction on her literature. We do not blush at the contrast on our own account; we could not relieve it by a single shade beyond what has been accomplished. We have done our best, under the circumstances in which we have been placed, as I have already shown by reference to our social and commercial progress; but we regret it, because it subjects us to the imputation of an inferiority that we do not feel, and makes us doubt whether British statesmen will, in the time to come, deal with our half of the American Continent more wisely than they have in times past.

It is clearly then the interest and the duty of England to wipe out this national stain, and to reassure her friends in North America, by removing the disadvantages under which they labour, and redressing the inequalities which they feel.

Having, however imperfectly, endeavoured to show that as a mere question of economy, of relief to her municipal and national finances, no less than of religious obligation, it is the duty of England to turn her attention to North America, permit me now for a moment to direct your Lordship's attention to the territory which it behoves the people of these United Kingdoms to occupy, organize, and retain.

Glance, my Lord, at the map, and you will perceive that Great Britain owns, on the Continent of North America, with the adjacent islands, 4,000,000 of square miles of territory. All the States of Europe, including Great Britain, measure but 3,708,871. Allowing 292,129 square miles for inland lakes of greater extent than exist on this continent, the lands you own are as broad as the whole of Europe. If we take the round number of 4,000,000, and reduce the miles to acres, we have about 90 acres for every man,

NOVA SCOTIA. woman, and child, in the United Kingdoms. Now suppose you spare us two millions of people, you will be relieved of that number, who now, driven by destitution to the unions or to crime, swell the poor-rates and crowd the prisons.

With that number we shall be enabled, with little or no assistance, to repel foreign aggression. We shall still have a square mile, or 640 acres, for every inhabitant, or 4,480 acres for every head of a family which British America will then contain.

Is not this a country worth looking after, worth some application of Imperial credit, nay, even some expenditure of public funds, that it may be filled with friends not enemies, customers not rivals, improved, organized, and retained? The policy of the Republic is protection to home manufactures. Whose cottons, linens, woollens, cutlery, iron; whose salt, machinery, guns, and paper, do the 701,401 emigrants who went to the United States between 1825 and 1846 now consume? Whose have they consumed, after every successive year of emigration? Whose will they and their descendants continue to consume? Those not of the mother-country, but of the United States. This is a view of the question which should stir, to its centre, every manufacturing city in the kingdom.

Suppose the Republic could extend her tariff over the other portion of the continent, she could then laugh at the Free Trade policy of England. But if we retain that policy, and the Colonies besides, British goods will flow over the frontier, and the Americans must defend their revenue by an army of officers extending ultimately over a line of 3000 miles.

The balance of power in Europe is watched with intense interest by British statesmen. The slightest movement in the smallest State, that is calculated to cause vibration, animates the Foreign Office, and often adds to its perplexities and labours. But is not the balance of power in America worth retaining? Suppose it lost, how would it affect that of Europe? Canning, without much reflection, boasted that he had redressed the balance of power in the Old, by calling the New World into existence. But, even if the vaunt were justifiable, it was a world beyond the limit of the Queen's dominions. We have a new world within them, at the very door of England, with boundaries defined, and, undeniably by any foreign Power, subject to her sceptre. Already it lives, and moves, and has its being; full of hope and promise, and fond attachment to the mother-country. The new world of which Canning spoke, when its debts to England are counted, will appear to have been a somewhat costly creation; and yet, at this moment, Nova Scotia's little fleet of 2,583 sail could sweep every South American vessel from the Pacific and Atlantic Oceans.

I am not an alarmist, my Lord, but there appear to be many in England, and some of them holding high military and social positions, who consider these islands defenceless from continental invasion by any first-rate European Power. Confident as I am in their resources, and hopeful of their destiny, I must confess that the military and naval power of France or Russia, aided by the steam fleet and navy of the United States, would make a contest doubtful for a time, however it might ultimately terminate. But suppose the United States to extend to Hudson's Bay, with an extension over the other half of the continent, of the spirit which animates the Republic now; imagine Great Britain without a harbour on the Atlantic or the Pacific that she could call her own, without a ton of coal for her steamers or a spar to repair a ship; with the 5000 vessels which the Northern Provinces even now own, with all their crews, and the fishermen who line their shores, added to the maritime strength of the enemy, whose arsenals and outposts would then be advanced 500 miles nearer to England; even if Newfoundland and the West India Islands could be retained, which is extremely doubtful. The picture is too painful to be dwelt on longer than to show how intimately interwoven are the questions to which I have ventured to call your Lordship's attention, with the foreign affairs of the empire. I do not go into comparative illustrations, because I desire now to show how a judicious use of the resources of North America may not only avert the danger in time of war, but relieve the pressure upon the Home Government in times of peace.

There is no passion stronger, my Lord, than the desire to own some portion of the earth's surface,—to call a piece of land, somewhere, our own. How few Englishmen, who boast that they rule the sea, own a single acre of land. An Englishman calls his house his castle, and so perhaps it is, but it rarely stands

upon his own soil. How few there are who may not be driven out, or have their castles levelled with the ground, when the lease falls in. NOVA SCOTIA.

There is no accurate return, but the proprietors of land in the whole United Kingdom are estimated at 80,000.

Of the 2,620,000 inhabitants that Scotland contains, but 636,093 live by agriculture; all the rest, driven in by the high price of land, are employed in trade and manufactures. Evicted highlanders rot in the sheds of Greenock; the lowland peasant's offspring perish annually in the larger cities, for want of employment, food, and air.

In Ireland, there are, or were recently, 44,262 farms under one acre in extent, 473,755 ranging from one to thirty. Between 1841 and 1848, 800,000 people were driven out of these small holdings; their hovels in many cases, burnt over their heads, and their furniture "canted" into the street.

Whence come Chartism, Socialism, O'Connor land-schemes, and all sorts of theoretic dangers to property, and prescriptions of new modes by which it may be acquired? From this condition of real estate. Because the great mass of the people in these three kingdoms own no part of the soil, have no bit of land, however small, no homestead for their families to cluster round, no certain provision for their children.

Is it not hard for the great body of this people, after ages spent in foreign wars for the conquest of distant possessions; in voyages of discovery and every kind of commercial enterprise; in scientific improvements and the development of political principles; to reflect, that with all their battles by land and sea, their 800,000,000*l.* of debt; their assessed taxes, income-tax, and heavy import duties; their prisons full of convicts; their poor-rate of 7,000,000*l.*; that so few of all those who have done, and who endure these things, should yet have one inch of the whole earth's surface that they can call their own.

While this state of things continues, property must ever be insecure, and the great majority of the people restless. With good harvests and a brisk trade, the disinherited may for the moment forget the relative positions they occupy. In periods of depression, discontent, jealousy, hatred of the more highly favoured, however tempered by liberality and kindness, will assuredly be the predominant emotions of the multitude. The standing army and the 21,000 constables may keep them down for a time. But, even if they could for ever, the question naturally arises, have all your battles been fought for this,—to maintain in the bosom of England a state of siege, an ever-impending civil war?

A new aspect would be given to all the questions which arise out of this condition of property at home, if a wise appropriation were made of the virgin soil of the empire. Give the Scotchman, who has no land, a piece of North America, purchased by the blood which stained the tartan on the plains of Abraham. Let the Irishman or the Englishman whose kindred chubbed their muskets at Bloody Creek or charged the enemy at Queenston, have a bit of the land their fathers fought for. Let them have at least the option of ownership and occupation, and a bridge to convey them over. Such a policy would be conservative of the rights of property, and permanently relieve the people. It would silence agrarian complaint, and enlarge the number of proprietors. The poor man, who saw before him the prospect of securing his 100, his 1000 acres, by moderate industry, would no longer envy the British proprietor, whose estate owed its value to high cultivation, but was not much larger in extent.

But it may be urged that if this policy be adopted, it may empty the United Kingdoms into North America, and largely reduce their population. No apprehensions of this result need be entertained. There are few who can live in Great Britain or Ireland, in comfort and security, who will ever go anywhere else. The attachment to home, with all its endearing associations, forms the first restraint. The seat of empire will ever attract around it the higher and more wealthy classes. The value of the home market will retain every agriculturist who can be profitably employed upon the land. The accumulated capital, science and machinery, in the large commercial and manufacturing centres, will go on enlarging the field of occupation just in proportion as they are relieved from the pressure of taxation. Besides, emigrants who have improved their fortunes abroad, will be continually returning home, to participate in the luxury, refinement, and higher civilization, which it is to be fairly assumed these islands will ever preeminently retain. Massachusetts, New York, and Pennsylvania,

NOVA SCOTIA. still enlarge their cities, and grow in wealth and population, though all the rich lands of the Republic invite their people to emigrate, and there is no ocean to cross. The natural laws which protect them would operate more powerfully here, where the attractions are so much greater.

But it is time, my Lord, that I should anticipate the questions that will naturally arise. Assuming the policy to be sound, what will it cost to carry it out?

Let us first see what the present system, or rather the public establishments, without a system, cost now :

				£
<i>Poor Rates.</i>	England	.	.	6,180,765
	Scotland	.	.	544,334
	Ireland	.	.	1,216,679
<i>Constabulary.</i>	England	.	.	579,327
	Ireland	.	.	562,506
<i>Convicts at home and abroad</i>	.	.	.	378,000
<i>Emigration, 1849 (exclusive of cabin passengers)</i>				
	Paid from Private or Parochial Funds	.	.	1,500,000
	Paid by Government	.	.	228,300
				11,189,911

The cost of prisons, or that proportion of them which might be saved if the criminal calendar were less, might fairly be added to the amount. The prison at York cost 1200*l.* per head for each criminal,—a sum large enough, the inspector observes, “to build for each prisoner a separate mansion, stable, and coach-house.” A large proportion of the cost of trials might also be added; and as twelve jurymen must have been summoned to try most of the 43,671 persons convicted in 1848, the waste of valuable time would form no inconsiderable item, if it were.

The loss of property stolen by those whom poverty first made criminal, no economist can estimate; and no human skill can calculate the value of lives and property destroyed in agrarian outrages, when wretchedness has deepened to despair.

My plan of Colonization and Emigration is extremely simple.

It embraces—

Ocean Steamers for the poor as well as the rich;

The preparation of the Wild Lands of North America for settlement; and Public Works to employ the people.

I do not propose that the British Government should pay the passage of anybody to America. I do not, therefore, require to combat the argument upon this point with which the Commissioners of Land and Emigration usually meet crude schemes, pressed without much knowledge or reflection. The people must pay their own passages; but the Government, or some national association, or public company to be organized for that purpose, must protect them from the casualties that beset them now, and secure for them cheapness, speed, and certainty of departure and arrival. If this is done, by the employment of steam-ships of proper construction, all the miseries of the long voyage, with its sure concomitants,—disease and death; and all the waste of time and means, waiting for the sailing of merchant-ships on this side of the Atlantic, and for friends and conveyances on the other, would be obviated by this simple provision. A bounty to half the extent of that now given for carrying the mails would provide the ocean-omnibuses for the poor. Or, if Government, by direct aid to public works, or by the interposition of Imperial credit, to enable the colonies to construct them, were to create a labour market, and open lands for settlement along a railway line of 635 miles, these ships might be provided by private enterprise.

By reference to the published Report of the Commissioners for 1847, your Lordship will perceive that in that year of famine and disease, 17,445 British subjects died on the passage to Canada and New Brunswick, in quarantine, or in the hospitals, to say nothing of those who perished by the contagion which was diffused over the provincial cities and settlements. An equal number, there is too much reason to apprehend, died on the passage to or in the United States. In ordinary seasons, the mortality will of course be much less, and in all may be



diminished by the more stringent provisions since enforced by Parliament. But bad harvests, commercial depressions, with their inevitable tendency to drive off large portions of a dense population, should be anticipated; and no regulation can protect large masses of emigrants, thrown into sea-ports, from delay, fraud, cupidity, and misdirection. No previous care can prevent disease from breaking out in crowded ships, that are forty or fifty days at sea, to say nothing of the perils of collision and shipwreck.

Mark the effects produced upon the poorer classes of this country. Emigration is not to them what it might be made,—a cheerful excursion in search of land, employment, fortune. It is a forlorn hope, in which a very large proportion perish, in years of famine and distress, and very considerable numbers in ordinary seasons, even with the best regulations that Parliament can provide.

The remedy for all this—simple, sure, and not very expensive—is the ocean omnibus.

Steam-ships may be constructed to carry at least 1000 passengers, with quite as much comfort as is now secured in a first-class railway carriage, and with space enough for all the luggage besides. If these vessels left London, Southampton, Liverpool, Glasgow, Belfast, Cork, or Galway, alternately, or as there might be demand for them, on certain appointed days, emigrants would know where and when to embark, and would be secured from the consequences of delay, fraud, and misdirection.

The Commissioners report, that last year the sum spent in “the cost of extra provisions and conveyance to the ports of embarkation, and maintenance there, amounted to 340,000*l.*” The cost of reaching the sea-ports cannot be economized, but the extra provisions and maintenance at the ports of embarkation would be materially reduced. But how much more would be saved? The average sailing passage from London to Quebec is 52 days; from Liverpool 45; from London to New York, 43, from Liverpool, 35. The average passage, by steam, from any of the ports I have named, need not exceed—to Nova Scotia 10, to New Brunswick and Canada, 12 days; but assuming 43 days as the average sailing passage from England to America, and 13 to be the average by steam, let us see what the saving would be to the poor, even taking the present amount of emigration as a basis.

299,498 emigrants left Great Britain and Ireland for America, in 1849. A very great proportion of the Irish had a journey and a voyage to make to some English sea-port, before they embarked upon the Atlantic. But pass that over, and multiplying the number of emigrants by thirty, and we have the number of days that would have been saved to these poor people, if they had been carried out by steam. It is clear that they wasted 8,984,940 days at sea, in, to them, the most precious year of life, and the most valuable part of that year, which, estimating their labour at 1*s.* a-day in the countries to which they were repairing, would amount to 449,247*l.*

The employment of ocean steam-ships for the poor would save all this, and it would put an end to ship-fever, disease, and death. The Government of England expended in Canada and New Brunswick alone, in 1847, in nursing the sick and burying the dead, 124,762*l.* sterling. The ocean omnibus, whether established by Government or by a private association, would save all this in future. Restrictive colonial laws would disappear; and from the moment that there was a certainty that emigrants would arrive in health, however poor, the colonists would prepare their lands and open their arms to receive them.

The saving of expense and time on our side of the Atlantic would also be immense. These ships could run down the southern shores of the maritime provinces, and land emigrants wherever they were required, from Sydney to St. Andrews; passing through the Gut of Canso, they could supply all the northern coasts, including Prince Edward Island. They could go direct to the St. Lawrence, landing the people wherever they were wanted, from Gaspé to Quebec.

Knowing exactly when to expect these vessels, our people would send to England, Ireland, and Scotland, for their friends, and be ready with their boats and waggons to convey them off, without cost or delay, the moment they arrived.

We should thus have a healthy, almost self-sustaining British emigration, to the full extent of the existing demand for labour, even if no public works were commenced.

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But much would soon be done, still without costing the British Government a pound, to extend the labour market. The moment that the arrival of healthy emigrants, at convenient points, and early in the season, could be counted upon with certainty, the Provincial Government would lay off and prepare their lands for settlement, advertising them in all the British and Irish sea-ports. They would empower the deputy surveyors in each county to act as emigrant agents, and locate the people. They would call upon the county magistracy to prepare, at the autumn or winter sessions, returns, showing the number and description of emigrants required by each county in the following spring, with the number of boys and girls that they were prepared to take charge of and bind out as apprentices.

Proprietors of large unimproved tracts would soon, by similar exertion and kindred agencies, prepare them for occupation.

All this may be done by the employment of steam-ships for the poor; and they, I am confident, might be drawn into the public service without any cost to the country. If it be objected that to so employ them would diminish the demand for sailing-vessels, I answer no; but, on the contrary, there would be an annually increasing demand for British and Colonial tonnage, to carry on the commerce and reciprocal exchanges that this healthy emigration would create.

But, my Lord, I am anxious to see these cheap steamers on another account: that they may bring English, Irish, and Scotch men, and their descendants, from time to time, back to the land of their fathers, to tread the scenes which history hallows, or revive the recollections of early life; to contemplate the modern triumphs and glories of England, and contrast them even with those of the proud Republic beside us. This ennobling pleasure cannot be indulged in now, but at a cost which debars from its enjoyment the great body of the Queen's Colonial subjects.

Reduce the passage to 10 days, and the cost to 5*l.*, and thousands would come over here every summer, to return with their hearts warmed towards their British brethren, to teach their children to understand the policy of England, and to reverence her institutions.

So far, my Lord, you will perceive that I have suggested nothing which would involve Her Majesty's Government in heavy expense; on the contrary, I believe that even the cost of emigrant steamers would be more than made up, either by a reduction of expense in the naval service, retrenchment of the cost of lazarettoes and quarantine, or by the relief which a healthy system of emigration would at once give to some, if not all the branches of the public service which now cost 11,000,000*l.* sterling. It would require but a slight calculation to show that the planting of half a million of British subjects in the North American Provinces, where the duty on British manufactures ranges from 6¼ to 12½ per cent.; and in the United States, where it ranges from 15 to 100 per cent., would amount to more than the whole sum wanted to establish these steamers.

To illustrate this, I have made a selection from the United States' Tariff, of certain articles in which British manufacturers feel a deep interest. It embraces 110 articles and branches of manufacture, upon which the duties in Nova Scotia, with very few exceptions, do not range higher than 6¼ per cent.

*British Manufactures which pay 15 per cent. in the United States.*

Tow, hemp or flax, manufactured.  
Steel in bars, cast or shear.  
Tin plates, tin-foil, tin in sheets.  
Zinc or spelter.

*That pay 20 per cent.*

Acids of every description.  
Articles used in tanning or dyeing.  
Blankets.  
Blank books, bound or unbound.  
Caps, gloves, leggings, mits, socks, stockings, wove shirts and drawers.  
Chocolate.  
Copperas and vitriol.

Copper rods, bolts, nails and spikes, copper bottoms, copper in sheets or plates.  
 Dressed furs.  
 Glue.  
 Gunpowder.  
 Hats, or hat bodies of wool.  
 Oils used in painting.  
 Lampblack.  
 Leather.  
 Lead in pigs, bars, or sheets; lead in pipes, and leaden shot.  
 Linens of all kinds.  
 Litharge.  
 Malt.  
 Manufactures of flax.  
 Manufactures of hemp.  
 Marble, unmanufactured.  
 Mineral and bituminous substances.  
 Medicinal drugs.  
 Metals, unmanufactured.  
 Musical instruments of all kinds.  
 Needles of all kinds.  
 Paints, dry or ground.  
 Paper-hangings.  
 Tiles and bricks.  
 Periodicals.  
 Putty.  
 Quills.  
 Saddlery.  
 Salts.  
 Sheathing-paper.  
 Skins, tanned and dressed.  
 Spermaceti candles and tapers.  
 Steel.  
 Stereotype-plates, type-metal, types.  
 Tallow candles.  
 Thread laces.  
 Velvet.  
 White and red lead.  
 Window glass of all kinds.

*That pay 25 per cent.*

Buttons and button-moulds of all kinds.  
 Baizes, flannels, floor-cloths.  
 Cables and cordage.  
 Cotton laces, insertings, and braids.  
 Floss-silks.  
 All manufactures of hair of coarse descriptions.  
 Cotton manufactures.  
 Manufactures of mohair.  
 Silk manufactures.  
 Manufactures of worsted.  
 Mats and matting.  
 Slates.  
 Woollen and worsted yarn.

*That pay 30 per cent.*

Ale, beer, and porter.  
 Manufactures of Argentine or German silver.  
 Articles worn by men, women, or children, of whatever material composed, made up in whole or in part by hand.  
 Perfumes.  
 Manufactures of grass, straw, or palm-leaf.  
 Beads.

Hair manufactures of finer descriptions.

India-rubber manufactures.

Fur caps, hats, muffs, tippets.

Carpets, carpetting, hearth-rugs.

Carriages, and parts of carriages.

Cheese.

Clothing of every description.

Coach and harness furniture.

Coal and coke.

Combs.

Confectionery.

Corks.

Cutlery of all kinds.

Jewellery.

Toys.

Earthen, china, and stone-ware.

Manufactures of gold.

Artificial feathers and flowers.

Umbrella materials.

Cabinet and household furniture.

Stained glass.

Glass and porcelain manufactures.

Iron in bars or blooms, or other forms.

Iron-castings.

Japanned wares.

Manufactures of cotton, linen, silk, wool, or worsted, if embroidered

Marble manufactured.

Manufactures of paper, or papier-maché.

Manufactures of wood.

Muskets, rifles, and other fire-arms.

Ochres.

Oil-cloths.

Plated and gilt-ware of all kinds.

Playing-cards.

Soap.

*That pay 40 per cent.*

Cut-glass.

Manufactures of expensive woods.

Tobacco manufactures.

Alabaster and spar ornaments.

Sweetmeats.

Preserved meats, fish, and fruits.

*That pay 100 per cent.*

Brandy, whiskey, and other spirits distilled from grain.

A similar list might be made of East Indian and British Colonial staples and productions, with the endless variety of small manufactures which they stimulate, and to which these high duties apply.

I pass now to the only remaining topic, the formation of Public Works, of approved utility, as a means of strengthening the empire,—developing the resources of the provinces,—and as an aid to more rapid and systematic Colonization.

Having, my Lord, in my former letter, entered largely upon this branch of the general subject, I need not repeat what that paper contains. Every mail brings fresh evidences of the feverish longing and intense anxiety with which all classes in the provinces look forward to the establishment of those great lines of inter-colonial and continental communication, which are not only to bind us together, and secure to the British Provinces great commercial advantages, but which would, with cheap steamboats, reduce the Atlantic to a British Channel, and continue the Strand in a few years to Lake Huron, and ultimately, perhaps even in our own time, so rapidly does the world advance, to the Pacific Ocean.

The first 130 miles of this communication Nova Scotia will make, and

amply secure the British Government from loss, should the advantage of its credit be given. We will do more—we will prepare our lands, collect returns, appoint an agent in each county, and repeal our taxes on emigrants; offering, on the best terms, a home to all who choose to come among us. If Her Majesty's Government have no objections to the employment of such portions of the troops as are not required to do garrison-duty, we will give them a fair addition to their pay, or land along the line, to which in war their discipline would be a defence; thus saving to the British Government the expense of bringing these veterans back to England.

The ability of Nova Scotia to fulfil any obligations she may incur to the Imperial Government, may be estimated by reference to her past progress and present financial condition.

Montgomery Martin, in his late work, estimates the value of the province, in moveable and immoveable property, at 20,700,000*l.* Without counting wild lands and property upon which labour has not been expended, we rate it at 15,000,000*l.* This has been created in a century, by the industry of a few thousands of emigrants and loyalists, and their descendants. To the amount of shipping, as evidence of a prosperous commerce, I have already referred.

Within the twenty years from 1826 to 1846, the population more than doubled, the tonnage rising, in the last ten years of this period, from 96,996 to 141,043 tons.

The exports rose in the twenty years from 267,277*l.* to 831,071*l.*

The revenue of Nova Scotia is chiefly raised from imports, the royalty on the mines, and the sale of Crown lands. There is no property-tax, income-tax, or assessed taxes, except poor and county rates raised by local assessments.

Her tariff is the lowest in North America. Her *ad valorem* duty on British goods is  $6\frac{1}{4}$  per cent.; that of Canada  $12\frac{1}{2}$ .

All the liabilities of the province amounted on the 31st December, 1849, to 105,643*l.* 13*s.* 1*d.* The Receiver-General writes me that there has been an increase of the revenue during the past year, of 15,000*l.*, which will reduce the liabilities to 90,643*l.* 13*s.* 1*d.* No part of this debt is due out of the province. Province notes, which circulate and are sustained by the demand for them to pay duties, represent 59,864*l.* of the whole, which bears no interest. Of the balance, 40,000*l.* is due to depositors in the Savings Bank, who receive 4 per cent. The holders of Stock certificates, covering the remainder, receive 5 per cent.

The public property held by the Government in the city of Halifax alone, would pay the whole debt, which could be extinguished by applying the surplus revenue to that object for two years.

The income from all sources fluctuates between 90,000*l.* and 110,000*l.* The permanent charges on this revenue secured to Her Majesty by the Civil List Bill, are\* . The balance is expended in maintaining other branches of the Civil Government, in opening and repairing roads, and promoting education.

We should make the interest of the loan we now require a first charge on this surplus, in the event of the railroad not yielding tolls sufficient, which, judging by the experience of our neighbours, we do not apprehend.

This surplus must steadily increase, because, while population and revenue will probably double within the next twenty years, as it has done, almost without emigration or railroads, during the past twenty, the expenses of the Civil Government will be but very slightly augmented.

The revenue could be, and if necessary would be, promptly increased, by raising the *ad valorem* duty, re-adjusting specific duties, or if even, that were necessary, to sustain our credit with the mother-country, by a resort to a legacy, income or property-tax.

The Government of Nova Scotia (exclusive of lands in Cape Breton) still retains 3,982,388 acres of ungranted Crown lands. These, if required, could also be pledged, or the net amount of sales of lands along the line could be paid over from time to time in liquidation of the loan.

The whole amount required is 800,000*l.* The city of Halifax being pledged to the Provincial Government to pay the interest on 100,000*l.*, the whole amount that would therefore be chargeable on all sources of provincial revenue, the tolls on the railroad included, would be 24,500*l.*


\* So in original.

NOVA SCOTIA.

Although having no authority to speak for the other colonies, I may observe, that the Province of New Brunswick, which lies between Nova Scotia and Canada, has, in addition to her ordinary sources of revenue, 11,000,000 of acres of ungranted lands. She might pledge to Her Majesty's Government the proceeds of as many millions of acres of these lands, along the lines to be opened, as might be necessary, in addition to the pledge of her public funds, to secure this country from loss. The troops might be employed, and settled in this province also. The lands pledged could be sold to emigrants; the British mails and soldiers would be transported at fair prices, and the amounts might be carried to the credit of the loans. I believe that New Brunswick could, if moderately aided, ultimately make her great lines, absorb and provide farms for millions of emigrants; increasing the home market for British goods by the annual amount of their consumption; and, in a very few years, pay any loan she may require to contract, without costing England a farthing.

The resources of Canada are well known to your Lordship.

Her interest in these great works cannot be exaggerated, and must be greatly enhanced by the approaching removal of the seat of Government to Quebec. They would bring her productions to the seaboard at all seasons of the year; connect her by lines of communication with all the other provinces, and with the mother-country; preparing the way for a great industrial, if not a political union, of which the citadel of Quebec would ultimately form the centre. That her Government would second any policy by which this might be accomplished, there is no reason to doubt.



My Lord, there is one topic of extreme delicacy, perhaps, and yet, so far as my own province is concerned, I will venture to touch it without hesitation. Some of the British colonies aspire to obtain notoriety, just now, by spurning from their bosoms the criminals of England, without modestly remembering that some of them, at least, owe their original prosperity to such emigrants, and that thousands are annually tempted or driven into crime in this country, by the absence of employment, and by the resistless pressure which the slightest derangement in this highly-artificial state of society creates. I believe that among the 43,000 persons convicted in this country in 1848, some thousands were more to be pitied than condemned. If such persons, organized and disciplined, were employed upon the public works of North America, as has been suggested, I believe that they would ultimately be restored to society, and that the Government would be immediately relieved from serious embarrassment. I do not shrink from the responsibility of making this suggestion, nor will I shrink from my share of the responsibility of carrying it out. The people I represent, my Lord, are generally a religious people; who know that our Saviour had none of the sensitiveness manifested at the Cape. He found some virtue in the poor woman that all the world condemned; and did not consider at least one of the malefactors unworthy of Heaven who were hung beside him.

It has been suggested, that convicts might be advantageously employed on a large scale, in North America, for the construction of a railroad to the Pacific. I should like to see the experiment tried upon a small scale first; and do not believe that if a judicious selection were made of those whose offences were superinduced by poverty and extreme distress, or of those whose conduct in some probationary course of punishment had been exemplary, the North American Colonies would object to such a trial, if an appropriate choice were made of some locality along a great line in which they feel an interest, and if the men employed were properly officered and controlled by stringent regulations. A corps of 500 might be formed, subject to military organization and discipline, with the usual prospect of promotion to subordinate commands if they behaved well. Summary trial and punishment should be equally certain if they misbehaved; solitary confinement in the Colonial Penitentiaries would be an appropriate punishment if they deserted or committed any new offence. If a portion of comparatively wilderness country were selected for the experiment, the men might have sixpence per day carried to their credit from colonial funds, while they laboured, to accumulate till it was sufficient to purchase a tract of land upon the line, with seed and implements to enable them to get in a first crop when the period of service had expired.

This experiment would, I believe, succeed. It would cost the Imperial

Government nothing more than it now costs to maintain the people elsewhere. NOVA SCOTIA.  
 The colony where they were employed would get the difference between sixpence per day and the ordinary rate of wages, to compensate for any risk it might run, and would besides ultimately secure customers for wild lands, and many useful settlers.

In conclusion, my Lord, permit me to crave your indulgence for the length of this communication, which would be an unpardonable intrusion upon your Lordship's time if the topics to be discussed were less numerous or important.

I have, &c.

The Right Hon. Earl Grey.  
 &c. &c. &c.

(Signed) JOSEPH HOWE.

No. 3.

No. 3.

COPY of a LETTER from B. HAWES, Esq. to J. HOWE, Esq.

SIR,

Downing Street, March 10, 1851.

I AM directed by Earl Grey to inform you that he is at length enabled to communicate to you the decision of Her Majesty's Government on the application for assistance towards the construction of the projected railway through Nova Scotia, contained in your letters of the 25th of November and 16th of January last.\*

\*Pages 39 and 47.

You are already aware, from the repeated conversations which you have had with Lord Grey, of the strong sense entertained by his Lordship and his 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 the British territory between the Provinces of Nova Scotia, New Brunswick, and Canada, and that various plans which have been suggested for the accomplishment of this object have undergone the most attentive consideration.

It appears from Sir John Harvey's despatch of August 29,\* 1850, as well as from your letters and the verbal communications you have made to Lord Grey, that the Provincial Government of Nova Scotia, fully relying on the concurrence of the Legislature, is desirous of undertaking the construction of that part of the projected line which would pass through that province, and proposes to obtain for that purpose a loan of 800,000*l.*, which is the estimated expense of the work. The assistance which Lord Grey understands you to apply for on behalf of the province, is, that the payment of the interest of a loan to this amount should be guaranteed by the Imperial Parliament, the effect of which would be that the money might be raised on terms much more favourable than would be otherwise required by the lenders.

\*Page 30.

I am directed to inform you 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 the conditions which I will now proceed to state.

In the first place, 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.

In order that such arrangements may be made, Her Majesty's Government will undertake to recommend to Parliament that the like assistance shall be rendered to these provinces as to Nova Scotia, in obtaining loans for the construction of their respective portions of the work. If it should appear that by leaving it to each province to make that part of the line passing through its own territory, the proportion of the whole cost of the work which would fall upon

NOVA SCOTIA. any one province, would exceed its proportion of the advantage to be gained by it, then the question is to remain open for future consideration, whether some contribution should not be made by the other provinces towards that part of the line; but it is to be clearly understood that the whole cost of the line is to be provided for by loans raised by the provinces in such proportions as may be agreed upon, with the guarantee of the Imperial Parliament.

The manner in which the profits to be derived from the railway when completed are to be divided between the province, will also remain for future consideration.

You will observe, that I have stated that the line is to pass entirely through British territory; but Her Majesty's Government do not require that the line shall necessarily be that recommended by Major Robinson and Captain Henderson.

If the opinion which is entertained by many persons well qualified to form a judgment is correct, that a shorter and better line may be found through New Brunswick, it will of course be preferred, and there will be sufficient time for determining this question while the earlier part of the line is in progress. It is also to be understood that Her Majesty's Government will by no means object to its forming part of the plan which may be determined upon, that it should include a provision for establishing a communication between the projected railway and the railways of the United States. Any deviation from the line recommended by Major Robinson and Captain Henderson must, however, be subject to the approval of Her Majesty's Government.

It will further be required that the several Provincial Legislatures should pass laws making the loans which they are to raise a first charge upon the Provincial Revenue, after any existing debts and payments on account of the Civil Lists settled on Her Majesty by laws now in force; and also that permanent taxes shall be imposed (or taxes to continue in force till the debt shall be extinguished) sufficient to provide for the payment of the interests and sinking fund of the loans proposed to be raised after discharging the above prior claims. It will further be necessary that the expenditure of the money raised under the guarantee of the Imperial Parliament shall take place under the superintendance of Commissioners appointed by Her Majesty's Government, and armed with sufficient power to secure the due application of the funds so raised to their intended object. The Commissioners so appointed are not, however, to interfere with the arrangements of the Provincial Governments, except for the above purpose.

The right of sending troops, stores, and mails, along the line at reasonable rates, must likewise be secured.

If on the part of the Government of Nova Scotia you should express your concurrence in the above proposal, Lord Grey will immediately direct the Governor-General of the British North American provinces to communicate with the Lieutenant-Governors of New Brunswick and Nova Scotia, who will also be directed to bring the subject under the consideration of their respective Executive Councils, in order that if they should be prepared to join in carrying the undertaking into effect on the terms proposed, the details of the arrangement between the provinces may be settled, and the sanction of the Legislatures obtained for the plan, so that it may with as little delay as possible be submitted for the approval of Parliament.

Before, however, the proposed measure can be so submitted to Parliament, it is proper to observe that there are some other questions affecting the pecuniary relations between the mother-country and the colonies which will require to be considered, but as these questions have little, if any, reference to Nova Scotia, it is not necessary that they should be further adverted to in this letter.

I am directed to add that Lord Grey thinks it unnecessary that any measures should be taken by Her Majesty's Government to encourage the establishment of steam-vessels for the accommodation of emigrants of the humbler class, which is one of the subjects to which you have called his attention.

If there should be a demand for such vessels, Lord Grey has no doubt that they will speedily be supplied by private enterprise; indeed he has been informed that ships of large size intended for the conveyance of emigrants, and furnished with auxiliary steam-power, are already building both in this country and in



**America, and if by undertaking the projected railway a demand for labour is created in the British provinces and a large extent of fertile land is opened for the occupation of settlers, these circumstances cannot fail to lead to an extension and improvement of the means now afforded for the conveyance of emigrants to these provinces.** NOVA SCOTIA.

Lastly, with reference to the suggestion contained in your letter, that convicts might be employed in the construction of the railway, I am to inform you that though Her Majesty's Government entertain no doubt that the expense of the work to the provinces might thus be greatly reduced, while at the same time by judicious regulations, all risk of serious inconvenience might be guarded against, they would not be disposed to take any steps with a view to the adoption of this suggestion, unless on a distinct application from the Colonial Legislatures ; but if such an application should be made, Her Majesty's Government would be prepared to make the necessary arrangements for the employment of a moderate number of convicts on the work, without any charge for their custody and subsistence to the province which may have applied for them.

I am, &c.

Joseph Howe, Esq.

(Signed) B. HAWES.



**NEW BRUNSWICK.**

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**Despatches from Lieut.-Governor Sir E. Head.**

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NEW  
BRUNSWICK.

No. 1.

## NEW BRUNSWICK.

(No. 18.)

No. 1.

COPY of a DESPATCH from Lieut.-Governor Sir EDMUND HEAD, Bart., to  
EARL GREY.

Government House, Fredericton, Feb. 16, 1849.

(Received March 7, 1849.)

MY LORD,

I HAVE the honour to inclose, for your Lordship's information, a copy of the resolutions passed at a meeting held at Bathurst, in the county of Gloucester, on the 29th of January, with respect to the Halifax and Quebec railroad.

The Right Hon. Earl Grey,  
&c. &c. &c.

I have, &c.  
(Signed) EDMUND HEAD.

Enclosure in No. 1.

Enclosure in No. 1.

At a Public Meeting of the Inhabitants of the County of Gloucester, held at the Court House, Bathurst, January 29, 1849;

THE High Sheriff having been called to the chair, and Mr. Christopher M'Manus requested to act as Secretary, the following resolutions were proposed and passed unanimously:

Resolved, as the opinion of this meeting, That the proposed railway between Halifax and Quebec, by the great eastern route, is a matter of the highest importance to those British North American provinces, uniting, as it would, these valuable possessions of the Crown together, establishing a permanent, speedy, and economical inter-communication, each adding strength to the other, while their trade and interests generally would become so intimately blended, and separated from foreign influences, that we cannot but think the future prosperity of these colonies depends upon the successful completion of this great public work.

Resolved, as the opinion of this meeting, That it is the duty of all to afford every possible aid and encouragement in promoting this great project, as if it be successfully completed, by no class or interest in the province will its beneficial effects be unfelt. It will tend to develop our present latent resources, ensure the speedy settlement and cultivation of our wilderness lands, enhance the value of real property, infuse energy into the ranks of our present listless operatives, and at once increase the trade, population, and revenues of the province.

Resolved, as the opinion of this meeting, That the Legislature of this province should at the approaching session, take such steps as may be deemed necessary, by legislative enactments, and by co-operation with the Imperial Government and the Legislatures of the neighbouring provinces, to ensure the erection of this railway, giving such reasonable guarantee as may be absolutely required on behalf of New Brunswick for the fulfilment of any engagement assumed, but having due regard, nevertheless, to the benefits to be derived by this province from the undertaking, compared with those to accrue to our sister provinces.

Resolved, as the opinion of this meeting, That every aid and facility should be afforded by the Legislature and people of this province for the carrying out and completion of the proposed electric telegraph from Quebec to Halifax by the way of Metis and the Bay de Chaleur, and that for the profitable and successful working thereof, the route prescribed by law should be altered, and a direct "right of road" granted from Restigouche to the Bend of Peticodiac.

Resolved, that a copy of the above Resolutions, signed by the Chairman and Secretary, be transmitted to the Lieutenant-Governor, and one to the Members of Assembly, and that they be published in the "Miramichi Gleaner."

(Signed)

HENRY W. BALDWIN, Chairman.  
CHRISTOPHER M'MANUS, Secretary.

(No. 23.)

No. 2.

COPY of a DESPATCH from Lieut.-Governor Sir EDMUND HEAD, Bart., to  
EARL GREY.

Government House, Fredericton, March 5, 1849.

(Received March 21, 1849.)

(Answered March 31, 1849, No. 119, page 81.)

MY LORD,

I HAVE the honour to inclose a copy of certain Resolutions passed at a meeting of the inhabitants of Bay Verte and its neighbourhood, with reference to the proposed railway between Halifax and Quebec.

I have, &c.

The Right Hon. Earl Grey,  
&c. &c. &c.

(Signed) EDMUND HEAD.

Enclosure 1 in No. 2.

Encl. 1 in No. 2.

To the Honourable John R. Partelow.

Sir,

January 26, 1849.

In pursuance of the direction of a meeting of the freeholders and inhabitants of Bay Verte and its neighbourhood, in the county of Westmoreland, on the subject of the proposed railway from Halifax to Quebec, I beg leave to transmit the minutes of the proceedings thereof, and have to request the favour of your laying them before his Excellency the Lieutenant-Governor.

I have, &c.

(Signed)

THOMAS C. CHAPMAN,  
Secretary of the Meeting.

Enclosure 2 in No. 2.

Encl. 2 in No. 2.

At a meeting of the Freeholders and Inhabitants of Bay Verte and the neighbourhood thereof, in the county of Westmoreland and Province of New Brunswick, on the subject of the proposed railway from Halifax to Quebec, held at Bay Verte, on the 26th day of January, 1849, pursuant to public advertisement;

John Carey, Esq., was called to the Chair; and Thomas C. Chapman, Esq., was appointed Secretary to the Meeting.

I. Resolved unanimously, on motion of Mr. Thomas C. Chapman, seconded by W.H. Buckerfield, Esq., That the contemplated railroad, connecting the three Provinces of Canada, Nova Scotia, and New Brunswick, is one of great importance, both to Great Britain and to Her Majesty's North American colonies; that the future welfare of these colonies in a great measure depends upon its construction; and that it is the duty of the Colonial Legislatures to render every assistance in their power to the projectors, and also the duty of every individual who feels an interest in the welfare of his country to assist the undertaking.

II. Resolved unanimously, on motion of Mr. Nelson Beckwith, seconded by Mr. John Reid, That this meeting will most readily and heartily approve of any legislative measures that may conduce to the success of this grand trunk line of railway, either by grant of Crown lands or by such pecuniary aid as the revenue of the province will justify; that a "breadth of way" may be given through all the Crown lands the road will pass over; also one-half of all the Crown lands to the distance of one mile on each side of the railway; and on this subject the meeting feel confident that they are expressing the feelings of every inhabitant of this part of the country.

III. Resolved unanimously, on motion of Mr. Stephen Gooden, seconded by Charles T. Prescott, Esq., That the House of Assembly of this province have the approbation of this meeting if they pledge an equal amount of the public revenues towards payment of the interest on the capital with that to be contributed by the Province of Nova Scotia; and that a hearty co-operation of the different Provincial Legislatures should be evinced during the coming sessions.

IV. Resolved, on motion of Alexander Monro, Esq., seconded by Mr. Joseph C. Hooper, That this meeting will afford every encouragement and aid in their power to promote the construction of this great public undertaking; and, as an evidence of its sincerity, we pledge ourselves individually to make a free grant of a "breadth of way" over all lands we may possess, whether cultivated or uncultivated. Also, that a Committee

NEW  
BRUNSWICK.

be appointed to prepare a petition to be presented to the Legislatures of Canada, Nova Scotia, and New Brunswick, respectively, embodying the above Resolutions.

V. Resolved unanimously, on motion of Mr. Thomas C. Chapman, seconded by Charles T. Prescott, Esq., That the Chairman, Alexander Munro, Esq., and W. H. Buckerfield, Esq., do form such Committee; to which the Secretary of the meeting was added.

VI. Resolved unanimously, on motion of Charles T. Prescott, Esq., seconded by W. H. Buckerfield, Esq., That a subscription-paper be prepared, signifying the aid which each individual subscriber may be willing to give to the undertaking, either in land, materials, or labour, to be respectively paid for in stock or shares in the proposed road; such land, materials, or labour to be taken at a fair valuation in the usual way.

VII. Resolved unanimously, on motion of W. H. Buckerfield, Esq., seconded by Mr. Joseph C. Hooper, that the Secretary of this meeting be requested to transmit a copy of the minutes thereof to each of the Provincial Secretaries of the four different provinces for their information.

VIII. Resolved unanimously, on motion of Charles T. Prescott, Esq., seconded by Mr. Daniel Casey, That the thanks of this meeting be given to W. H. Buckerfield, Esq., for his attendance, and for the zeal he has evinced in relation to the undertaking.

(Signed) JOHN CAREY, Chairman.

No. 3.

(No. 32.)

No. 3.

COPY of a DESPATCH from Lieutenant-Governor Sir EDMUND HEAD, Bart.,  
to Earl GREY.

Government House, Fredericton, March 31, 1849.

(Received May 1, 1849.)

MY LORD,

1. I HAVE the honour to inclose a copy of a joint address to Her Majesty on the subject of railways, adopted by the Legislative Council and the House of Assembly of this province, together with copies of two reports on the same subject, made by the Committees of the Legislative Council and Assembly respectively.

2. I propose to address your Lordship at some length on the matter of the address and these reports, because I think the terms in which the latter are couched are liable to be misunderstood, and because the importance of the subject itself, in relation to the future progress of this colony, and to its capacity for immigration, requires at my hands some explanation.

3. The language of the reports of the Committees may appear to your Lordship to be somewhat strong, but I think I can conscientiously assure you that the persons composing the Committees are deeply attached to Her Majesty's Government, and if they have erred in the manner of expressing what they meant, it has been from their anxiety on the subject to which the reports relate.

4. The report of the Commissioners of Railways in England which your Lordship transmitted to me, and which was published in the Nova Scotia papers, before it was laid before the Legislature here, has conveyed a sort of impression that the prospects of the great line from Halifax to Quebec were utterly desperate, whilst in fact it does little more than state economical results, of the justness of which there cannot be much doubt, but which of themselves do not conclude the question either as regards Great Britain or the colonies.

5. With reference, in the first place, to the report of the Committees, I would observe that the tone of feeling in this colony at the present time is somewhat peculiar, and is by no means understood in England, though it is easily accounted for. The principal inhabitants of New Brunswick have been, and are by descent and by inclination loyal in their feelings, and strongly attached to the British Crown. They have felt a pride in forming an integral part of a mighty empire, and the sense of self-importance connected with this feeling receives a shock from every expression or every fact which appears to impair this unity. In addition, therefore, to the immediate effect on their material interests produced by the withdrawal of full protection to their timber trade, their sympathies, at the same time, received what may be called a moral blow. Your Lordship must not suppose from this statement, that I myself, or that the most intelligent men in New Brunswick look on the stimulus afforded to lumbering by the old protective duties, as wholesome in itself, even if it were practicable to continue it. The habits of reckless speculation, and the preference of

a wasteful and wandering mode of life to the quiet monotony of agriculture, are among the evils which the protective system has implanted in the province. It is true that the rapid development of the timber trade produced a population, which in its economical relation to the rural settlers performed somewhat of the functions of a town population, and the easy intercourse with England, fostered by the trade, provided a greater abundance of labour than would otherwise have been supplied. Still, on the whole, the evils of the unrestrained licence and gambling of lumbering will long weigh upon society here.

6. This depression of our material interests, and the want of importance implied in a diminished consciousness of identity with the mother-country, have naturally directed the eyes of stirring and intelligent men to some source of colonial importance which may compensate for these losses, and thus it is that the notion of an union of the British North American colonies has embodied itself in the inclosed reports of the Committees. The mass of our population here have probably conceived no definite idea of the kind; but reflecting minds cannot but feel painfully conscious of the want of common interest between adjacent members of the same empire. We know little of Canada, except as rejecting all attempt to establish free trade, and as the party to a sort of law-suit now pending with reference to our common boundary.

7. Your Lordship must not suppose that I am presuming to discuss a question of imperial policy, which is not new to British statesmen, and is not within the limits of my administrative duties, my only object is to lay the documents now transmitted before you with such an explanation as will best elucidate the spirit in which they are conceived.

8. In order fully to understand the view likely to be taken by the Assembly here of any definite railroad scheme to be determined on by themselves, I must ask your Lordship to take up a map of New Brunswick. You will find that the province is divided into certain long lines of settlement and population, with tracts of wilderness between them, traversed in one or two points only by roads leading from one line of settlement to another. Thus from the commercial capital, the city of St. John, to Madawaska, there is a continuous line of settlement extending in length, with occasional interruptions only, for upwards of 200 miles. Except in particular spots, these settlements run back very little way from the River St. John. Again, from Bay Verte and the frontier of Nova Scotia, following the coast to the south of the Bay of Chaleurs, up to the mouth of the Restigouche, a thin fringe of settlement extends for a still longer space. From Shediac on the Gulf of St. Lawrence to the city of St. John, down what is called Sussex Vale, a line of upwards of 100 miles is marked, perhaps, by as good tillage and by as fertile a soil as any tract in the province. A shorter line of the same kind skirts the Bay of Fundy, south-west from Dorchester, and other settled country of at least equal importance is found in the county of Charlotte, and up the boundary facing the State of Maine.

9. To go from one of these lines of settlement to the others, except at certain very distant points, where the intermediate country is traversed by roads, is all but impossible.

Thus there is no communication whatever between the Valley of the St. John and the eastern coast more to the north, than the road of about 100 miles which passes from Fredericton through Boiestown to Miramichi. Below this road there is again no communication (although a line has been explored) until we reach Sussex Vale. In the course of last summer I passed myself from the Valley of the St. John to the Bay of Chaleurs, but I was obliged to make the journey in canoes, and had to sleep five nights in the woods.

10. Now the result of this disjointed conformation of the country is naturally that local interests predominate over provincial interests, and I believe that this fact has been made peculiarly manifest in the very lengthened debate in the House of Assembly on the subject of railroads. The members from St. Andrews and the county of Charlotte lay the whole stress on the St. Andrews and Woodstock line. The members for the county and city of St. John may be supposed naturally to urge the claims of the railway from Shediac to St. John; a line which certainly, under existing circumstances, presents in my opinion a better commercial aspect than any other. The members from the eastern coast, who represent counties to the north of the Bend of the Petitcodiac, will be opposed to any line of railway except the trunk line recommended by the Commissioners of inquiry; whilst most of the

representatives of Carleton and of the other counties skirting the Valley of the St. John, would oppose any scheme diverting the main line from the course of that river. The result of these incompatible interests is a species of equilibrium from opposing forces, which would necessarily render any merely provincial action on a specific line almost impossible.

11. But it will be equally clear that these very difficulties show a state of things eminently requiring such an improvement in our communications as may substitute a provincial interest for these narrow local sympathies, and a railroad for which the line was selected by the Imperial Government, and the funds supplied by the agency or the guarantee of that Government, would do much to break down these noxious feelings. It is evident, in the meantime, that every judicious advance made in connecting by transverse lines of roads and settlement, our straggling elements of population must, so far as it goes, tend to remove these moral results of an imperfect physical development. Hence the importance of rural emigration to the province, and the necessity for the labour of that emigration being so directed as, by improvement of the roads, to give fresh value to the labour and capital already expended in separate sections.

12. This consideration brings me to the point. What has the colony to offer for the direct or indirect aid of Her Majesty's Government towards the Halifax and Quebec Railway? Without dwelling on the topics urged in the reports of the two Committees, and the offers conveyed in the address of the two Houses, which will need no further commentary with your Lordship, I would say that the construction of such a work under certain guarantees and conditions, holds out the cheapest and best opportunity for promoting emigration from the United Kingdom which can be presented. Whether this advantage be sufficient to warrant the responsibility to be incurred, I must leave to Her Majesty's Government, but I will explain more fully my meaning in a practical point of view.

13. Of all the colonies of England which present any field for settlement, New Brunswick is accessible at the cheapest rate. Its climate is vigorous, but perfectly healthy. No emigrant brought here with his family could complain on that score. The sum required to take a man with his wife and two children to Australia, would far more than defray his passage hither, and give him a fair start on his own resources, with a log-hut, and a crop in the ground. I am supposing that by an arrangement which, in connexion with a railroad could be made on a large scale, a certain number of rough log-huts were built, and a certain number of patches of ground tilled and planted in the spring before the emigrant arrived, so that he might derive from the crop thus raised, the means of living through the first winter.

Fuel is at his door, and though hard work and hard fare would be his lot, it is evident that if he were thus able to wait for the commencement of railroad work in the following year, he would have a clear course before him. The annexed memorandum, marked A, contains a rough estimate of the probable cost of making the preparations necessary for receiving and housing an emigrant family in the first winter.

14. All this, however, would require great care. The men must be *bond fide* able-bodied labourers; they must not be burthened with excessive families or with aged or sickly relations, and they must be selected by some person strictly responsible for their fitness. Without these precautions the scheme would inevitably fail, and would be unjust to the colony as well as to the men themselves.

The better plan would be to offer them a certain number of acres of land, on which they should be placed on their first arrival, on the express condition that they worked at fair wages on the railroad for a given time, say three years, and that their conduct during that time was good. The grant of the land should not issue until that time had expired, but they should in the interval occupy only on sufferance, and be allowed to clear and till whatever their spare time enabled them to deal with. It would be necessary that rather arbitrary powers of controul over these individual labourers should be vested in the persons entrusted with the construction of the line, and a system of marks accelerating or postponing the time for conveying to each his right of property might easily be devised. Some provision for public worship and for a school at certain central spots would also be essential.



15. I do not delude myself with the expectation that settlers of the higher or middle classes would be obtained in this country and in this manner. In fact I believe that no considerable emigration of these classes in a mass ever took place in ancient or modern times, unless under circumstances totally different from any now existing. A political quarrel among the parties of a Greek city, or religious or political persecution of the rich as well as the poor in the mother country, have driven the higher and middle class to emigrate in a body to new countries; and similar causes would again produce similar effects, especially, if they could, as was formerly done, carry with them or acquire by plunder slaves to perform the hard work for them. Such were the exact circumstances attending the colonization of this very province by the American loyalists in 1784.

16. I have thus expressed to your Lordship frankly and without hesitation, the views which I entertain as to the railroad, and I will close by again stating explicitly my belief that the project is capable of being worked out in connexion with a large, a cheap, and a systematic scheme of emigration. Whether this consideration, added to the political considerations suggested by Major Robinson's report, and by the documents inclosed in this despatch, be of sufficient weight to induce the Imperial Parliament to aid by grant or guarantee the work in question, is a point on which it would be useless and unbecoming for me to make conjectures, or to offer advice:

I have, &c.  
(Signed) EDMUND HEAD.

The Right Hon. Earl Grey,  
&c. &c. &c.

Enclosure 1 in No. 3.

Encl. 1 in No. 3.

TO THE QUEEN'S MOST EXCELLENT MAJESTY.

The humble and dutiful Address of your Majesty's Legislative Council and the House of Assembly of the Province of New Brunswick, in General Assembly convened.

MAY IT PLEASE YOUR MAJESTY,

WE, the Legislative Council and Assembly of your Majesty's Province of New Brunswick, beg leave to approach your Majesty with renewed assurances of our attachment and fidelity to your Majesty's person and Government.

In common with all your Majesty's loyal subjects in these North American colonies, we are deeply impressed with the paramount importance of the contemplated line of railway from Halifax to Quebec for the consolidation of these portions of your Majesty's dominions, and for the preservation of British interests on this continent.

Strongly attached to our country and its institutions, we beg leave to submit to your Majesty our humble offering in aid of this great national undertaking.

Anticipating that the railway will be constructed by the aid of the Imperial Government, we offer, in consideration thereof, to secure to your Majesty all the ungranted lands through which the said road may pass to the extent of ten miles on each side, to be disposed of in such manner as may be deemed most advisable by your Majesty's Government; and also to secure at the expense of the province, a sufficient breadth of way and the necessary stations over and upon private property for the use of the said road.

And we further pledge ourselves that we will charge upon the general revenues of the province a sum not exceeding 20,000*l.* currency per annum, towards paying the interest upon the capital invested in the said road, to be paid yearly from and after the completion of the said road, and while the same is kept in operation, and to be continued for a term not exceeding twenty years.

We would respectfully impress upon your Majesty's consideration that the quality of the land pledged by us, and its easy access from the United Kingdom, present it as one of the most eligible fields for emigration of any in your Majesty's dominions.

Whenever we shall be advised of the favourable determination of your Majesty's Government in this matter, we will immediately pass such legislative enactments as may be necessary to carry into effect the pledges made in this our humble and dutiful address.

(Signed) WILLIAM BLACK, P. L. C.  
J. W. WELDON, Speaker, House of Assembly.

## REPORT OF COMMITTEE OF LEGISLATIVE COUNCIL.

THE Committee appointed to give audience to the deputation from the city of St. John, on the subject of the Shediac and St. John railroad, having attended to that duty, beg leave to submit the following report and recommendations to the favourable consideration of the House.

After hearing the statements of the deputation, which were urged with ability, and exhibited a thorough knowledge of the subject, and upon a most deliberate consideration of the whole question, we are unanimously of the opinion that the proposed railway between St. John and Shediac demands the immediate action of the Legislature of the province, being impressed with the conviction that no part of the province presents so eligible a site for a railway, or promises so certain a return for the investment of capital, as this line recently surveyed by Mr. Wilkinson, being a distance of 108 miles, over a country most fertile in soil, and singularly free from engineering difficulties.

Mr. Wilkinson remarks in his preliminary report, "that the ruling gradient is between level and 7 feet per mile, with two maximum gradients, each of only 30 feet per mile;" and he is of opinion that, by a slight variation, and some increase of expense, the rise of 30 feet may be reduced to 22 feet, which would be a very little more than what is termed the angle of repose.

Contrasting the gradients on this line with those on the line surveyed by Captain Henderson over the Cobequid Hills, Mr. Wilkinson states that "the same tractive force which would carry 22½ tons to Halifax, would transport 46 tons to St. John."

Believing that the time has come when a work of this kind should be forthwith commenced in this province, we beg to suggest the following reasons as some of the most prominent which have influenced us in recommending this line:—

First. Because it will connect the city of St. John, the natural market and shipping port for the productions of the valley of the River St. John and our commercial emporium, with the northern and eastern sections of the province, and render available the vast resources of the Gulf of St. Lawrence.

Second. Because of the extent of the population, the fertility of the soil, and the actual traffic and number of travellers throughout the line.

Third. Because when the work is completed as far as the bend, a distance of fifteen miles, and on the other end of the line to any distance, immediate commercial and local advantages would result therefrom.

Fourth. Because it must lead to the construction of a line from Halifax to Shediac, and from St. John to the American frontier, which would make it a part of the great highway from Europe to the remotest States of the Union.

Fifth. Because it will unite and identify the interests of the lower provinces.

Sixth. Because no line of equal extent can be formed in the province which can be so easily and cheaply constructed, or which presents such prospects of immediate advantage to every department of industry, whether connected with the fisheries, the agriculture, or the commerce of the province.

Having every confidence that the great trunk line will be eventually laid down between Halifax and Quebec, it would be of the utmost consequence to the profitable operation of that magnificent work, that a branch line should extend to the city of St. John; we therefore view the construction of this branch, as now proposed, as the commencement of a great national enterprise, involving the union of these North American possessions and the best interests of the British Empire.

Assuming that the Legislature is prepared to give prompt encouragement to the construction of a railway in the province, and that the line between St. John and Shediac is the most eligible for immediate operations, we propose that the following course should be adopted:—

The estimated cost of this line is 500,000*l.*, and this is high, as compared with the estimate for the St. Andrews and Quebec Railroad. We therefore earnestly recommend that the province should take one-half the stock to be raised on provincial scrip, redeemable in forty years, interest payable half-yearly in London; and that the province should guarantee a rate of interest not exceeding 5 per cent. per annum on the balance for twenty-five years, to commence immediately upon the completion and opening of the whole line, and to continue so long only as the line is kept in efficient working order.

All which is respectfully submitted.

Committee Room, March 20, 1849.

(Signed)

A. E. BOTSFORD, Chairman.

The Hon. Mr. L. A. Wilmot, from the Committee appointed on the ninth day of March instant, and to whom were referred all matters connected with railways, submitted a report; and he, having read the same, handed it in at the clerk's table where it was again read, and is as follows:—

"The Select Committee, to whom were referred all matters relating to railways in this province, beg leave to submit the following report.

"In the consideration which we have given to the highly-important subject referred to us, we have been deeply impressed with the force of his Excellency's remarks in relation to railways, in the speech at the opening of the present session, that 'The elements of great future prosperity in the North American colonies depend for their immediate development on public works of this description, and that no sacrifice which tends to secure their execution will ultimately be found too great.'

"Viewing the relative position of the North American colonies, and the great importance, in a national point of view, of improving the facilities for mutual intercourse, we consider it a matter of the greatest moment for the permanency of British interests on this continent, that a railway should be laid down to connect the lower provinces with the interior of Canada.

"It was under the influence of this conviction that we cheerfully united with the Legislatures of the adjoining provinces, in 1846, in making provision for a survey between Halifax and Quebec.

"That service has been ably performed, and the practicability of a great trunk line satisfactorily shown by the valuable report of Major Robinson.

"This report we have had before us, but, from the estimated expense of the line, we deem it altogether impossible for these colonies to undertake it, unless largely aided by the Imperial Government.

"The commercial depression at present pervading these provinces, brought about as it has been in a great degree by the recent modifications of the British Tariff, leaves us in an enfeebled condition, and wholly unable to undertake that portion of the great trunk line which runs through this province.

"We believe that no other measure can be devised, which will so certainly consolidate the colonies, and perpetuate our connexion with Great Britain; while without it, we fear that our position as colonies will be of short duration.

"Entertaining these opinions, it might be expected that we should at once suggest some means for the construction of the trunk line; but if we were able to execute our portion, it would be comparatively useless, without the completion of those parts running through the adjoining provinces. Co-operation, therefore, on this work is indispensable, and as we believe the financial condition of the sister colonies is no better than our own, so do we feel satisfied that they cannot undertake their portions without Imperial aid.

"It appears by the observations of the Commissioners of Railways, contained in the communication from Captain Harness to H. Merivale, Esq., that 'after giving this question the fullest consideration, so far as they possess the means to do so, the Commissioners are disposed to think, that, although in a military and political point of view the completion of a railway between Halifax and Quebec may be of great importance, yet as a commercial undertaking, it is very doubtful whether it can, at least for a long time to come, prove profitable.'

"We will not now go into the calculations which bear upon the commercial view of the question, but admitting the correctness of the Commissioners' opinions, we shall deeply regret if the Imperial Government and the British Parliament are influenced in their deliberations on this all-important question, by the adjustment of commercial profits.

"How would this mode of calculation apply to the military and naval forces of Great Britain? It would certainly be a difficult thing so to direct a financial investigation on this subject, as to produce a profitable result in a commercial point of view, and yet the maintenance of these forces is considered indispensable to the preservation of the national honour and integrity.

"In this light do we humbly conceive the Great British North American Trunk Railway should be viewed, and it is therefore to be deplored that an official paper emanating from the Office of Commissioners of Railways at Whitehall, should deal with this question as wholly commercial, and should therefore give to the foreign ports of New York, Boston, and Portland, a preference to the harbour of Halifax.

"We think that the plain broad question on this subject is—Do the people of England wish to retain the North American colonies or not? If they do, the trunk railway is indispensable, and should be completed at any cost; if, on the other hand, there be a prevailing disposition at home to throw us off, it will be far better to do so at once, and not leave us as at present, depending upon hopes never to be realized, and looking for aid from whence it can never be derived.

"But we hope for better things; and assuming that our value and importance as British colonies, are duly appreciated at home, and that the Government is desirous of ascertaining how far we can assist in the completion of the trunk line, we think there should be an expression of opinion on the part of the Legislature on this subject, and we respectfully recommend that the following offer should be made:—

"To secure to the Government, or to the company that may construct the line, the ungranted lands to the extent of ten miles on each side. To purchase the right of way and the necessary stations on improved and private property; and, if nothing less will suffice, we would respectfully recommend that the House should consent to such modification of the present protective duty on our pine timber as the British Government may deem advisable, if in consideration thereof, they will undertake to make the necessary advances to complete that portion of the line running through this province.

"On our part we are willing to make every reasonable sacrifice for the security of British interests on this continent, and we believe the neighbouring colonies will join with

as in the effort; if a corresponding feeling exists at home the work will be done, and not otherwise.

"In the event of the trunk line from Halifax to Quebec being constructed, it is very obvious that a branch line will be laid down from Shediac to St. John, in order to secure to this province a share of the commercial advantages derivable therefrom; but even without the trunk line, we are of opinion that no part of the province presents so eligible a site for a railway, or promises so certain a return for the investment of capital, as the line recently surveyed by Mr. Wilkinson, from St. John to Shediac, a distance of 108 miles.

"Being unanimously of opinion that a work of this kind should be forthwith commenced within the province, we respectfully recommend this line as preferable to any other, for the following reasons:—

"First. Because it will open up a commercial communication between St. John and the Gulf of St. Lawrence.

"Second. Because of the extent of population and the fertility of the soil throughout the whole line.

"Third. Because, when twenty miles at either end of the line is completed, great commercial advantages will immediately result therefrom.

"Fourth. Because it must lead to the construction of a line from Halifax to Shediac, and from St. John to the American frontier, which would make it a part of the great highway from Europe to the remotest States of the Union.

"Fifth. Because it will unite and identify the interests of the lower colonies.

"Sixth. Because no line of equal extent can be found in the province, which can be so easily and cheaply constructed, or which can present such prospects of immediate advantage to every department of industry, whether connected with the fisheries, the agriculture, or the commerce of the province.

"We believe that no line of equal extent has been discovered which presents less engineering difficulties.

"Mr. Wilkinson, in his preliminary report, remarks, that 'the ruling gradient is between level and 7 feet per mile, with two maximum gradients, each of only 30 feet per mile;' and he is of opinion that 'by a slight variation, and some increase of expense, the rise of 30 feet may be reduced to 22 feet, which would be a very little more than what is termed the angle of repose.'

"Contrasting the gradients on this line with those on the line surveyed by Major Robinson over the Cobequid Hills, Mr. Wilkinson states that 'the same tractive force which would convey 22½ tons to Halifax, would transport 46 tons to St. John.'

"As we have thus selected this line as the preferable one for immediate operations, the next question for consideration is, in what manner can the funds be raised for its construction.

"It is admitted on all hands that the capital must be obtained from abroad; if left to private enterprise we are sure the work would not be undertaken, unless a legislative guarantee were given to secure a high rate of interest; and even then the management and control of the railway would be principally in the hands of strangers, who being sure of the guaranteed interest, would have little inducement to economise, and would have but little regard to the public accommodation by the establishment of low rates.

"Some other and more effectual course must therefore be adopted. The crisis is extreme, and the remedy must be equal to the emergency. Our trade is stagnant—our people are emigrating—our real estate is rapidly depreciating; and we are called upon to take a bold and decisive course, irrespective of local claims and sectional jealousies. Providence has given us a country rich in all the natural elements of wealth, and we must turn them to account; the talents have been generously bestowed, and we are now to decide whether we shall bury them in the earth or multiply them by profitable employment.

"Impressed with these considerations, we have struck out a course of procedure.

"The estimated cost of the Shediac line is 500,000*l.*, and is high as compared with the estimate for the St. Andrews and Quebec line.

"There are many reasons why the whole of this line should be laid down by the Government; but we think that greater economy would be ensured if a portion of the stock were taken by private individuals, and we therefore respectfully and earnestly recommend that the province should take one-half the stock, to be raised on provincial scrip, redeemable in 40 years, and interest payable half-yearly in London, and that the province should guarantee a rate of not exceeding 5 per cent. per annum, on the balance for 25 years, to commence immediately upon the completion and opening of the whole line, and to continue so long only as the line is kept in efficient working order. Should this recommendation be sustained by the House, we shall submit the necessary Bills for carrying it into effect.

"We are well aware of the nature of those objections with which our recommendations will be met.

"It will be said that we have recommended a course which will involve the province in debt and embarrass our finances; but in answer thereto we would express our opinion, which has been formed after the most mature consideration, that under prudent management, the very expenditure will beget the means for its ultimate liquidation.

"It will also be said, that legislative aid should not be exclusively applied to one line, but so distributed as to give encouragement to similar works in other parts of the province. In answer thereto we say, that unless we bend our energies to the completion of one line, we shall fail altogether, and consequently be discouraged for years to come from undertaking any similar enterprise.

"If the House can select any other line which presents greater facilities and a better prospect of success than the one which we have recommended, we shall cheerfully adopt it; but if no better can be found, we fervently hope that we shall combine our energies in this great cause, and then there must be a railway in New Brunswick.

"We have had under our consideration the Bill now before the House 'to authorize the issue of scrip on the faith and credit of the province, to be employed towards the building and completing of the railroad from St. Andrews to Woodstock.'

"The Legislature has already guaranteed 6 per centum per annum for 25 years, on one-half the estimated cost of this line; and we regret that the company have not been able, with this guarantee, to prosecute their operations with success.

"If we were satisfied that the assistance now asked for would insure the completion of this line, we would cheerfully recommend the passage of the Bill under consideration; but, under all the circumstances, we submit the matter for the consideration of the House.

(Signed)

"L. A. WILMOT.  
J. R. PARTELOW.  
WILLIAM END.  
D. HANNINGTON.  
W. J. RITCHIE.  
S. Z. EARLE.  
GEORGE HAWARD.  
J. MONTGOMERY."

"Committee Room, March 17, 1849."

## A.

## Enclosure 3 in No. 3,

Encl. 3 in No. 3.

Average produce of an acre of potatoes, first year of clearing, planted amongst the stumps?

The land being good, well cleared, and cropped, 200 bushels might be looked for.

Average cost of clearing half an acre, burning the rough wood, and fitting the land for planting?

Good hard wood land would take 10 or 11 days to prepare it for crop, and if done by the job, would cost from 3*l.* 10*s.* 10*d.* to 3*l.* 15*s.* per acre.

Quantity of seed for half an acre of potatoes?

The seed being carefully planted, 10 bushels would be required at, say 2*s.* 1*d.* per bushel.

Rate per day of labour, if hired?

For a short period 3*s.* 4*d.* without board, and 2*s.* 3*d.* with board.

Average cost of rough log-huts?

A log-hut 18 x 12 feet shingled, but without chimney or flooring, would cost 8*l.* 6*s.* 8*d.*, including two windows and one door: a hut of the same dimensions, with chimney, double flooring, and ceiling and a cellar, would probably cost 15*l.* or 16*l.* 13*s.* 4*d.*

(No. 21.)

No. 4.

No. 4.

COPY of a DESPATCH from Lieutenant-Governor Sir EDMUND HEAD, Bart., to Earl GREY.

Government House, Fredericton, April 26, 1850.

(Received May 14, 1850.)

(Answered June 19, 1850, No. 195, page 95.)

MY LORD,

I HAVE the honour to inclose an humble address to Her Most Gracious Majesty from the House of Assembly of New Brunswick, relating to the commercial condition of the province, and the Halifax and Quebec Railway.

I request your Lordship to lay this address at the foot of the Throne.

I have, &amp;c.

The Right Hon. Earl Grey,  
&c. &c. &c.

(Signed) EDMUND HEAD.

## TO THE QUEEN'S MOST EXCELLENT MAJESTY.

The humble and dutiful Address of the House of Assembly of New Brunswick.

MAY IT PLEASE YOUR MAJESTY.

WE, your Majesty's faithful and devoted subjects, beg leave again to approach your Majesty with renewed assurances of our attachment to the Throne of the empire.

The commercial policy recently adopted by your Majesty's Government has already occasioned such disastrous consequences to the trade of this province, that unless some relief be immediately afforded, we are satisfied the ultimate results will prove destructive to the interests of your Majesty's subjects in this colony.

We cannot, therefore, too strongly press upon your Majesty's consideration the great importance of obtaining a more extended market for the staple productions of this province.

It must be obvious to your Majesty, that as we are now driven from the markets of England, the nature of our productions and the geographical position of our country point to the United States of America as our natural market; and that, for the commercial prosperity of this province, it is essential we should obtain the open ports and the unrestricted coasting trade of the American Union.

There is another measure, however, which, if promptly undertaken and vigorously prosecuted, under the auspices of your Majesty's Government, would tend more than any other to restore the prosperity of the British colonies on this continent, to cement their union, and preserve their integrity as portions of the empire; and that measure is the construction of a railway from Halifax to Quebec.

Although we have, on a former occasion, brought this subject to your Majesty's notice, yet on such a momentous question, involving, as we sincerely believe it does, the stability and permanency of British interests on this continent, it is our duty to be importunate, and not to let the subject rest while there remains any prospect of success.

We have already afforded the best possible proof of our own sincerity, by pledging ourselves to grant a sum 20,000*l.* a-year for twenty years, together with at least 2,000,000 of acres of superior land available for settlement and colonization.

Looking at our prostrate trade and diminished resources, it must be admitted that we have offered to do more than could reasonably have been expected from us; and if our resources were equal to our desire for the permanency of British connexion, we would at once apply them to the accomplishment of this great national project.

Believing your Majesty's Government sincere in the declaration that these colonies will be retained at all hazards, and that they are viewed as part of the strength of the empire, it is surely a question worthy of the best consideration of your Majesty's Government, "What can be done for the North American colonies to prevent their declension, to give them strength and consistency, and thereby to restore confidence in the Imperial Government?"

To this important question we are prepared to answer, that no other measure will so certainly produce the desired effects as the railway from Halifax to Quebec.

The sum of 60,000*l.* a-year being already guaranteed by Canada, Nova Scotia, and this province, we are led to hope that if your Majesty's Government would procure from the Imperial Parliament a grant of 1,000,000*l.* sterling in aid of the undertaking, the work would shortly be commenced and successfully prosecuted.

We most humbly and dutifully beg to urge this subject upon the favourable consideration of your Majesty, from the fact that, while the recent changes in the commercial policy of the empire have been adopted for the benefit of your Majesty's subjects in the United Kingdom, those changes have produced the most disastrous effects upon the trade and resources of your Majesty's North American colonies.

We therefore humbly and earnestly pray your Majesty to take the premises into your Royal consideration, and to grant to your Majesty's devoted subjects in these provinces such timely and effective aid towards the extension of their trade, and the construction of the railway from Halifax to Quebec, as will assure them that their loyalty is duly appreciated, and that their present condition of feebleness and prostration is not viewed with indifference by your Majesty's Government.

And as in duty bound will ever pray, &c.

(Signed)

J. W. WELDEN, Speaker of Assembly.

(No. 55.)

No. 5.

NEW  
BRUNSWICK.

No. 5.

COPY of a DESPATCH from Lieutenant-Governor Sir EDMUND HEAD, Bart.,  
to Earl Grey.

Government House, Fredericton, August 26, 1850.

(Received September 10, 1850.)

(Answered September 20, 1850, No. 213, page 96.)

MY LORD,

I HAVE the honour to inclose three memorials from the inhabitants of the county of Westmorland, in this province, on the subject of the proposed line of railway from Halifax to Quebec.

Of these petitions two are addressed to your Lordship, the other one to Lord John Russell.

I do not conceive that it is necessary for me to make any remarks upon these papers since receiving your Lordship's despatch of June 19, No. 195,\* of \* Page 95. which I have communicated an extract to the petitioners.

I have, &c.

The Right Hon. Earl Grey,  
&c. &c. &c.

(Signed) EDMUND HEAD.

Enclosure 1 in No. 5.

Encl. 1 in No. 5.

TO THE RIGHT HONOURABLE THE EARL GREY.

The Memorial of the undersigned Magistrates, Freeholders, and Inhabitants of the several parishes of Westmorland and Botsford, in the county of Westmorland, and Province of New Brunswick.

MOST RESPECTFULLY STATES,

THAT your memorialists have long looked with the deepest anxiety for the construction of the proposed railway from the Atlantic Coast of Nova Scotia to Quebec, an undertaking, from the completion of which, they anticipate the most beneficial results to the British North American Provinces.

That the geographical position of these provinces renders such means of transit absolutely necessary to expedite their communications with each other, and thus to render them one compact powerful dependency of Great Britain, instead of remaining, as they now are, separate and disjointed colonies, apparently with neither weight nor influence in the general affairs of the empire.

That, as your Lordship is aware, a military road was once projected, at the expense of the Imperial Government, in order, as your petitioners understood, to remedy, in part, these inconveniences, and to facilitate the transmission of troops, as well as the general intercourse between the cities of Halifax and Quebec.

That the objections urged by the Commissioners of Railways in England as to the probable profit to arise from the construction of the railway in question, would equally apply to the expenditure on such contemplated military road. But your memorialists entertain no doubt that your Lordship will find, on further inquiry and investigation, that a very considerable receipt will be derived from the traffic on such railroad, as well from the rich and improving Province of Canada, as from the various sources of trade which will be opened by this road, and its probable branches and connexions with the various railroads now built and in progress through the immense territories of the United States.

That if the revenue from these sources, from the increased resort of passengers, and from the colonial guarantees already given, and the amount now paid by the post office for the transmission of letters to and from Canada, should still be insufficient to indemnify the Imperial Government from any guarantee they may give to promote this great work, your memorialists will not hesitate to assume still further responsibility for that purpose, should it be required of them.

That your memorialists submit that no public work in any of the numerous colonies of the empire, possesses the same claims to Imperial aid as that they are now advocating, inasmuch as no other railroad or canal will not only serve as a great commercial artery, open a vast agricultural country, now a wilderness, to colonization and settlement, develop new resources in the mines and fisheries to which it will give access, and form a rapid means of communication between two of the strongest fortresses of the empire, whose maritime intercourse is now hermetically sealed during half the year, but also bind together five important provinces, and connect the whole with the mother-country.

That the extensive works already executed and in progress in the Canadas for improving the navigation of the St. Lawrence, and facilitating the transit of goods and passengers, and the resort of emigrants from Europe to that vast country, will be incomplete

**NEW  
BRUNSWICK.**

without this means of access to the Ocean at all seasons of the year; and that unless such means of access be thus given, a great part of the traffic must inevitably be diverted to a foreign port.

That the desire your Lordship will feel to promote the prosperity of so considerable a portion of the Colonial Empire of Great Britain will, your memorialists confidently hope, induce you to afford the most favourable consideration to this important subject; and they implicitly rely on your Lordship's aid and support in obtaining the guarantee of the Imperial Government for payment of an interest of 4 per cent. on such sum as may be sufficient to insure the construction of this great national undertaking.

(Forty-eight Signatures.)

Encl. 2 in No. 5.

Enclosure 2 in No. 5.

**TO THE RIGHT HONOURABLE THE EARL GREY.**

The Memorial of the undersigned Magistrates, Freeholders, and Inhabitants of the several parishes of Westmorland and Botsford, in the county of Westmorland, and Province of New Brunswick.

[Same as Enclosure 1, with 103 Signatures.]



**Despatches from the Right Hon. Earl Grey, Secretary  
of State.**

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NEW  
BRUNSWICK.

No. 1.

(No. 117.)

No. 1.

COPY of a DESPATCH from Earl GREY to Lieutenant-Governor Sir  
EDMUND HEAD, Bart.

SIR,

Downing Street, March 31, 1849.

I HAVE to acknowledge the receipt of your despatch No. 23,\* of the 5th of March, inclosing a copy of certain Resolutions passed at a meeting of the inhabitants of Bay Verte and its neighbourhood, relative to the proposed railway between Halifax and Quebec.

\* Page 69.

Sir Edmund Head, Bart,  
&c. &c. &c.

I am, &c.  
(Signed) GREY.

(No. 119.)

No. 2.

No. 2.

COPY of a DESPATCH from Earl GREY to Lieutenant-Governor Sir  
EDMUND HEAD, Bart.

Sir,

Downing Street, April 10, 1849.

I HAVE to acknowledge the receipt of your despatch No. 1, of the 1st of January last,\* containing observations by Mr. Wilkinson, of Fredericton, on the joint report of Major Robinson and Captain Henderson, on the proposed trunk line of railway from Halifax to Quebec.

Having judged it proper to furnish Major Robinson with a copy of your despatch and of its inclosure, I now transmit for your information the copy of a letter which I have received from that gentleman, inclosing his reply to Mr. Wilkinson's observations.

Sir Edmund Head, Bart.  
&c. &c. &c.

I am, &c.  
(Signed) GREY.

Enclosure in No. 2.

Encl. in No. 2.

SIR,

Portsmouth, March 30, 1849.

IN reference to your letter of the 10th February last, transmitting to me, by direction of Earl Grey, the copy of a despatch from the Lieutenant-Governor of New Brunswick, and containing a copy of certain observations which have been made by Mr. Wilkinson upon the joint report of myself and Captain Henderson, on the proposed trunk line of railway from Halifax to Quebec, and acquainting me that his Lordship would be happy to receive any remarks which I might wish to offer on the subject, I have the honour in reply to submit through you, for his Lordship's consideration, the accompanying observations which I have made in reply to those of Mr. Wilkinson.

I beg leave at the same time to state, that these would have been forwarded to you at an earlier period, but for many interruptions which have arisen from my own present professional duties.

Herman Merivale, Esq.,  
&c. &c. &c.

I have, &c.  
(Signed) WM. ROBINSON, Captain Royal Engineers,  
Brevet-Major.

\* Page 66 of Papers relative to the Halifax and Quebec Railway, presented to both Houses of Parliament by Command, February 1849.

SIR,

Portsmouth, March 30, 1849.

**MR. WILKINSON** was one of the civil surveyors employed on the exploration railway survey in British North America, and was engaged on that duty from the 10th of June to the 31st of December, 1847.

The portion of country for which his services were required, and to which his attention was directed, was the difficult and hilly (if not to say mountainous) portion lying between the upper part of the Restigouche River and the St. Lawrence, near to where the latter receives the waters of the Trois Pistoles River. The object he had to accomplish was to find a practicable line through this country for about 70 miles, and, by so doing, to complete the exploration of a central and direct route through New Brunswick to the St. Lawrence.

The account of this exploration is given in his report, which forms Appendix No. 3 to the General Report.

It was entirely unsuccessful. The difficulties of the ground tried by him were too great to be surmounted.

In the opinion expressed by the Lieutenant-Governor of New Brunswick of Mr. Wilkinson's great experience in surveying, and that he possesses considerable knowledge of that country I most willingly concur.

But as it affects the question now between us, viz., the relative merits of two lines for a railway, I beg leave to express a doubt whether Mr. Wilkinson has had any experience as a civil engineer, or has had sufficient opportunity of acquiring such a practical knowledge of railways, as to give any unusual weight to the observations he has offered upon my report.

I make this preliminary remark, because it will be seen from what follows, that we differ, at the first starting, upon one of the most essential attributes of railways, viz., easy grades.

In gaining the head waters of the Green River, Mr. Wilkinson encountered in his progress from the St. Lawrence a narrow valley of four miles in length, decreasing in width until at its termination it was merely a ravine. A section of it was made with a theodolite and the levels taken.

Viewing it in a favourable light, that is, supposing the line could have been made in one slope, from its commencement to its termination, there must have been a grade of about 1 in 49, or a rise of  $107\frac{1}{2}$  feet per mile for four miles, and involving heaving cuttings and embankments.

Speaking of this part, over which I passed myself and examined it carefully, Mr. Wilkinson thus reports:—

“But upon examination of the last four miles the rate of ascent proved to be much more objectionable.

“The result, however, of a series of elevations and depressions taken by your direction over this portion of the route, and which at leisure moments have been somewhat hurriedly computed, do not warrant me in saying that the rate of inclination of the four miles in question is more than objectionable.

“Its practicability is, I believe, proved by at least two examples of much steeper inclined planes, daily ascended by locomotive power with both passengers and freight. I refer to the Lickey inclined plane of 1 in 37 on the Birmingham and Gloucester Railway, and another of 1 in 34, which I understand to exist on the Hartlepool and Stockton.”

These heavy grades on the English railways quoted are but for very short distances, and not to be compared to the long one met on this part of the exploration, and even as short as they are they are most objectionable.

The effect of heavy grades upon a line is to increase greatly the expense of working. As the ascent increases, the power of an engine to draw freight diminishes rapidly, whilst, at the same time, the strain upon the rails is most detrimental to the durability of the road.

An engine which could draw a load of freight up a moderate grade of 30 feet per mile of 144 tons, would on an incline of 1 in 49 draw only 36 tons. As a remunerative line, so far as it depends upon the heavy freight to be expected between Quebec and Halifax, it will depend greatly upon the expenses of working it, and these depend most materially upon the nature of the gradients.

Mr. Wilkinson speaks of a long grade of four miles, rising 1 in 49, as being nothing more than “objectionable.”

I consider it as being next to impracticable; and as it is most probable there would be others of a similar nature, in descending on the opposite side, in connexion with other heavy grades though not so great, I should condemn such a line and look for another.

Mr. Wilkinson and myself have therefore widely different views as to one of the qualities of a good railway.

The shortest line between two points may not be the best.

A circuit with easy grades is far superior to a shorter route with heavy ones.

I now proceed to consider the observations which Mr. Wilkinson has deemed it his duty to make upon my report.

The purport of the first portion of his objections I take to be as follows:—

1. That the report is too peremptory in the recommendation of the Eastern or Bay Chaleurs line.
2. Equally too peremptory in the condemnation of any more direct or central route.
3. That he has looked in vain for reasons of adequate force and validity to concur in that opinion. And,
4. That he is of opinion that sufficient efforts have not been made, and that consequently more explorations and surveys are desirable, either to improve upon the central route through New Brunswick, together with, if possible, a continuation of it to the St. Lawrence.

These objections I shall endeavour to answer by stating what has been done on the central line.

Mr. Wilkinson, having joined the exploration survey in the second year of its labours, and having been exclusively employed upon the portion of it allotted to him, may be presumed to be ignorant of much or all that had been done in the previous season.

The reports and proceedings of the surveyors were not submitted to him, and it is not probable that he has ever seen the plans and sections of that year's explorations, which were sent home with a preliminary report by Captain Henderson.

These plans and sections related principally to the central portion of New Brunswick, to which the energies of Captain Pilon and his parties were that season chiefly devoted.

Mr. Wilkinson has not, therefore, had the same facilities or data for forming an opinion of that difficult country as the officers employed have had.

It may be otherwise, but I do not think that he has himself ever been in or seen that part of New Brunswick, and mere inspections of the published maps are not calculated to give a practical knowledge of it.

In the first season, this country was traversed by our parties, not only in the direction of the line, but an expedition under Mr. Grant, a surveyor and draftsman also, of great experience, and of the Crown Land Office at Fredericton (to whose valuable exertions and zeal, even to the risk of his life, the service is deeply indebted), was sent up the Tobique Valley for the express purpose of examining that long mountainous ridge which continues from the mouth of the Tobique River until it joins on to the highest mountains in the centre of New Brunswick, the object being expressly to find the lowest and most favourable point at which they could be passed.

Mr. Grant took with him Indians, as guides, from the village at the mouth of the river; persons to whom the whole district was known, forming part of their hunting grounds.

It should be mentioned that Mr. Grant did not confine himself to boating up and down the different streams, but ascended the highest ground he could find, and took views of the surrounding country.

The result of this expedition was that in the ensuing season the surveying and exploring party succeeded in finding a practicable route across the Tobique Valley, and on to the Restigouche River.

Whilst Mr. Grant was thus engaged on the western side of the central group of mountains in New Brunswick, Captain Henderson was on the eastern side, and ascending high ground, also was able to obtain a good knowledge of the nature of that part of the country.

These gentlemen have therefore had the advantage of having seen and been engaged in the country of which they make mention in their reports. From Mr. Grant's, which has not been published, I make the following extracts:—

“From the surveys and explorations made in the Tobique district, I have the honour to lay before you the following reports of the prospects afforded of finding a practicable line through that difficult section of country.

“In carrying out the project of a railway from Halifax to Quebec, I had, by a careful examination of several maps of the intervening country, from the shed of the waters, combined with such local information as I could bring to bear on the subject, correctly anticipated that one of the great difficulties would be the passing an unbroken range of high lands extending from the River St. John, below Tobique mouth, to the north-east, lying between the head-waters of tributaries to the Rivers Miramichi and Tobique, and connected with Blue Mountain, and the mountainous district of Restigouche.

“As this bar extends completely across the faces of the country, it of course follows that one of the most important preliminary steps is that of ascertaining the lowest points of transit across it, as the one easiest of access from both directions must become a fixed point, and to a greater or less extent influence both the direction and gradients of the line on either side of it.

“On my arrival at the Blue Mountain, I ascended to one of its summits, and had a most extensive view of the surrounding country, of which I made a complete panoramic sketch, with compass bearings, to such of the principal elevations as were known to the Indian who accompanied me.

“A continuous range, as already stated, extend from the mountainous district in the vicinity of Nictor Lake, and the head-quarters of the Tobique, and separating the tributaries of the Rivers Miramichi and Tobique, until it connects (some distance below the Red Rapids) with the great mass of high lands extending upwards from the River St. John.”

Speaking of the opposite side of the Tobique Valley, Mr. Grant says:—"To the north and west of the highlands at the head of Three Brooks, and as far, I presume, as the highlands near the St. Lawrence, there is a table-land about 400 feet above the bed of the Tobique. Viewed from an elevated position, this section of country has the appearance of a widely-extended plain; but on examination is found to be cut up (wherever there are water-courses) with deep ravines of from about 100 to 300 feet, and which are likely to create a very heavy expense in bridging and viaducts."

To cross the Tobique River at the desired point, a very heavy bridge and viaduct are reported necessary, as the height of the bank on one side is much higher than that of the other.

It will be observed that Mr. Grant speaks of this ridge of highland on the south side of the Tobique River as being continuous and unbroken, extending as a bar completely across the face of the country.

An assistant surveyor, who was employed for two seasons on this part of the central line, speaks of these hills as being "high, and extending in an unbroken chain from 30 or 40 miles, increasing in height until they meet the Tobique Blue Mountains, said to be more than 2000 feet above the sea."

From the point on the ridge where the line passes, to the bed of the Tobique River, the levels were taken instrumentally and barometrically.

From the results so obtained, which were found to agree very closely, the summit level of 1,216 feet was obtained.

It is of course within the limits of possibility, that there may exist some gap in this chain by which it could be passed at a somewhat lower level, but it is highly improbable that there should be, and that it should have been unknown to the Indians, and undiscovered by our exploring parties.

In the country, more to the westward, and nearer to the St. John River, a line for a mail route had been explored between Fredericton and the Grand Falls some years before, but the ground was found very unfavourable, even for a common road, and it was never carried out.

Previous to our parties commencing their operations in the country, there had been officers exploring through it for the purpose of making a great military road from the River du Loup, on the St. Lawrence, through New Brunswick, as far as the Bend of Petitcodiac.

Their plans and reports were sent to us, and we had the benefit of their experience.

They met with almost insurmountable difficulties in the centre of New Brunswick.

The Commanding Royal Engineer in Canada, in his report on this line, dated 20th March, 1845, writes thus:—Paragraph 18, "From the 137th mile, when the surveyed line goes south-east to the Tobique River" (but that line, and along the Odell River, was found difficult and indifferent for settlement). Paragraph 19, "The chained line follows the Odell to the Forks, and afterwards deviated to the north-east, so that the actual line of road may be somewhat shorter." Paragraph 20, "This part of the road, however, from the 137th mile (going southerly) to the 189th mile, shown by the dotted line, will require further examination, it having been found impracticable during the working season of last year."

This was for a distance of fifty-two miles that so much difficulty was found for a common high road.

The Commanding Engineer afterwards reported his opinion that it could be passed with grades of 1 in 15.

To have tried more to the eastward would have been increasing the altitude above the sea, and becoming more involved in the heart of the mountains.

It is rather remarkable, and may not be considered irrelevant to the subject, to state here that there were parties in the country then who objected to the line for the military road passing centrally through New Brunswick.

In paragraph 32 of the report quoted, the Commanding Engineer says, "It is of course to be expected that the formation of any new line of road must be displeasing to such persons as may be established in other parts, and may conceive their particular interests to be injuriously affected by it. While this road was being surveyed, objections were made to the course of the explorations.

The parties objecting were in favour of going round by the Metis and Kempt Road.

Mr. Wilkinson observes, "That an exploration by the way of the right hand bank of the Tobique, towards Bristown, was suggested at the commencement of the season of 1847."

"It might not have been successful, but it offered the greatest probability of success. It is obvious at least that the suggestion could proceed only from the anticipated failure of the route adopted. The proposal is adverted to in the Appendix No. 3, at p. 49, 50, of the Report, but not adverted to in the Report itself."

A proposition was made to me by Mr. Wilkinson, in a letter which I received from him, dated the 6th August, 1847, that he himself, with a party, should ascend the Tobique River, and explore from thence, southerly, as far as the main Miramichi River, a distance of some fifty to sixty miles. But as at the time this proposition was made two months of the working season had passed, and Mr. Wilkinson had not completed one-half of the task allotted to him, it was not noticed.

More especially too as at the same time, or soon after, good accounts were received

from the party upon whose ground he proposed to intrude, and who, instead of failure, as anticipated by him, succeeded in carrying out a practicable line right through to the Restigouche River. The failure proved on his own ground, and the winter found him still embarrassed in the high lands at the head of the Green River.

Large parties were thus employed at great expense for two seasons on this central and direct line through New Brunswick.

Year after year explorations might be continued to be made, and great expenses incurred, in the hope of finding a better line, or improving upon the one last found, and parties interested would still say that every effort had not been exhausted.

Judging from the results of our own labours, from those of others, and the natural difficulties of the country as described, I do not think any further exploration would be attended with any marked difference of success; and that in point of easy gradients, and in every other point, save the one of distance, the eastern, or Bay Chaleurs route, would still command a preference over the central one through New Brunswick to the St. Lawrence.

Proceeding next to consider the observations made by Mr. Wilkinson upon that part of the country lying south of the Miramichi, and between it and the Shediac River, I find that in this case his doubts and criticisms have been called forth in consequence of my not giving a sufficiently peremptory opinion, and expressing a belief merely that it would prove, with the exception of the banks of the St. Lawrence, one of the easiest portions of the line.

I shall endeavour to answer this part, as I did in the first instance, by referring to what was done, and by quoting extracts from the reports of the surveyors who had the conduct of the exploration.

In my General Report I described that this portion of country was the last explored, because it was of the most importance to try those portions first where the greatest difficulties were to be expected.

The country in question is well known to be the most level in New Brunswick.

One author (Dr. Gesner, page 186), in speaking of it, says, "The whole country is remarkably level, and upon an average its elevation above the sea will not exceed 20 feet." Another (Mr. Perley), in his description of the counties of New Brunswick, says, page 12, "There is scarcely a single hill of any magnitude in the whole of this county (of Kent); and the land, especially on the Gulf shore, is very low and level. It may be described as the most level county in the province."

Captain Henderson and myself both passed through it, and traversed it from south to north, and found it to be extremely level and favourable.

But as our route was more to the eastward than it was desirable the line of railway should take, it was determined to send in exploring parties.

And it was tested in the severest way, that any country could be tried, by cutting straight lines across it, through the heart of the country. The sections of the lines thus cut and levelled are given in the book of plans.

Our object was not to locate the exact line, but to ascertain that there was nothing impracticable in the way, and to ascertain the general nature of the features of the country.

Two parties were employed under competent surveyors.

They commenced at the same point, nearly a central one, on the Richibucto River; one party cut north-westerly and the other south-easterly; taking the levels over both lines barometrically.

No obstacles were encountered but what could have been avoided, and the surveyor's report is most favourable.

I make the following extracts from the report of Mr. Layton, dated Richibucto, 19th October, 1847:—

"The point selected as the most convenient for commencement was on the Harley Road, at about 6½ miles from Taylor's, on the Richibucto. Corporal Forbes, taking a direction bearing by the magnet north, 39 degrees west, 10½ miles; thence northerly 25 degrees west, 9½ miles to the line, between the counties of Northumberland and Kent, crossing the old Indian portage about half a mile to the westward of the Richibucto (as will be seen upon reference to the plan accompanying the report), and crossing the river at a distance of 7½ miles from the Harley Road, which will be in a direct line about 15 miles above the head of the tide, also crossing the head of the south branch of the Kouchibouquasis and two other small streams running into it; and also crossing two small streams which empty themselves into the Miramichi.

"The whole extent of this line presents nearly an even surface, with the exception of two slight dips, one at the crossing of the Richibucto, and the other at the crossing of the south branch of the Kouchibouquasis.

"I took a direction bearing by the magnet south, 37 degrees east, from the starting point at the Harley Road, which would pass about a mile to the eastward of Irish Town settlement.

"The country from the Harley Road to the Bouctouche, a distance of 17½ miles, presents generally an even surface with the exception of a few slight dips at the crossings of the different streams, which are laid down upon the plan.

"At the Bouctouche the land rises generally on either side to the height of about 50 feet, but there are places where the same height of land comes boldly out on both sides,

keeping the same platform. Between the Bouctouche and the Cookburn Road, a distance of  $7\frac{1}{2}$  miles, the country presents nearly an even surface, with the exception of a slight dip at the crossing of the north branch of the Cocagne.

"At the Main Cocagne there will also be a dip of about 50 or 60 feet, as at the Bouctouche. On this line there is a large quantity of very excellent land for settlement, and passing in its whole length through unlocated Crown lands. The same description will answer for the country between the Cookburn Road and Shediac River, passing below Irish Town Settlement."

The results of these explanations and Mr. Layton's report prove this line to be practicable and favourable, perhaps only to be exceeded by the plateaus and terraces along the St. Lawrence.

In the first season a section of the line was made from the Bend of the Petitcodiac to Boristown.

Comparing one section with the other, which is the most decisive way of testing the merits of any two lines, the eastern one has the advantage over the other. It will be seen, therefore, from what has been done on this line, that it is not put forward upon the borrowed merits of the central line, but stands upon its own.

"By inspection of the map," Mr. Wilkinson says, "it will be seen that there will be, at fewest, about eight principal summits or water-sheds to cross at right angles, by this portion of the circuitous line, and that at every interval the level of the tide must be quite or nearly regained."

How any mere map could have supplied such information, I am at a loss to conceive. The country of New Brunswick has not been surveyed on any systematic plan; and the maps published of it, are only general outlines of its coasts and rivers. The latter, for the most part sketched in.

Against Mr. Wilkinson's inspections of the map, and the imaginary summit-levels which he has derived from them, with the obligation to descend everywhere to the tide-levels, I place the explorations and report of Mr. Layton, who had the advantage over Mr. Wilkinson of going personally over and surveying the ground in question.

The adding together all the small summit-levels to make an amount equal to that passed over by the central line, is more ingenious than scientific; but it would have been fairer if, at the same time, to the latter had been added the rises and falls occurring before that summit-level is reached, and those which occur after.

Mr. Wilkinson, in contending for his central line, can foresee no impracticability in getting through or over two ranges of highlands: and to do so does not object to some of the heaviest grades known in railway practice; but foresees alarming cuttings and embankments through the most level district in New Brunswick.

As our lines run, and the surveys were only exploratory, it is impossible to say what these latter will be with accuracy; but there is no fear that they will be anything great or extraordinary.

The next question which Mr. Wilkinson enters upon is a military one, and he puts the following case:—"Assume that the United Kingdom were destitute of a railway, and that it was proposed to construct one for the security of military communication and commercial traffic, would it be recommended that it should follow the immediate coasts of the island, or that it should, as much as possible, run centrally through from north to south, with branches to either coast?"

To this I have no hesitation in saying that the one following the coast is perfect everywhere as a means of defence against an invading force; and that the one with branches is imperfect at every point intermediate to where they terminate.

To be equivalent to the other, the branches must be multiplied *ad infinitum*, for between any two points on the coast the defence is imperfect.

A line of railway following along a coast anywhere, would afford additional facilities for its defence. In so much, then, as this affects the question of the two lines, it is another advantage in favour of the eastern or Bay Chaleurs line.

The Gulf and River St. Lawrence may become the highway of all nations; but if it should, nature and the climate will block it up for six months of the year; when the railway will have undisputed possession of the field of communication for the other six. If the line be laid out with care and judgment, it may be made to pass at such moderate distance from the shore, that without being exposed to any danger from cruizers at sea, it will afford the best and readiest means of defence against any attack which they might make upon the settlements.

The central line, without assisting these, and deriving a revenue therefrom, would, from near the Bend of Petitcodiac, enter upon the great wilderness forest of New Brunswick, and not emerge until after a course of about 300 miles upon the banks of the St. Lawrence. Thus, as it were, turning its back upon and depriving numerous existing settlements of all advantage to be derived from it; without, at the same time, giving any one advantage to any other portion of the country, save and except to diminish, by a few miles, the distance at which it should pass from Fredericton.

Mr. Wilkinson next enters upon the subject of probable revenue from freight transmitted between Quebec and Halifax.

To aid him in depreciating the advantages of this line, he has called in two additional

railways, which may or may not, at some remote period be made, viz., from St. Andrews to Quebec, and from St. John's to Quebec.

To neither of these two lines could the Imperial Government give its support in preference to that from Halifax; and without such aid, I do not believe that either the one or the other will ever be completed.

The progress of the railway from Montreal to Portland, which is the great commercial rival of the Halifax and Quebec line for the trade of Western Canada and the Far West of the United States, is advancing so slowly that it is impossible to say when it will ever be completed.

By the last accounts, 30 miles only out of 120, or one-fourth, on the Canadian side, was completed, and their funds were exhausted.

But little more was done on the Portland side, and they were also in want of fresh funds.

Looking to the list of imported and exported articles from the Canadas to England, and *vice versa*, there are but few whose bulk and weight, in proportion to their value, are so great as to forbid the prospect of their passing by railway.

The great items exported from Canada are, ashes, salted beef, wheat, flour, fish, oil, salted pork, furs of every descriptions, timber unhewn and in scantling, deals and battens, and staves.

The timber in scantling I consider will come by sea, as at present.

Deals and battens will depend upon the rates at which the railway can be worked. If the cost of transportation be low, there will be certain advantages offered by the railway, which may give it the preference. These are, ready and instant transmission when the article is ready, diminished rate of insurance, and diminished freight from Halifax.

A ton weight of the other articles will be of such pecuniary value, that these advantages will leave a good margin towards paying their transit by railway.

A still wider margin will be left for the articles imported into Canada. They are all, or nearly so, the manufactured articles of the mother-country, such as apparel, haberdashery, arms and ammunition, books, brass and copper work, upholstery, cotton, linen, woollen, and silk manufactures, hardware and cutlery, glass, china, plate and plated ware, saddlery, and harness, &c.

Of which, whether by ton-weight or measurement, the value must be so great as to allow a good sum to pay railway carriage, when it is considered that the difference of insurance between the two ports of Halifax and Quebec is, at some times of the year, as much as 8% per cent.

The value of this immense trade (exports and imports together) cannot be estimated at less than 5,500,000% sterling per annum.

For which the railway will have no competition by sea for six months of the year.

Instead, therefore, of there being a faint prospect, I think there is a good prospect of revenue arising from freight by the railway.

There are also some further advantages to be gained by it, which will be adverted to afterwards.

One essential point to be considered as an element of success in competing with its rivals is, the cost of transportation.

On this side of the Atlantic, railways successfully compete with canals and transit by sea. There is no reason why it should not be the same on the other side.

The Halifax and Quebec line, passing over a country abounding in fuel, will have a great advantage in that respect over other railways.

In my report I estimated the cost of transportation from Halifax to Quebec, at 11s. per ton, and gave the details showing how it was derived. It was founded upon the best authority, viz., the evidence given before the Gauge Commissioners, and the document attached to the Report, Appendix No. 7.

I have as yet seen no reason to increase that estimate.

I make the following extracts from a report by Colonel Simpson, the Commissioner appointed by Canada to make statistical inquiries for the Quebec and Halifax railway. It is dated 13th May, 1847, and is addressed to the Governor-General of Canada, page 2:—  
“In the meantime, whilst collecting the general statistics of all railroads upon which authentic details were attainable, I have particularly directed my attention to the important question of the cost of motive power.

“The amount of profit in a railroad will be found to be a resulting sum, from the amount of capital absorbed, the degree of motive power acquired, and the extent of the traffic. Mr. Joseph Pease, Chairman of the Stockton and Darlington railroad, in England, recently stated to a Committee of the House of Commons upon the subject of motive power, that in the transportation of coal upon the proposed London and York railroad, one farthing per ton per mile would be found ample to cover all transportation expenses, including 5 per cent. interest on the capital employed in the moveable stock, and the proportion of the maintenance of way belonging to this branch of the traffic. At this rate the transportation of a ton of mineral ore, or eleven barrels of flour, would be 12s. 6d. sterling between Quebec and Halifax.”

Page 3, from data furnished by the Philadelphia and Reading railroad, Colonel Simpson calculates it at 2 dollars 71 cents per ton between Quebec and Halifax, or 11s. 4d. per ton for 600 miles.

Pages 8 and 9:—"That I may not mislead as to the importance of favourable gradients to the success of an enterprise demanding such an outlay, I beg to show the items of cost of transport on other railways, where the gradients are less favourable, &c.

"Contrasting with the statement of Mr. Pease, the Baltimore and Ohio, and the Philadelphia roads, it will be seen that, from the difference of level, the one carried, on an average, during the year 1845, 295 tons; whilst the other attained only 31½ tons."

Mr. Wilkinson has drawn up a table of freights for three supposed railways, and has assumed as a basis, that the price charged for freight per ton per mile on the Western Railway in Massachusetts, is the lowest remunerative rate at which goods can be carried; and having made his calculations by the mileage, draws the conclusion that as my estimated cost is only one-seventh part of the rate charged by that railway, a mistake or oversight has been made in the estimate, which destroys the speculations founded upon it, as far as heavy freight is concerned.

This is very summary, but the question is not so easily disposed of.

Mr. Wilkinson should first have proved that the estimate of cost of transport was wrong, and that doubling that amount was not sufficient to produce a profit to the railway. 11s. was the cost of motive power, but 22s. was the charge calculated upon per ton. In the 11s. estimated was embraced, as will be seen by Appendix, No. 7, 1st. Enginemen, firemen, brakemen; 2nd. Fuel; 3rd. Repairs of engines and tenders; 4th. Oil and cotton waste; 5th. Interest on cost of engines; 6th. Conductors; 7th. Repairs of railroad chargeable to locomotive and tender, and for deterioration of iron.

But little, therefore, if anything, was omitted from the cost of motive power.

The question then is, whether if 11s. be the cost, 22s. is sufficient to pay superintendence, repairs, and interest of capital.

If a railway has been expensively built, and has large dividends to pay, if its gradients be bad, as we have seen they can be, so that one line can carry nearly per train ten times as much as the other, then the charges upon the heavily graded and expensive line must be increased proportionally to insure any profit, and the rate per mile must also be higher on a short line than upon a long one.

Now such a line is the one which Mr. Wilkinson has assumed for his remunerative rate of 1½d. per ton per mile. The Western Railway passes over the highest summit level (upwards of 1400 feet), and to do so has some of the heaviest gradients in the States. Its capacity for running large trains of freight is greatly diminished thereby.

But the charge of 1½d. per mile by this railway does not apply to large quantities.

Articles for which the above rate is charged are entitled to a discount of 20 per cent., if previous notice be given that there will be the quantity of 6000 lbs., or not quite three tons.

One-fifth, therefore, off 1½d. per ton per mile is considered a remunerative rate by that railway.

But it is quantity that has the greatest influence in fixing the rates of charge, and is the great element of profit to a railway.

During the demand for provisions of all kinds in this country in the winter of 1846, at a time too when the River Hudson was closed, and gave them a monopoly of the traffic from Albany to the sea, this railway carried (if my information be correct, and I have no reason to doubt that it is, but it is not so direct as I could wish), flour from Albany to Boston, a distance of 200 miles, for 1s. 3d. sterling per barrel, which is equivalent to three-fourths of a penny per ton per mile, or only one-half of the rate assumed in the table by Mr. Wilkinson.

This reduction in charge was no doubt due to the quantity.

But the length of a line has also an effect.

The establishment at the termini of a railway, for the loading and delivery of the goods, and the superintendence or management, must be pretty nearly the same for a line of 200 miles as for one of 635. A long line, therefore, can afford to charge a lower rate per mile for its through-traffic, and yet will have sufficient profit to pay its expenses and interest.

That this view of the case is borne out in practice the following table, compiled from "Doggett's Railroads in the United States," for 1847, will show.

I take the Massachusetts railways as I have before taken them for costs of construction.

The freight-rates are on coal, iron, manure, lumber, corn, grain, sugar, salt, butter, groceries, &c., which generally are on these lines charged under one class, that of heavy goods:—



NAME OF RAILWAY.	Length in Miles.	Price per ton per Mile.	Equivalent in Sterling per Ton per Mile.	Annual Dividend in 1847.
Nashua and Lowell .. .. .	14	7	3½ Pence.	10 per cent.
Pittsfield and Adams .. .. .	19	7	3½	..
Boston and Lowell .. .. .	26	4·7	2½	8 per cent.
Connecticut River .. .. .	36	5·5	2½	7 "
Old Colony . .. .. .	37½	4·5	2½	7½ "
Boston and Providence .. .. .	41	5·0	2½	7½ "
Boston and Worcester .. .. .	44½	5·0	2½	10 "
Fitchburgh .. .. .	49½	4·0	2	9 "
Fall River, 42 miles only, but is part of a line of .	53½	3·7	1½	3* "
New Bedford and Taunton, 20 miles, but is part of line ..	56	3·5	1½	8 "
Norwich and Worcester .. .. .	59	Not	given.	
Boston and Maine .. .. .	73	3·0	1½	9 "
Eastern, 38 miles, but is part of a line of .	105	3·4	1½	8 "
Western Railway .. .. .	156	3·0	1½	8 "
Or with its 20 per cent. discount .. .. .	..	..	1½	

\* Was only completed during the year.

The table shows a diminishing rate of charge as the lines increase in length. The dividends are high, exceeding on the average 8 per cent.

On the Baltimore and Ohio road, which is 179 miles long, coal is carried at a less rate than three-fourths of a penny per ton per mile.

On the London and North Western Railway, in England, coal is carried for three-fourths of a penny per ton per mile, if the distance be above 50 miles.

On the Stockton and Darlington, it is, I believe, ½d. per ton per mile. The cause of these low rates is no doubt due chiefly to quantity.

If the Halifax and Quebec Railway can carry at all, it will have this essential element of success.

And if the London and North Western Line, which cost about 42,000l. per mile, can carry coal at three-fourths of a penny per ton per mile, then I think that the other, which will only cost 7000l. per mile, may expect to carry at a profit the article of timber, especially deals and battens, for about 22s. per ton, as taken in my estimate of this item (timber): there was imported in the year 1846 no less than 1,258,336 loads.

Of this 482,685 loads were of deals, battens, &c., and 46,000 of staves.

A load is 50 cubic feet, and the deals, battens, and staves would weigh probably not less than 400,000 tons.

From this quantity, however, must be deducted probably one-half, which is shipped from the St. John's River in New Brunswick, and would not be within the influence of the railway. Again, if quantity and length of line have an influence upon rates of charge, and the Western Railroad, 156 miles long, can carry heavy goods, in moderate quantities, at 1½d. per ton per mile, and when the quantity is great, at three-fourths of a penny, and pay its shareholders 8 per cent. dividends, at how much lower rates could not the Halifax and Quebec line, with its 635 miles, afford to charge to pay only 4 per cent. dividends?

My object, by the table and these remarks, is to show, that taking the rates of charge upon any line of railway, is not the proper criterion to be guided by, and that Mr. Wilkinson's assumption of 1½d. per ton per mile, as the lowest remunerative rate, is not applicable to the Quebec and Halifax case.

If the rates for traffic and passengers were fixed by law to be the same for all the railways in the table, and the lowest rate assumed, where would be the dividends upon the short lines?

To assume any fixed rate per mile is, I conceive, erroneous.

Captain Huish, the General Manager of the London and North Western Railway Company in England, in a pamphlet recently published by him, thus speaks on the subject of goods traffic:—

"I have a right to assume that the highest obtainable rate is charged, and this being so, the trade should be carried on so long as any margin of profit remains, even if the expense of working it be 90 per cent. of the receipts. The total balance of profit is the point to look at, and although a per centage of working expenses is, to some extent, a useful guide for ordinary purposes, it would lead to error if adopted as a general test. A line working a large traffic at 60 per cent. (cost) may pay a much larger dividend than one working a small traffic at 30 per cent. (cost). I would, moreover, beg to remind Mr. Whitehead [his opponent], that the most profitable lines in England, and the only profit-

able ones in Scotland, to the present times, have been confined exclusively to the carriage of coal and other minerals."

That is for freight of the heaviest description.

This is from the experience of the manager of the greatest railway in England.

There is hope, then, that with a monopoly for six months in the year, a protecting duty of 4 to 5 per cent. on the average (imposed by Nature), in the way of extra insurance and reduced freight from Halifax, a large portion even of the heaviest freight may find its way to the Atlantic terminus by this railway, and *vice versa*, from Halifax to Quebec.

Quantity forming so important an item to the success of a railway, it may be necessary to say something of the immense field of existing traffic into which this railway enters for competition.

Quebec and Halifax, the termini, are not to be regarded as merely cities of so many inhabitants each, and calculated upon as affording so much revenue according to their numbers.

Halifax is the centre of a great export and import trade; the first it receives from, and the latter it distributes over, half the Province of Nova Scotia. In value it cannot be much less than 2,500,000*l.* annually.

This is great, but it is only one-half of the immense trade of Quebec. The latter city may be considered as the shipping port for the exports and imports of a million of inhabitants in Canada.

In value, as has before been said, it cannot be less than 5½ millions sterling per annum.

The tonnage arriving in Quebec was, according to Colonel Simpson's Report to the Governor-General, before quoted—

In 1845 . .	1,475 vessels . .	559,712 tons
In 1846 . .	1,439 „ . .	573,208 „
or the average for the two years	1,457 „ . .	566,460 „

Owing to the short period of the year that the St. Lawrence is open for navigation, the vessels from the United Kingdom arrive and depart in fleets, as it were.

In the spring of the year, in May, between three and four hundred merchantmen may be counted at anchor and by the side of the wharves at Quebec.

To arrive thus early, and so secure a second voyage during the season, they arrive in the Gulf of St. Lawrence before it is clear of floating ice, and have to pay a higher insurance.

What the loss of property has been in the gulf I have not the means of ascertaining, but it is well known to have been enormous: and if taken for a number of years back I have no doubt would amount to a sum equal to the cost of making the railway.

To all those ships engaged in the trade between Canada and the United Kingdom, whose cargoes are of such a nature as, with reduced insurance and charges for navigating, to leave a margin for paying transit by railway, will be offered the additional advantage to being saved the dangers of the gulf—that of making one additional voyage at least during the year.

To secure an early arrival of their goods in Canada in the spring of the year, merchants send large quantities by the Cunard steamers, and can afford to pay 7*l.* per ton freight for them in addition to the expense of transit through the United States.

Such portion of these as are destined for Quebec and the Lower Provinces would assuredly travel by the railway, and the whole would no doubt as soon as other railways should be completed from Quebec to Montreal and Upper Canada.

One of the great staples of Nova Scotia is her fishery.

The product of this she now exchanges away with the United States for flour and provisions.

The railway will enable her to exchange it far more profitably with Quebec.

In the winter of 1847-8 there was an inducement of as much as 13*s.* per barrel of flour in favour of going to Quebec for it instead of to the United States.

The whole of this staple commodity would find its way to the markets of Canada and the Far West, and a large portion of it could well afford to pay transit per railway.

Without any reference, therefore, to the trade of Western Canada and the Far West of the United States, there are sufficient grounds for inferring that in a trade of such magnitude, employing such an amount of vessels and tonnage, there will be no lack of quantity, if the railway can compete at all with the St. Lawrence.

This will depend upon the carrying expenses or cost of transportation.

Captain Huish states that "a hundred tons of goods would occupy 22 trucks of the London and North-Western Railway Company, and could be taken by a very ordinary engine."

In the Report of the Directors of the Boston and Worcester Railroad in Massachusetts for the year 1847, is the following:—"The freight-engines weigh 20 tons, and they bring with ease from Worcester to Boston—the maximum grade in each direction being 30 feet in a mile—upwards of 150 tons of merchandize, of 2,240 lbs. per ton, and they have been known to bring at a time 360 tons, the weight of cars and their loading included."

The speed of the London and North-Western not being required, I think from the above, that 100 tons per train was a fair estimate for the power of a locomotive on the Quebec and Halifax line.

While it will be seen from an inspection of the accompanying Table, that 1s. 8d. sterling per train per mile was rather too high than too low for the estimated cost of motive power; and the 11s. per ton from Halifax to Quebec was therefore a sufficiently high estimate for the cost of motive power.

### CARRYING EXPENSES.—GOODS TRAINS.

TABLE showing the Carrying Expenses of Goods Trains, and average speed per hour of the undermentioned Railways, for the Year ending 1844, as returned to the Commissioners for Inquiry into the Gauge of Railways.

NAME OF RAILWAY.	Average Expense of Locomotive Department per Train per Mile.	Heads of Expenses.	Average Load	Average Speed
			per Train per Mile.	in Miles per Hour.
	<i>s. d.</i>		Tons.	Miles.
Great North of England ...	0 6	Wages, fuel, grease, repairs, and sundries ...	60	16
Maryport and Carlisle ...	1 8	Coke, tallow, oil, wages, water, repairs & sundries	29	16
Glasgow, Paisley, & Greenock	0 9	Coke, oil, tallow, wages, repairs, and sundries ...	...	25
Manchester and Birmingham	0 5	Wages, repairs, materials, and sundries ...	64	13
York and North Midland ...	0 10	Wages, 1½d., coke 3¼d., repairs 3¼d., sundries 1½d.	100 to 500	15
Manchester and Bolton ...	0 6½	Coke, oil, tallow, repairs, materials, and sundries.	37	17
Midland ...	0 11	Working, repairing, and coke ...	100	15
London and Birmingham ...	1 7	Wages, coke, oil, tools, repairs, gas, water & sundries	177	20
Liverpool and Manchester ...	0 8	Coke, oil, tallow, wages, repairs, and sundries ...	100	16
London and South-Western.	1 8	Coke, oil, tallow, wages, repairs, and sundries ...	29	13
Grand Junction ...	1 6	Coke, oil, water, wages, materials, and sundries ...	154	16
London and Brighton ...	1 1	Coke, oil, waste, wages, repairs, and sundries ...	36	18
Bristol and Gloucester ...	1 1	All locomotive expenses ...	160	15
Sheffield and Manchester ...	0 7	Coke, oil, waste, tallow, repairs, and wages ...	50	15
Glasgow, Paisley, and Ayr .	0 7	Repairs, coke, oil, grease, wages, and sundries ...	125	15
Great Western ..	1 4	Wages, coke, oil, tallow, waste, repairs, & sundries	300	15
Birmingham and Gloucester	1 6	Coke, oil, tallow, repairs, wages and sundries ...	190	20
Hull and Selby ...	1 1½	Coke, oil, materials, repairs, and wages ...	100	15
Preston and Wye ...	0 8½	Coke, oil, tallow, wages, repairs, and sundries ...	30	18

What the charge should be depends both upon the quantity which it will have to carry, and upon the amount which has been expended upon its construction and equipment.

With reference to the latter, I beg leave to quote the following, taken from a pamphlet on the Condition and Prospects of Railway Property, by S. Smiles, Secretary to the Leeds and Thirsk Railway Company, page 29 :—"The following calculation by Mr. H. Williams, the actuary, puts the matter in another form. Thus :—

	Total Yearly Traffic. Number of Passengers or Tons of Goods.	Original Cost of Construction 15,000 <i>l.</i> per Mile.	Original Cost of Construction 20,000 <i>l.</i> per Mile.	Original Cost of Construction 25,000 <i>l.</i> per Mile.	Original Cost of Construction 30,000 <i>l.</i> per Mile.
Fixed charge per mile on every passenger or ton of goods, requisite in order to give common interest at 5 per cent. on the outlay .	90,000	<i>d.</i> 1.00	<i>d.</i> 1.33	<i>d.</i> 1.66	<i>d.</i> 2.00

"It is clear, therefore, that a line which costs 30,000*l.* per mile must either have double the traffic, or charge double the fares on the same traffic, as compared with the line that has cost only 15,000*l.* per mile."

Applying this same scale, then, to the Halifax and Quebec Railway, which has been estimated at 7000*l.* per mile, the rate would be per ton per mile, 0.46 of a penny, or, for the whole distance of 635 miles, 2*s.* 4*d.* per ton.

In my general report, when applying the cost derived from the estimate of 11*s.* to the carriage of barrels of flour, I made the charge per ton 22*s.*, which is only 2*s.* 4*d.* per ton under the above.

This difference, however, is fully counterbalanced by the 4 per cent. instead of 5 per cent., which it is calculated will be the interest to be paid on the guaranteed loan.

But further, under certain advantages as to lands to be appropriated, the estimated cost of the Halifax and Quebec Railway was taken at 3,000,000*l.* only, or less than 5000*l.* per mile.

When Mr. Wilkinson calculates another table of freights, he should bear in mind that the Western Railway in Massachusetts cost 10,000*l.* per mile, and pays a dividend of 8 per cent.; whilst the Halifax and Quebec Railway is estimated at 7000*l.* per mile, or under favourable circumstances, 5000*l.* per mile, and will be required to pay only 4 per cent. interest.

With reference to the remarks in Mr. Wilkinson's second paper, dated 28th December, 1848, on the disadvantages of the line running near the coast of the Gulf and River St. Lawrence, because, by treaty, the French and the United States have certain rights therein of fishing, &c.

I derive a directly opposite conclusion from him.

If the settlements along the coast are liable to be attacked by the enemy, the railway will, as I have before stated, afford the best means of defending them, and may, with care and judgment, be kept so far back as not to be injured from the sea. But, as between the two lines, I conceive this objection against the eastern line can only be applied to that part of the Bay of Chaleurs from Bathurst to Dalhousie, a distance of about 50 miles.

In winter, when the greatest object of the railway is to be attained, this objection can have no force, for then the sea is closed to all alike; and in summer, the Bay of Chaleurs, running up so far into the land, can scarcely be looked upon as the open sea, but must be considered inland waters, into which it would be very unlikely that the enemy's vessels would enter.

The results of railway experience generally and the opinions of experienced engineers are, I believe, quite opposite to those quoted by Mr. Wilkinson. Branches are looked upon as costly appendages to trunk lines, and the attention of engineers is at the present moment directed to construct smaller engines and lighter carriages, so as to work them without loss.

Much of the recent depreciation in the value of railway property, and in the dividends of otherwise good lines, has been attributed to the multiplication of branches.

The branches to the Erie Canal in New York are a losing addition to the main trunk canal.

Mr. Wilkinson, in a letter addressed to Sir William Colebrooke, under date 17th March, 1847, which has been published by order of the House of Assembly of New Brunswick, has advocated warmly the employment of wood in the construction of railways, and makes long quotations in favour of the piled and trestle-bridge railways of the United States.

Amongst other lines, the Syracuse and Utica was held up as an example of the success attending the principle.

It is to be remarked that, nearly at the same time this letter was written, that company had determined upon making a substantial structure, adequate to the performance of the business required of it, and had condemned the old one as worn out, sunk, and gone.

The New York and Erie Railroad adopted the principle for a portion of the line, and many miles were so constructed. A stoppage in the works for want of funds occurred, and when they were recommenced a few years after, the greater portion of the wood-work was decayed and had to be taken away.

Notwithstanding these facts, and that all the best lines in the States are permanently constructed, and have good heavy iron rails, Mr. Wilkinson still leans strongly to wood rails and wooden railways.

As an example of the total failure attending the latter, I would refer Mr. Wilkinson to the half-yearly reports of the directors and the report of the committee of investigation (which have been recently published) of the Waterford and Kilkenny Railway Company.

The woodwork of America requires great care for its preservation. In a Report of the Canal Commissioners, made to the House of Assembly, New York, in 1835, it was stated:

"That the canal was commenced in 1817, and completed in 1825. Every part of it has been in use ten years, and some parts of it fifteen years.

"In this period many of the structures of wood have been twice renewed, and all of them once."

I might adduce further instances of the disadvantages attending its use for lines of railway, but I think sufficient has been said upon that subject.

Mr. Wilkinson considers it inconsistent my condemning the use of wood as a principle in the construction of railways, and yet adopting it for the bridges.

I do not think it so. If a bridge be not built of wood, it must be made of stone or iron, and the expense is enormous. But the railway, if not made of wood, is made of earth, and the difference of expense not so very great.

If I wanted any additional evidence to confirm me in the view I have taken as to the use of wood, the quotation made by Mr. Wilkinson from the report of the chief engineer of the Baltimore and Ohio Railroad for the year 1847, would afford it to me.

From this extract it appears eleven bridges and one viaduct of trestle-bridging, making an aggregate length of bridge of 5,748 feet, or 1.09 mile, not having been properly and substantially made with seasoned wood, and covered in, had gone to decay, and were unequal to support the heavy weight passing over them.

The decay, it says, soon commenced. An entire reconstruction of the whole has been considered expedient, rather than resort to a less thorough renovation, which would have been less safe, and in the end more expensive.

The new structures have succeeded admirably, and stood the test of two years.

A very important part of the improvement applied to them consisted in covering them from the weather, and with this protection it is believed, so says the report, they will be as durable as if built of iron or stone.

Without going quite so far as this, I think they can be rendered very durable and lasting by being covered in.

Bridges can be covered in and preserved, but hundreds of miles of railway could not be so easily done, and without it, it is clear, from the extracts quoted, the trestle-bridge principle is bad and to be avoided.

Mr. Wilkinson says it is to be remembered that no water-crossings of great magnitude are likely to occur on the central line through New Brunswick. This is true; but there do occur, on the line explored by us, some long and very high viaducts, which, in my opinion, are as objectionable as the bridges on the eastern route.

They all, I believe, without exception, cross at places where the rivers are so shallow as to have only a few feet of water in depth, and their height in consequence will not require to be very great.

I do not comprehend exactly the import of the concluding paragraph of the remarks relative to "long bridges immediately in the tideway of the Gulf of St. Lawrence."

If it means that these long bridges will be exposed to be destroyed by an enemy from the side of the gulf shore, his alarm is groundless, as the bridges alluded to all occur at a very long distance from the sea-shore, sufficient to save such a catastrophe. Or if it means that on the latter account the line does not pass at the greatest possible distance from the United States, I am willing to allow him the benefit of his finely-drawn distinction.

Mr. Wilkinson, towards the conclusion of his remark, says:—"There is no hope that a line terminating at Halifax can systematically compete either with the navigation of the St. Lawrence, or with shorter railroads terminating in the Bay of Fundy."

The latter I need say nothing about, the prospect of their accomplishment is too remote, but in opposition to the opinion expressed by him, I have the greatest hope and belief that a very large portion of the traffic from the United Kingdom to Quebec will pass by that railway, and that it will command nearly all the passenger traffic, not only to Canada, but also, in the course of time, a very large portion of that between Europe and the continent of North America.

The punctuality and shortness of the voyages made by the Cunard steamers from Liverpool to Halifax, as compared with all others running between England and the United States will, I conceive, ensure this result.

But however important to the Quebec and Halifax Railway may be the carriage of the heavy goods between those two places, it has, though this should fail it, so many other direct and indirect benefits to confer upon the three provinces, and the mother-country also, if it be desirous to retain them as colonies, that no loss, I feel assured, can arise to either party from the construction of this railway, even if it should not be a remunerative line when considered in a merely commercial point of view.

The money spent upon it must enrich the provinces, induce settlement, and promote trade and agriculture. And the benefits arising therefrom will be apparent in the provincial treasuries.

If the railway balance-sheet should produce an unfavourable result, that of each province will be all the better for its having been made.

What the Erie Canal has accomplished for the State of New York, this railway may possibly do for the British Provinces.

In the former case it has doubled the population, and doubled the value of real and personal property, and pays annually out of its surplus profits a large revenue to the State Government, and contributes funds also to pay the interest of money borrowed for the formation of branch canals, or other internal improvements.

Between the year 1820 and the year 1845 the population of this State increased by 1,231,683 souls, and added about \$0,000,000 sterling to the value of real and personal property.

It will not be too much, I think, to estimate that within the same period one-third of that number, or about 400,000 settlers, might, by means of the works afforded by the construction of the railway, and the opening out of such a wide field for agriculture, be added to the population of the three provinces.

**NEW  
BRUNSWICK.**

With plenty of work, and good markets opened to them by means of the railway, the provincial revenues would derive from these settlers, at a moderate estimate 10s. per head, or 200,000*l.* annually, the total amount of interest required if the railway should cost the whole of 5,000,000*l.* sterling.

In conclusion, I beg leave to offer a few more figures to show not so much what may be gained, as what is actually lost yearly by the British North American Colonies, for want of railway intercommunications with each other.

They are taken from the "American Almanack," published at Boston, a work of very great merit.

**VALUE of Imports and Exports of the United States with the British North American Colonies.**

For the year ending 30th June, 1844:—

	Dollars.	Dollars.
Exports—Domestic Produce .. .. .	5,361,186	
Foreign Produce .. .. .	1,354,717	
		<u>6,715,903</u>
Imports .. .. .		<u>1,465,715</u>
Balance paid by British Colonies .. .. .		<u>5,250,188</u>

Equal to 1,093,734*l.* sterling for the year 1844.

For the year ending 30th June, 1845:—

Exports—Domestic Produce .. .. .	4,844,966	
Foreign Produce .. .. .	1,209,260	
		<u>6,054,226</u>
Imports .. .. .		<u>2,020,065</u>
Balance paid by the British Colonies .. .. .		<u>4,034,161</u>

Equal to 840,450*l.* sterling for the year 1845.

For the year ending 30th June, 1846:—

Exports—Domestic Produce .. .. .	6,042,666	
Foreign Produce .. .. .	1,363,767	
		<u>7,406,433</u>
Imports .. .. .		<u>1,937,717</u>
Balance paid by the British Colonies .. .. .		<u>5,468,716</u>

Equal to 1,139,315*l.* sterling for the year 1846.

For the year ending 30th June, 1847:—

Exports—Domestic Produce .. .. .	5,819,667	
Foreign Produce .. .. .	2,165,876	
		<u>7,985,543</u>
Imports .. .. .		<u>2,343,927</u>
Balance paid by the British Colonies .. .. .		<u>5,641,616</u>

Equal to 1,175,336*l.* sterling for the year 1847.

	Sterling.
	£
Balance of trade paid by the British North American Colonies to the United States, for the year 1844 .. .. .	1,093,734
Ditto ditto, 1845 .. .. .	840,450
Ditto ditto, 1846 .. .. .	1,139,315
Ditto ditto, 1847 .. .. .	1,175,336
Total for four years .. .. .	<u>£4,248,835</u>

The British provinces must therefore have paid to the United States, in the course of four years, a sum exceeding 4,250,000*l.* sterling.

Of the exports from the United States during that period, no less an amount than 4,597,000*l.* sterling is for articles of their own domestic produce.

New Brunswick and Nova Scotia have paid the largest portion of this to supply their lumbermen and fishermen with provisions, but what proportion is due to Canada I am unable to ascertain.

The latter is an exporting country for provisions, and could well supply the two sister provinces. I cannot conceive either that in the list of exported articles of their domestic produce there is any one but which could, if it met with due encouragement, be produced in some portion or other of the British North American possessions.

If I am correct in so supposing, then there is a clear loss to them of that amount, and to be saved by a greater attention being paid to agriculture, and the settlement of the hitherto uncultivated lands.

The railway is the one thing needful to afford the means of distributing the produce from one province to another.

From the foregoing, I think it may be said that the British Colonies of North America pay, for their want of enterprise and neglect in developing their internal communications and resources, an annual fine of 1,000,000*l.* sterling to the United States of America.

I have, &c.

(Signed)

WM. ROBINSON, Capt. R.E., Brevet-Major.

Portsmouth, March 30, 1849.

NEW  
BRUNSWICK.

(No. 120.)

No. 3.

No. 3.

COPY of a DESPATCH from Earl GREY to Lieutenant-Governor Sir  
EDMUND HEAD, Bart.

SIR,

Downing Street, April 14, 1849.

I HAVE the honour to acknowledge the receipt of your despatch of the 2nd of February\*, No. 13, enclosing for my information a copy of the resolutions passed at a meeting held at Dorchester, New Brunswick, on the 18th of January last, on the subject of the proposed Halifax and Quebec Railroad.

\* Page 72. Papers presented by Command, February 1849.

Sir Edmund Head, Bart.  
&c. &c.

I am, &c.  
(Signed) GREY.

(No. 195.)

No. 4.

[ No. 4.

COPY of a DESPATCH from Earl GREY to Lieutenant-Governor Sir  
EDMUND HEAD, Bart.

SIR,

Downing Street, June 19, 1850.

I HAVE to acknowledge your despatch No. 21\* of the 26th April last, inclosing an address from the House of Assembly to Her Majesty on the subject of the admission of New Brunswick to the coasting trade of the United States, and also applying for a grant of 1,000,000*l.* sterling by Parliament towards the construction of the Halifax and Quebec Railway.

\* Page 77.

2. You will acquaint the Members of the House of Assembly that I have laid their address before the Queen, and that Her Majesty was pleased to receive the same very graciously.

3. It is unnecessary that I should enter into the subject of the first part of the address, as you are fully aware of the negotiations now pending for the removal of commercial restrictions between the United States and Her Majesty's North American colonies.

4. With regard to the construction of the Halifax and Quebec Railway, I am compelled to state that while Her Majesty's Government are fully sensible of the value and importance of the undertaking, the same causes which have hitherto withheld them from making any application to Parliament for a grant towards it, namely, the multiplicity and urgency of the claims upon the Imperial Treasury, continue to place this out of their power. They can only hope that, notwithstanding the pressure, temporary as they trust, under which the Assembly consider the resources of the North American colonies to labour, means will be gradually found of overcoming the difficulties which at present oppose the project and attracting private capital towards its accomplishment.

Sir Edmund Head, Bart.  
&c. &c.

I am, &c.  
(Signed) GREY.

NEW  
BRUNSWICK. (No. 213.)

No. 5.

No. 5.

COPY of a DESPATCH from Earl GREY to Lieutenant-Governor Sir  
EDMUND HEAD, Bart.

Sir,

Downing Street, September 20, 1850.

• Page 79.

I HAVE received your despatch No. 55\* of the 26th August, transmitting three memorials from the inhabitants of Westmorland, two of which are addressed to myself and the other to Lord John Russell, on the subject of the proposed Halifax and Quebec Railway.

I have forwarded to Lord John Russell the memorial addressed to his Lordship.

In answer to the two memorials addressed to myself, you will acquaint the petitioners, that for the reasons stated in my despatch No. 195, an extract from which has been already furnished to them by yourself, it is not in the power of Her Majesty's Government to apply to Parliament to guarantee the payment of interest on the capital which will be required to carry out the proposed railway.

Sir Edmund Head, Bart.  
&c. &c. &c.

I am, &c.  
(Signed) GREY.

No. 6.

(No. 248.)

No. 6.

COPY of a DESPATCH from Earl GREY to Lieutenant-Governor Sir  
EDMUND HEAD, Bart.

SIR,

Downing Street, March 14, 1851.

No. 21,  
April 26, 1850.

No. 55,  
August 26, 1850.

REFERRING to the despatches noted in the margin, on the subject of the proposed railroad between Halifax and Quebec, I have now the honour to transmit to you the copy of a despatch and of its inclosures, which I have addressed this day to the Governor-General of British North America.

No. 569, March 14,  
1851, page 21.

Pages 21, 63.

In the letter which has been written by my direction to Mr. Howe you will find the views entertained by Her Majesty's Government as to the mode by which it is hoped that funds may be raised for accomplishing the proposed undertaking so fully explained, that I am relieved from the necessity of making any further statement on this occasion. I have therefore only to refer you to my despatch to Lord Elgin, and the letter to Mr. Howe, as containing all the information with which I can furnish you at present on this important subject, and to direct you to place yourself without delay in communication with the Governor-General of Canada.

Sir Edmund Head, Bart.  
&c. &c. &c.

I am, &c.  
(Signed) GREY.



# APPENDIX.



## CANADA.

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(No. 2.)

No. 1.

COPY of a DESPATCH from Governor-General the Earl of ELGIN and KINCARDINE  
to Earl GREY.

Government House, Toronto, January 1, 1851.

(Received January 28, 1850.)

MY LORD,

I HAVE the honour to forward herewith the Canada Blue Book for 1849. There has been, I regret to say, much remissness of late in the compilation of these documents. I have taken measures, however, which will, I trust, prevent your Lordship from having for the future to complain of the irregularity of their transmission.

2. The years 1848 and 1849 were years of great commercial depression in Canada, and of much consequent uneasiness and discontent. This depression was no doubt in a great measure due to causes which operated with more or less severity on almost all trading communities during the period in question. It was aggravated by the heavy losses sustained by many merchants who engaged largely in the grain trade during the famine year of 1847, and by England's abandonment of the policy adopted in 1843, which had operated as a bounty in favour of produce transported to her markets by way of the St. Lawrence. These causes combined gave for a time a serious check to trade on this route, and drove it into other channels.

3. In the latter part of 1849 an improvement had already begun to manifest itself; and I have much satisfaction in informing your Lordship that it has been steadily progressive since that period. I shall do all in my power to expedite the returns for 1850, which furnish evidences of prosperity due neither to over-trading nor to artificial arrangements, and therefore the more likely to prove permanent.

I have, &c.

(Signed) ELGIN AND KINCARDINE.

The Right Hon. the Earl Grey,  
&c. &c. &c.

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CANADA.

## Correspondence relative to the Indian Department.

No. 1.

No. 1.

(No. 534.)

COPY of a DESPATCH from Earl GRAY to Governor-General the Earl of ELGIN and KINCARDINE.

MY LORD,

Downing Street, November 15, 1850.

1. IT becomes necessary for me once more to address you on the subject of the Parliamentary estimates for the Indian Department in Canada.

2. I should wish your Lordship to furnish me with a fresh return of the salaries, and of the several pensions payable from this estimate, as they may at present exist. I place every reliance on your Lordship's not failing to enforce all practicable economy in the salaries. The pensions must of course continue until the death of the holders of them; but you will report how far any may have fallen in since the last return furnished by you on the subject.

3. I should wish to receive some more particular explanation of the item amounting to so much as 1200*l.*, inserted in this estimate under the name of "Ordinary Contingencies." This charge should be divided into smaller items, more clearly described. I should also wish to be apprized more particularly of the object to which the provisions are supplied, of which the cost in the recent estimates has been stated at 373*l.*

4. As the gunpowder has already been explained in your Lordship's former report of the 31st January, 1849, to be indispensable, owing to the extent to which several of the Indians are still dependent on hunting for their subsistence, I shall merely state, that I cordially approve of the commutation which you mention to have been made in several cases, of the issue of ammunition, substituting for it a grant towards education.

5. But having made these remarks on the details of the estimate, I cannot but observe, as to the whole substance of it, that after the management of the affairs of Canada has been so entirely abandoned to the local authorities, and considering that the use of these grants to the Indians can only be to make better provision for the peace and security of the province, great reluctance must be felt in continuing this heavy annual demand on the resources of this country for such purposes. Setting aside smaller charges, the expense of salaries, presents, and contingencies in the last estimate, amounted to 13,100*l.* If I understand aright, the presents to the Indians paid from this grant may be viewed very much in the light of a bounty, partly given as a reward for past fidelity in time of war, and partly as an encouragement to the Indians to render similar services in any future emergency. Even if it could be shown that it is for the real benefit of the Indians themselves that this grant should be continued (which I greatly doubt) the charge is one for which it does not appear to me that the Imperial Parliament can be expected to provide. Your Lordship must therefore be prepared for its being immediately reduced in amount, and altogether put an end to at a very early period.

I shall lose no time, on receiving an answer to this despatch, in communicating with the Lords Commissioners of the Treasury on the mode of effecting this reduction, and the determination which may be come to shall be duly made known to your Lordship.

I am, &amp;c.

The Right Hon. the Earl of Elgin and Kincardine,  
&c. &c. &c.

(Signed) GREY.

No. 2.

No. 2.

(No. 13.)

COPY of a DESPATCH from Governor-General the Earl of ELGIN and KINCARDINE to EARL GREY.

Government House, Toronto, January 21, 1851.

(Received February 10, 1851.)

(Answered, No. 571, March 15, 1851, page 106.)

MY LORD,

I HAVE the honour to inclose herewith the copy of a report by my Military Secretary, Colonel Bruce, on the subject of your Lordship's despatch No. 534, of the 15th of November last, in which you call for certain information with respect to the details of the expenditure of the Parliamentary grant for the Indian Department in Canada, and

add that I must be prepared for its being immediately reduced in amount, and altogether put an end to at a very early period. Colonel Bruce undertook, at my request, the temporary discharge, without salary, of the duties of Governor's Secretary and Superintendent General of Indian Affairs, on the resignation of these offices by Major Campbell. He has devoted much attention to the details of the Indian Department; and I concur with him in thinking that the mode which he suggests for effecting a speedy reduction in the amount of the annual Parliamentary grant for this service is less objectionable than any other which has been proposed. At the same time I cannot but express my regret that it should be considered necessary to depart from the arrangement made by Lord Metcalfe in 1845, under which this charge was already in course of gradual though slow extinction.

2. The estimates sent by this mail show, as compared with former estimates, a reduction under the several heads of charge for pensions, salaries, and presents.

I have, &c.

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,  
&c. &c. &c.

Enclosure in No. 2.

Encl. in No. 2.

MY LORD,

Government House, Toronto, January 11, 1851.

IN obedience to your Excellency's instructions I proceed to report upon the several points adverted to in the Secretary of State's despatch No. 534 of the 15th of November last, having reference to the expenditure of the Indian Parliamentary grant, and giving notice of its probable discontinuance. I undertake this task with extreme diffidence, as, owing to my very short experience at the head of the department, and in the absence of any subordinate officer versed in its details, I feel that my opinion upon these important subjects is entitled to but little weight. I am moreover well convinced that no scheme for depriving the Indians of the gratuities they have so long enjoyed at the hands of the Imperial Government can be devised which will not create much discontent and in many instances considerable suffering among them.

2. I append the returns required by his Lordship of the salaries and pensions now payable from this estimate. Since the date of the last nominal returns furnished by your Excellency in 1849, the decrease of expenditure under these heads is but trifling. By a recent alteration in the central office, a small saving will be effected; but while officers of the department continue to discharge the duties now devolving upon them, the establishment which was placed by Lord Metcalfe on its present footing in 1845 can hardly be considered excessive. By the deaths of Madame d'Eschambault and Mrs. Mary Vement one pension of 70*l.* and another of 10*l.* per annum have fallen in during the period stated, but no vacancies have occurred among those appointments of which the emoluments derived from the grant are understood to cease at the decease or resignation of the existing incumbents.

3. With reference to the two items of the estimate respecting which his Lordship calls for more detailed information, I beg to state that the "ordinary contingencies" comprehend the hire of offices and allowance of fuel for the Visiting superintendents, the supply of stationery, the postage of the department, and a few occasional payments made under the authority of the Governor-General. The cost of freight and transport of presents is a heavy charge upon the estimate, and one over which the department exercises no control. The board and tuition of twelve Indian youths at the Christieville school in Lower Canada forms another large item; the amount of the payments is regulated by the attendance of the scholars, but the annual expense cannot be stated at much below 200*l.* The incidental charges connected with the Manitoulin establishment, although greatly reduced of late years, add also considerably to the expenditure under this head. The "provisions" estimated for in the grant are issued partly for the relief of old and destitute Indians in Lower Canada under certain regulations of long standing, and partly to the Indians when assembled to receive their presents at stations chosen for that purpose.

4. I beg to observe with regard to his Lordship's allusion in the 4th paragraph of his despatch, to the commutation made in several cases of late years of the issue of ammunition and the substitution for it of a grant towards education, that the intended application of that saving has not hitherto been carried into effect.

5. Having thus endeavoured to supply the information required by his Lordship in elucidation of the details of the estimate, I come to his general remarks on the subject of the grant which he concludes by stating that the charge is one for which it does not appear to him that the Imperial Parliament can be expected to provide, and that your Excellency must therefore be prepared for its being immediately reduced in amount and altogether put an end to at an early period. Such being the declared intention of Her Majesty's Government, it would not of course become me to discuss the merits of the contemplated reduction, or to enquire whether the charge can be met from other sources; but in compliance with your Excellency's desire I shall shortly submit my views as to the mode in which that project can be effected with the least amount of injury to the interests of the Indians.

6. As the presents form the chief item of departmental expenditure and the one, moreover, upon which most of the others are contingent, their partial or entire discontinu-

## CANADA.

ance affords the only means of accomplishing a prompt or considerate reduction of the grant. It is not necessary for me to remind your Excellency that pursuant to certain recommendations submitted in the report of the Commissioners appointed by Government in 1842 to inquire into the affairs of the Indians in Canada a regulation was adopted under the authority of the Secretary of State for the Colonies prohibiting all Indian children born after the 1st January, 1846, from participating in Her Majesty's bounty. After mature consideration, and having carefully collected and sifted all the evidence they could procure on the subject, these gentlemen arrived at the conclusion that the Crown was not pledged to continue indefinitely this mark of favour to the Indians, but they urged that it would be both unjust and impolitie to deprive that unfortunate people of a resource which they had been taught to regard as permanent and as a reward for their fidelity to the British flag, without first taking steps to prepare them for the change, by teaching them to provide themselves with those necessaries for which they had heretofore depended upon the benevolence of the Government. With this view it was determined, as I have already observed, that the reduction should only apply to a future generation, leaving the existing recipients unmolested. If, however, this scheme be considered too tardy in its operation, the humane object of its authors might, I think, in some measure at least, be attained by proportioning the reduction to the circumstances of the several tribes, and withdrawing the present issues at an early period from those whose superior advantages may enable them to bear the privation with least comparative inconvenience. The inequalities of condition among them, both moral and physical, are very great, but they may be classed into three subdivisions essentially differing from each other:

- 1st. The Indians inhabiting the settled parts of Canada West.
- 2nd. The Indians of Lower Canada.
- 3rd. The tribes on the shores of Lakes Huron and Superior.

The former of these groups contrasts favourably with the other two, both as regards intellectual progress and material prosperity and comfort. The bands which it embraces enjoy in most cases, annuities from the Crown, granted to them in compensation for the surrender of their territorial rights, besides being the possessors of large tracts of valuable land, some of which is reserved for their occupation, and the remainder sold by Government for their behoof. Under a system of management founded on the report of the above-mentioned Commissioners, these advantages are being rapidly turned to account. Schools on the manual labour principle have also been established among them, which promise to be of essential service; and on the whole, there is much reason to hope that a few years will work a marked improvement in their condition. The Indians in Lower Canada are very differently situated; they receive no pecuniary allowance from the Government, and reside upon small properties set apart for their occupation, in a state of great destitution. I believe that steps have been recently taken by the Provincial authorities, with the view of appropriating some of the waste lands of the Crown to the use of certain of the most impoverished of these tribes; but a considerable period must elapse before they could be rendered remunerative. The Indians of the Upper Lakes again yet retain many of the characteristics and customs of their race. Until the present year their title to the vast regions which they frequent had not been extinguished, and they still continue to rely chiefly on the chase for the means of subsistence, having made very little advance in civilization or industrial pursuits, except at the Government settlement on the Island of Manitoulin. In virtue of the Treaty just concluded between them and the Provincial Government, they have become entitled to small annual payments, besides reserving some tracts of land which may perhaps eventually acquire considerable value. Under all these circumstances, it appears to me just and reasonable that the contemplated reduction should bear more heavily in the first instance upon that class of Indians to whom the favour and protection of the Government has been extended in a greater degree than to their less fortunate brethren, and who are therefore less dependent upon eleemosynary aid. If, for example, it were determined that the grant should be gradually diminished till 1858, and to cease altogether at that date, a yearly deduction of one-fourth might be made upon the presents of the civilized Indians of Upper Canada, and of one-fifth upon those of the other tribes, to commence in 1852 and 1853 respectively. I subjoin a table exhibiting the number of Indians who received presents in 1849, from the returns of the Distributing Officers. The returns for 1850 have not yet been received, but they will differ little from those of the former year, as the anticipated negotiations between the Provincial Government and the Indians of the Upper Lakes, caused an unusually large attendance at Manitoulin, which more than counterbalanced the decrease at the other stations.

	Number.
For settled Indians in Upper Canada .. .. .	6,202
Indians of North-West Lakes .. .. .	2,193
Indians of Lower Canada .. .. .	3,442
	11,837

From this statement it will be seen, that the total number of recipients was 11,837. Under the system of reduction which I have ventured to suggest, 6,202, or more than one-half of these would annually forfeit one-fourth of their proportion of the presents until 1858, when they would cease to participate in the grant, and the share of the remaining 5,635

would at the same date be diminished by three-fifths. And in order to make this arrangement more palatable to the former, and as an acknowledgment of their superiority, I should recommend in their case a substitution of money for goods; a measure which would relieve the Government of the expenses connected with the carriage and distribution of presents, and under proper restrictions would in my opinion be for the advantage of those Indians themselves. They have already become accustomed to have a voice in the application of their funds; they have very generally discarded their distinctive costume, and adopted the fashion of their white neighbours, and residing in the midst of populous districts, they can procure without difficulty such articles as they may require. In these respects they differ entirely from the North-West, and partially from the Lower Canadian Indians, with either of whom it is doubtful whether the same experiment could be safely attempted: were they intrusted with money, in lieu of those necessaries with which they have hitherto been supplied, it would in all probability fall into the hands of rapacious and unscrupulous traders, or be wasted upon unprofitable and hurtful objects. Nor do I feel satisfied that the disbursement of the amounts in question, if left to the discretion of the superintendent officers, would be so advantageous or economical as under the existing system. Further consideration and experience may lead to the conclusion that the proposed commutation should be adopted universally; but for the above and other reasons I am disposed to recommend that in the first instance it should only apply to the tribes whose participation in the grant is to cease at the earlier period, and that the reduction in the allowance of the other Indians should be effected by gradually decreasing the authorized scale of equipment of present goods.

7. In the foregoing remarks I have confined myself to a mere outline of the method in which I would propose to carry out his Lordship's instructions, not thinking it expedient to enter into more elaborate details until I had submitted my general views on the subject to your Excellency. Neither have I alluded to certain points which have an indirect but very material bearing upon the matter in hand. For instance, the Lower Canadian Indians have in my opinion a strong equitable claim upon the Provincial Legislature for that measure of compensation for their lands which has been accorded to the Indians of Upper Canada, and I feel confident that an appeal to the justice and humanity of that body would not be made in vain. The assumption by the New England Company of the charge for the support of those clergymen at present maintained by Government at sundry settlements of Church of England Indians, instead of confining their benevolent expenditure to one spot, which has been already suggested by your Excellency to the Secretary of State, would relieve the grant of this temporary burden and, by providing permanent religious instruction for the Indians, would be greatly conducive to their interests. The other Indian communities support their own schools, and it is not unreasonable to expect that the Six Nation Indians, who are the wealthiest of all, should follow their example. On these and other suggestions I forbear at present to dwell; but before closing these remarks I would venture to express my hope that your Excellency will represent to the Secretary of State for the Colonies the injurious consequences to which a hasty withdrawal of this grant will inevitably lead. I do not here refer to the hardships and privations to which the more destitute of the Indians would be exposed, but to the check which would be given to the moral and intellectual progress of the race. England has above all other nations pursued a liberal and considerate course of policy towards them; she has permitted them to reside within her settled territories, and has lavished vast sums for their improvement, although unfortunately to little purpose. It is only of late years that a faithful and enlightened system has been introduced into the management of their affairs; that efficient schools have been established among them, and that they have begun to comprehend their duties and rights as members of a civilised community. I greatly fear that this improvement will be perilled and a distrust of Government, highly detrimental to its progress, engendered by the irritation which any precipitate step in that direction would naturally occasion. The expenditure of the Department has already been considerably diminished, and I sincerely trust that any further measures of reduction may be of a prudent and gradual character.

I have &c.

(Signed) R. BRUCE,

Acting Superintendent General of Indian Affairs.

The Right Hon. the Earl of Elgin and Kincardine,

&c.

&c.

&c.

## CANADA.

## LIST of Officers in the Indian Department, Canada.

Name.	Rank.	Currency.			Sterling.			
		£	s.	d.	£	s.	d.	
The Governor-General's Secretary	Superintendent-General Indian affairs ..							
Solomon Y. Chesley .. ..	Accountant .. .. .	120	0	0	..			
	Chief Clerk .. .. .	200	0	0	..			
Duncan C. Napier .. .. .	Visiting Superintendent. Canada East .	350	0	0	..			
Joseph B. Clench .. .. .	Ditto. Canada West .. .. .	350	0	0	..			
Thos. G. Anderson .. .. .	Ditto. Ditto. .. .. .	350	0	0	..			
Geo. Ironsides .. .. .	Resident Superintend. Manitoulin Isl.	250	0	0	..			
Ignace Giasson .. .. .	Interpreter. Canada East .. .. .	100	0	0	..			
F. Assekinaek .. .. .	Ditto. Canada West .. .. .	100	0	0	..			
Robert Keyes .. .. .	Ditto. Canada West .. .. .	100	0	0	..			
Rev. A. Jamieson .. .. .	Missionary. Walpole Island .. .. .	100	0	0	..			
Rev. Rich. Flood .. .. .	Ditto. Caradoc .. .. .	100	0	0	..			
Rev. Saltern Givens .. .. .	Ditto. Tyendingaga .. .. .	..	..	..	30	0	0	
Rev. F. B. Ellscamp .. .. .	Ditto. Restigouche .. .. .	..	..	..	69	12	2	
Rev. F. Boucher .. .. .	Ditto. Lorette .. .. .	..	..	..	46	8	6	
Rev. F. Marcout .. .. .	Ditto. Caughnawaga .. .. .	..	..	..	46	8	6	
Rev. F. X. Marcout .. .. .	Ditto. St. Regis .. .. .	..	..	..	41	15	8	
Vincent Ferrier .. .. .	Schoolmaster. Lorette .. .. .	..	..	..	18	11	5	
Charles Forrest .. .. .	Ditto. Christievillc .. .. .	..	..	..	24	0	0	
Rev. T. Marault .. .. .	Missionary. St. Francis .. .. .	..	..	..	46	18	6	
<b>MANITOULIN ISLAND ESTABLISHMENT.</b>								
David Layton .. .. .	Surgeon .. .. .	..	..	..	150	0	0	
Rev. F. O'Meara .. .. .	Missionary .. .. .	..	..	..	200	0	0	
J. Bailey* .. .. .	Schoolmaster .. .. .	..	..	..	75	0	0	
J. Temessaing .. .. .	Ditto .. .. .	..	..	..	50	0	0	
					2120	0	0	
					Is sterling	1737	14	0
						2536	8	9

\* Mr. Bailey is appointed temporarily at a salary reduced from 75*l.* to 50*l.* per annum.



## Indian Department Pension List, 1851.

CANADA.

CANADA WEST.		Length of Service.	Date of Pension.	£ s. d.
Mrs. Elliott	Widow of Col. Elliott	Yrs. M. D.	July 14, 1814	74 6 0
Wm. Solomon	Retired Interpreter	32 0 0	" 1, "	62 10 0
T. Assekinack	Ditto	31 0 0	" 1, "	15 0 0
Jas. Jamieson*	Wounded Indian	.. ..	.. ..	15 3 4
CANADA EAST.				
James Hughes	Retired Superintendent	15 9 18	" 1, "	100 0 0
Dominique Ducharme	Retired Interpreter	31 11 4	" 1, "	88 0 0
Jos. de Neversville.	Ditto	24 1 6	Oct. 1, 1837	55 0 0
Gervase Macomber	Ditto	11 10 8	" 1, "	36 0 0
Ignace Portneuf	Wounded Chief	.. ..	July 26, 1818	21 13 4
Pierre Nicongona	Wounded Warrior	.. ..	" 26, "	15 13 4
				473 6 0

\* Jas. Jamieson was omitted in last return, but has enjoyed a pension for many years.

## No. 3.

(No. 15.)

COPY of a DESPATCH from Governor-General the Earl of ELGIN AND KINCARDINE to EARL GREY.

Government House, Toronto, January 21, 1851.

(Received February 10, 1851.)

(Answered March 15, 1851, No. 571, page 106.)

MY LORD,

I HAVE the honour to transmit herewith the annual Estimate of the probable expenses of the Indian Department in Canada, from the 1st of April, 1851, to the 31st of March, 1852. As compared with that of last year, it exhibits a reduction of 65*l.* 11*s.* 3*d.* in salaries, 309*l.* 10*s.* in presents to Indians, and 80*l.* in pensions to retired officers and widows. On the other hand it includes a pension of 15*l.* 3*s.* 4*d.* to a wounded Indian, which had been by some oversight omitted in former Estimates.

I have, &c.

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,  
&c. &c. &c.

Inclosure in No. 3.

Government House, Indian Department.

ESTIMATE of the expenses of the Indian Department, from April 1, 1851, to March 31, 1852.

	£	s.	d.
Salaries	2,536	8	9
Presents	9,000	0	0
Pensions to retired officers and widows	420	16	0
Wounded Indians	52	10	0
Ordinary contingencies	1,200	0	0
Provisions	373	0	0
Gunpowder	78	2	0
	£13,660	16	9

(No. 571.)

COPY of a DESPATCH from Earl GREY to Governor-General the Earl of ELGIN AND KINCARDINE.

My Lord,

Downing Street, March 15, 1851.

\* Page 100.  
† Page 105.

1. I HAVE had under my consideration your Lordship's despatches Nos. 13\* and 15,† both dated the 21st January last, respecting the Indian Department in Canada, and I have communicated on the subject with the Lords Commissioners of the Treasury.

2. I have to convey to you my approval of the clear and satisfactory manner in which Colonel Bruce has furnished the information required of him respecting the concerns of the department of which he has taken temporary charge without remuneration.

3. I should be truly unwilling to find myself called upon to announce to you any measure which could conflict with any just claims on the part of the Indians, or interfere with the prospects of their civilization; but on careful consideration I do not perceive any such consequence is likely to follow from the gradual extinction of the vote for the Indian department. The Indians are entitled to certain compensation for their lands, but this appears to be made to them from provincial and not Imperial funds, nor could it be denied that the former is the proper source from which to derive a payment for this object. Again, schools for the education of the Indians are institutions which are doubtless very deserving of encouragement; but it appears that, so far as they exist, they support themselves or subsist on local aid, and derive no benefit from the English vote. Whatever may have been the intentions formed at different times on this subject, the report now before me shows that the money granted by Great Britain continues to be expended as heretofore in supplying the Indians with dress and ornaments, and with instruments of the chase, and that none of it goes to their instruction, or to raise them in the scale of civilization.

4. I am aware that in the present condition of many of the more distant Indians, the possession of guns and ammunition may be indispensable to the pursuits by which they are accustomed to gain a subsistence; but then the quantity which is furnished by means of the Parliamentary grant must be much smaller than that which they require, and it must be presumed that their supplies are now chiefly drawn from some other source. It appears to me, therefore, that the only real benefit which can be derived from the distribution of presents must be the annual meeting which it causes of numerous Indians, and any opportunity which this may afford of keeping up feelings of good-will on their part; but much as I may regret depriving them of any gratification which they may derive from these periodical assemblages, I cannot feel that the object is one which would justify Her Majesty's Government in indefinitely renewing the application to Parliament to make a large grant for the purpose out of the revenues of this country. I have therefore to instruct you that after the present year the presents to the different classes of Indians specified by Colonel Bruce must be progressively diminished until the whole shall have ceased in the year 1858; and it will be necessary that the estimates be curtailed accordingly, and transmitted from Canada to this country by the end of each calendar year.

5. You will sufficiently have gathered from previous parts of this despatch my opinion that the continuance of the existing system of presents is not really favourable to the civilization of the Indians, and I have merely to add the expression of my confidence that, in so far any assistance is either due to them as compensation for lands, or demanded by a humane interest in their improvement, the Provincial Parliament will never be insensible to the claims which the former occupants of the Canadian territory have upon the consideration of the great and flourishing European community by which it is now inhabited.

I am, &c.  
(Signed) GREY.

The Right Hon. the Earl of Elgin and Kincardine,  
&c. &c. &c.

## No. 2.

CANADA.

AN ACT to provide for affording the guarantee of the Province to the Bonds of Railway Companies on certain conditions, and for rendering assistance in the construction in the Halifax and Quebec Railway.

(May 30, 1849.)

- WHEREAS at the present day the means of rapid and easy communication by railway, between the chief centres of population and trade in any country and the remote parts thereof, are become not merely advantageous but essential to its advancement and prosperity; and whereas experience has shown that whatever be the case in long-settled, populous, and wealthy countries, in those which are new and thinly peopled, and in which capital is scarce, the assistance of Government is necessary, and may be safely afforded to the construction of lines of railway of considerable extent: and that such assistance is best given by extending to companies engaged in constructing railways of a certain length, under charter from and consequently with the approval of the Legislature, the benefit of the guarantee of the Government, under proper conditions and restrictions, for loans raised by such companies to enable them to complete their work: Be it therefore enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and of the Legislative Assembly of the Province of Canada, constituted and assembled by virtue of and under the authority of an Act passed in the Parliament of the United Kingdom of Great Britain and Ireland, and intituled "An Act to re-unite the Provinces of Upper and Lower Canada, and for the government of Canada," and it is hereby enacted by the authority of the same, that it shall be lawful for the Governor in Council on behalf of this province, to guarantee the interest on loans to be raised by any company chartered by the Legislature of this province, for the construction of a line of railway not less than seventy-five miles in extent within this province, on condition that the rate of interest guaranteed shall not exceed six per cent. per annum; that the sum on which interest shall be so guaranteed shall not be greater than that expended by the company before the guarantee is given, and shall be sufficient to complete their road in a fitting manner, and to the satisfaction of the Commissioners of Public Works; provided always, that no such guarantee be given to any company until one-half of the entire line of road shall have been completed, that the payment of the interest guaranteed by the province shall be the first charge upon the tolls and profits of the company, and that no dividend shall be declared so long as any part of the said interest remains unpaid; that so long as any part of the principal on which interest is guaranteed by the province remains unpaid, no dividend shall be paid to the stockholders until a sum equal to three per cent. on the amount so remaining unpaid shall have been set aside from the surplus profits of such railroad, and paid over to the receiver-general, under the provisions hereinafter contained, as a sinking fund for the redemption of the debt on which interest is guaranteed as aforesaid; and that the province shall have the first hypothec, mortgage, and lien upon the road, tolls, and property of the company for any sum paid or guaranteed by the province, excepting always the hypothec, mortgage, or lien of holders of bonds or other securities on which interest is guaranteed by the province for the interest so guaranteed, and the principal on which it shall accrue.
- II. And be it enacted, That each railway company deriving any aid or advantage under this Act, shall make up and render to the Inspector-General of Public Accounts in this province, each half-year, a true account in writing of the affairs of such company, in such form and with such particulars as the said inspector-general shall from time to time require, which said accounts shall be signed by the President and the Directors of the said Company, or a quorum of that body, and shall be sworn to by the parties signing the same, before one of the judges of the superior courts of common law jurisdiction in Upper Canada, or one of the judges of the court of superior civil jurisdiction in Lower Canada, and the said company, or the proper officer thereof, shall, within ten days after the rendering of such account, pay over such amount as may be payable under the provisions of this Act to the receiver-general of this province.
- III. And be it enacted, that the sum or sums of money hereinbefore provided to be taken from the surplus profits of any railroad as a sinking fund, shall be invested by the inspector-general of this province in such securities of this province as may be approved by the Governor in Council: Provided always, that it shall be lawful for the directors of any such company to make such bye-laws as may be requisite to prevent the provision of this Act in respect of such sinking fund from bearing unequally upon any class of stockholders.
- IV. And be it enacted, that, provided the conditions mentioned in the foregoing section be observed, it is expedient that such guarantee be afforded under such further terms and conditions as may be deemed necessary by the Governor in Council, and agreed to by the company applying for such guarantee; it being clearly understood that no enactments which the Legislature may thereafter make, to ensure the observance of such terms and conditions, or to give effect to the privileged claim and lien of the province upon the road, tolls, and property of the company, or to secure the province from loss by such guarantee, shall be deemed an infringement of the rights of the company.

Preamble.

Guarantee of the Province may be granted to loans raised by Railway Companies on certain conditions.

First hypothec and privilege in favour of the Province.

Railway Companies receiving such guarantee to render half-yearly accounts to the Inspector-General, attested an oath.

Sinking Fund monies, how to be invested. Proviso.

Further conditions may be agreed upon by the Governor in Council and the Company.

## CANADA.

Recital.

Aid to the Quebec  
and Halifax Rail-  
way.Under what pro-  
visions lands may  
be taken for the  
Quebec and Halifax  
Railway.  
9 Vict., c. 37.As to monies  
advanced under  
this Act.

V. And whereas the proposed railway between Halifax and Quebec will be a great national work, lining together the several portions of the British Empire on the Continent of North America, and facilitating the adoption of an extensive, wholesome, and effective system of emigration and colonization, and it is right that Canada should render such assistance as her means will admit of towards the accomplishment of a work so important and promising results so beneficial: Be it therefore enacted, that if Her Majesty's Government shall undertake the construction of the said railway, either directly or through the instrumentality of a private company, it shall be lawful for the Governor in Council, on behalf of this province, to undertake to pay yearly, in proportion as the work advances, a sum not exceeding twenty thousand pounds sterling, towards making good the deficiency (if any) in the income from the railway, to meet the interest of the sum expended upon it, and to place at the disposal of the Imperial Government all the ungranted lands within the province lying on the line of the railway, to the extent of ten miles on each side thereof, and to undertake to obtain, pay for, and place at the disposal of the Imperial Government, all the land required within the province for the line of railway, and for proper stations and termini.

VI. And be it enacted, that any lands to be taken under the provisions of the next preceding section, for the purposes therein mentioned, shall be deemed to be land required for public provincial works, and may be taken by the Commissioner of Public Works under the provisions of the Act passed in the ninth year of Her Majesty's reign, and intituled "An Act to amend the Law constituting the Board of Works," and of any Act amending the same.

VII. And be it enacted, that any monies which shall be payable on behalf of the province under any of the provisions of this Act, may be paid out of any unappropriated monies forming part of the Consolidated Revenue Fund; and that all monies due by any company as having been paid for them under any guarantee given under this Act, shall be deemed monies due by such company to Her Majesty, payable according to the provisions of this Act, and the conditions agreed upon by the Governor in Council and such company.

## NOVA SCOTIA.

## NOVA SCOTIA.

No. 3.

No. 3.

*Report of Mr. Commissioner Young on the Proposed Railway.*

General Report, giving a practical view of the whole project, of the probable Cost and Returns, the Statistics of Railway Rates of Transit for Passengers and Freight, and suggesting the best means by which the Work may be completed. By the Hon. G. R. Young, Commissioner for Nova Scotia.

THE Report lately returned by Major Robinson, R.E., to Her Majesty's Government, detailing the survey of a practical line, and giving an estimate of cost, and the despatch of Earl Grey, dated the 17th November last, addressed to his Excellency Sir John Harvey, suspending the action of the Imperial Government until the Legislatures of the three provinces have passed upon it, place this project in an entirely new phase, and reduce it to a question of calculation and finance.

The inquiries now are—Is it to be prosecuted or abandoned? Can the requisite means be raised to complete it, and in what way?—and, the main and material inquiry here—Ought the Legislature of Nova Scotia to pledge the revenues of the country to the extent required?

Before proceeding to the details by which these inquiries are to be solved, it may be judicious to state certain preliminary points upon which no difference of opinion is likely to arise.

First. Of the four lines referred to in the Report No. 2, called "The Halifax and Eastern or Bay Chaleurs Route, through New Brunswick to Quebec," may be adopted as the best. It seems to be the easiest line—it possesses the most extensive and profitable field for colonization—it is most distant from the American territory, and will collect the largest amount of returns. The grounds upon which it is recommended appear, therefore, to be ample and conclusive.

Second. It will not be contested that the railway ought to be built upon the most approved model, to combine at once strength and durability. Although its centre will pass, for at least three hundred miles, through a new and unsettled country, it must be constructed with a view to meet the requisites of the two termini—to provide at once for the transit of heavy freights, and to afford the comfort and speed, if not elegance, which passengers travelling, whether for business or pleasure, between the Old and New World,

will require. An inferior and cheaper line would defeat the ends in view, and be, therefore, **NOVA SCOTIA** an unwise and injudicious saving.

Third. It may be expedient here to touch, although not to pass decisively upon, two prominent questions suggested by the report: first, the height at which the rails should be laid, to prevent impediment from the snows; and, second, the width of the gauge.

As to the first of these, the evidence is most satisfactory and complete, that snow will not impede the working of the railroad. The elevation of the rails above the surface—the erection of snow-fences to guard against heavy drifts—and the use of the snow-plough, have been found, in the Great Northern Railroad in Great Britain, and on the railways both in the United States and in Russia, effective in keeping the rails free. The fears very generally entertained on this subject, when the project was first mooted, are now dissipated. On the line from Montreal to St. Hyacinthe, being part of the St. Lawrence and Atlantic Railway, the rails have been elevated above the surface to the height of from four to five feet: the height at which they ought to be placed on the great trunk line will depend, of course, upon the nature of the ground—the inequalities of its surface, and upon the results of experiments still trying out both in Canada and the United States.

As to the gauge, the report states, "That as no railways have as yet been built in that part of British North America through which the line is intended to be run, the question of the gauge is clear and open." An intermediate gauge, however, has been recommended, and the width, five feet six inches, is stated as that "probably most suitable, combining the greatest amount of practical utility with the least amount of increased expense."

No single point in railway science has been more warmly discussed, or produced a greater variety\* of opinions among scientific men. A break of railway entails all the inconvenience of crossing a ferry—change of freights and passengers from one set of carriages to another, loss of baggage, annoyance and delay. The question has been referred to the consideration of the Committee of the House of Commons; voluminous reports have been published; and, at last, the Imperial Parliament interfered, and passed an Act to introduce uniformity. By the 9th and 10th Viet. it is enacted, "That five feet three inches shall be the gauge for Ireland, and that all lines in England, south of the Great Western Railway from London to Bristol, shall be of the gauge of seven feet; and those north of this line, except certain undefined lines connected with the Great Western, shall be of the gauge of four feet eight and a half inches."

There are many reasons for establishing that the intermediate gauge is the best adapted for the colonies; and although the question may be left open, the fact that the Directors of the St. Lawrence and Atlantic Railway, and of the Great Western Railway of Canada West, have both adopted the gauge of five feet six inches, ought to have material bearing. How far west this line will yet penetrate—whether it is yet destined to cross the St. Lawrence, and to circulate the northern edge of Lake Ontario, is a problem for the future. In laying, however, this Atlantic basis of a great trunk, uniformity of gauge, from one end of the provinces to the other, ought to be kept steadily in view.

In the Report the estimate of cost is thus given:—

	£
Total distance, Halifax to Quebec, 635 miles, at 7000 <i>l.</i> sterling per mile ..	4,445,000
Add 1-10th for contingencies .. .. .	444,500
Total .. .. .	4,889,500

In round numbers, 5,000,000. Estimate for each province according to distance:—

	£	£
124 miles in Nova Scotia, at 7000 <i>l.</i> per mile .. .. .	868,000	
Add 1-10th as above .. .. .	86,000	
	954,800	
243 miles in New Brunswick .. .. .	1,638,000	
Add 1-10th as above .. .. .	163,800	
	1,801,800	
277 miles in Canada .. .. .	1,939,000	
Add 1-10th as above .. .. .	193,900	
	2,132,900	
Total .. .. .	4,889,500	

\* In his evidence before a Committee of the House of Commons, Mr. Wyndham Harding said (Nov. 6, 1846):—"Among the peculiar advantages of railways is punctuality as well as dispatch: whereas, where you have a break of gauge it is quite impossible to ensure punctuality. Taking a passenger out of one carriage, moving him with all his articles of luggage, and all that accompanies him, into another carriage, gives rise to delay; but when horses and carriages accompany passengers, that increases the delay. I have seen two or three hours occupied in getting a restive horse into a train (trunk). With regard to merchandize, you stop your train, you take it to pieces and damage it, to unpack and repack them in bulks of a different size, to take an inventory of the whole as you pass them over. This costs a great deal of money and time. The goods are continually injured, wrongly invoiced and misdirected; it must always be so when work is done in a hurry." Mr. Chaplin, the great forwarder, stated, "that a break of gauge necessarily involves transshipment and that this involves loss by misdirection and pilferage, as well as a detention of hours and days, and an actual money tax of from 1*s.* 6*d.* to 2*s.* 6*d.* sterling per ton."

## NOVA SCOTIA.

Looking at the table of gradients, as returned by Captain Henderson, R.E., it will be obvious that, in proportion to distance, these are higher and more difficult in our own province than in Canada and New Brunswick. The results in the table are thus stated:—

Heights of Gradients.	Canada.	New Brunswick.	Nova Scotia.
Feet.	Miles.	Miles.	Miles.
50 to 40 .. .. .	5	8	10
50 to 60 .. .. .	8	4	7
60 to 70 .. .. .	None.	None.	4
Total .. .. .	13	12	21

In Report, page 17, it is said: "In Nova Scotia the passage over the Cobequid Hills cannot be effected without heavy grades of 1 in 79 and in 85; but as these occur, the one in ascending, and the other immediately descending, and only for 10 miles, the inconvenience can be easily got over by affording an assistant agent for the goods train at that part." The effect of these gradients is to increase the cost of construction and tariff of working expense, and will of course swell the relative proportions of both against the province.

It is an ascertained fact, says Colonel Simpson, in his Preliminary Report, page 2, that an inclination of a railway rising only 15 feet in a mile, an inclination not distinguishable from a level without the aid of levelling instruments, would double the resistance of a railway. An engine of 20 tons, capable of drawing a train of cars carrying 800 tons on a level, would carry, in an ascent of 15 feet in a mile, only 400 tons, and were that ascent to increase to 60 feet, only 220 tons. To overcome the difficulties occasioned by the heavy gradients on this line, it is suggested in the Report, page 26, that an extra engine should be provided for the distance of 25 miles.

The estimate of 7,000*l.* sterling (8,750*l.* currency) per mile, based upon the experience of Massachusetts, may be regarded as sufficiently large to cover all contingencies. It might be stated at a lower sum. The cost of 369 miles of railway in the State of New York, as ascertained by an official return on the 1st January 1847, was equal to 6,252*l.* currency, or 25,008 dollars per mile. Most of these had only the plate rail, but the iron rail was then laying on some of them, at the cost of 10,000 dollars per mile. This would increase the cost there to 35,008 dollars per mile. In Colonel Simpson's Report, p. 7, an estimate is given of six of the least expensive roads laid in the United States, being 158 miles, at 2,065,852 dollars, equal to 13,156 dollars per mile; and at the same page he states that the Champlain and St. Lawrence Railroad, 15 miles, cost 212,000 dollars, equal to 14,140 dollars per mile. The estimate for the Great Western Railway of Canada West was, for the

Eastern division,	42,10, 23,682 dolls.,	or 5,920 <i>l.</i> currency,	per mile.
Central	„ 75,84, 27,067	„ 6,767 <i>l.</i>	„
Western	„ 109,95, 16,875	„ 3,969 <i>l.</i>	„

In the Report of a survey and estimate for building a railroad from Waterville to Bangor in the State of Maine, dated 1st May, 1848, the expense of grading and superstructure, with iron rails, for the distance of 54½ miles, is stated at 16,709 dollars, or 4,186 currency per mile; the estimate for running furniture, engines, cars, snow-ploughs, &c., at 73,700 dollars for the whole length, equal to about 1380 dollars per mile, making the entire cost of this line only 4,522*l.* 5*s.*, a little more than one-half of the estimate contained in the report. The estimate for the line from Portland to Kennebec (measuring 38 miles) was 6,400*l.* per mile; from Concord to Haverhill, New Hampshire, 25,809 dollars per mile. Considering the large outlays required in New York and Massachusetts for land damages, and the sums paid for stations, depôts, the additional cost of labour and materials there, the tariff upon iron, which, according to an estimate made by Mr. Stuart, in his Report on the Great Western line for Canada West, 1st September, 1847, p. 12; and in the report is calculated at 500*l.* per mile, and the larger experience now acquired, this estimate of 8,750*l.* per mile will be rather above than below the mark.

A point here worthy of due consideration is, whether it ought to be undertaken as a public work, or whether such adequate security and encouragement ought to be afforded as to induce capitalists to embark in it. Both modes are suggested in Earl Grey's despatch.

The former is no doubt the preferable course. In the first place, it is thought that no company will be organized for the purpose, unless interest on the capital be secured by the Imperial Government for a certain number of years. The risk must therefore be assumed by the Colonial Legislatures. In such case they ought to retain the management and control. But there are other equally cogent reasons: as the funds must come from

abroad, to incorporate a company would be to create a monopoly, held by absent proprietors, **NOVA SCOTIA.** over whom the Legislature could ensure no effective check or control.

In the United States many of these works have been prosecuted mainly with the view of advancing the indirect efforts, the changes they produce in the channels of trade, and the increase they give to the value of real estate. In the adjustment and reduction of their tariffs, these objects are kept steadily in view. If a company were formed in London, or elsewhere, it is obvious that no such policy would govern them.

The next inquiry is, ought the Imperial Government and the Provincial Legislatures to undertake it as a joint work; or should the colonies build and work the line each within the limits of its own territory?

If the statistical tables kept from the 1st July to the 1st January last in Canada and Nova Scotia, should establish the fact that the line from Halifax to Amherst (124 miles), and from Quebec to River du Loup (110 miles), will, as soon as completed, pay the working expenses and interest upon capital, these two provinces might gain by a severance of interest, and by confining their responsibilities to the charge of the line each within its own territory. Nova Scotia would gain even more than Canada by the adoption of the principle; but as it is put forward as a great inter-colonial project, as the Government is expected to aid it as such, as the gradients in Nova Scotia are the most difficult, and as both Canada and New Brunswick are required to furnish larger quotas of Crown lands, which this province has not now in reserve, the fairest and simplest mode will be to treat it as a general undertaking, and to build and conduct it without reference to territorial distinctions.

The fact that both of these sections are expected to remunerate will of course diminish the responsibility on the whole; so far as regards them, however, all that is required will be payment of the interest until they are completed. With this project they are sites where operations ought to be first begun.

The more unproductive portions of the line will then lay thus:—

In Canada	..	..	277 miles.
Off from Quebec to River du Loup	.	.	110 "
			— 167 miles.
In New Brunswick	..	..	233 "
			— 400 "

In addition to the 5,000,000*l.*, New Brunswick may stipulate for aid to enable her to complete the branch of which a survey has been made last season, running from the bend of the Peticodiac to the city of St. John, and onwards to the United States. In this branch Nova Scotia has an immediate and equal interest, and, whenever completed, it will, from her territorial position, give the railroad in this province two sources of revenue. Her separate interests in this ought to be protected in any agreement now made.

It is proposed in the report, that the 5,000,000*l.* required should be raised by a loan of 3,000,000*l.* upon the credit of the provincial revenues, and under an Imperial guarantee; and that the residue should be drawn out of 2,000,000 of acres of the wild land lying along the line, to be reserved and sold from time to time for the exclusive benefit of the work. And further, "that, upon the reserved lands, and the loan as a basis, notes should be issued in payment of wages and salaries," receivable for customs and excise duties, and made payable at the different ports of emigration in the United Kingdom. "The amount," adds the Report, "to be issued might be limited to the extent of acres, and as these were sold, an equal amount of the notes should be cancelled."

First, as regards the sales of land, it cannot be calculated with certainty that they will yield so large a sum and at such an advance in price.

In Nova Scotia the upset price of Crown lands is 1*s.* 9*d.* per acre; a Bill has here passed the Legislature reducing the price to 1*s.* 3*d.* per acre. In New Brunswick the price has varied from 2*s.* 6*d.* to 3*s.* per acre; and in Canada, so far from their being held as a source of revenue, during the last year large tracts have been laid off by survey, public roads formed to intersect them, and gratuitous grants offered, on condition of their being settled, and a certain proportion cultivated within a limited period. It is a calculation too sanguine to rest upon, that these lands, now selling at 2*s.* 6*d.* or 3*s.* an acre, would ascend so rapidly in value, and be realized at 20*s.* sterling, or 25*s.* currency, per acre.

In the United States the upset price of the public lands is limited to 7*s.* 6*d.* per acre. By the last report of the Commissioners, submitted to Congress at the session of 1847, the quantity of land sold in the States of Ohio, Indiana, Illinois, Missouri, Alabama, Mississippi, Louisiana, Michigan, Arkansas, Wisconsin, Iowa, and Florida, up to the 1st January, 1848, was 94,749,271 acres, and the money received, therefore, was 130,851,448 dollars, the average price being 1 dollar 38 cents per acre. In a second report, dated November 30, 1847, and submitted to Congress by the Secretary of the Treasury, it is stated that during the year 1846, 2,263,730 acres were sold, amounting to 2,904,637 dollars; and in the first, second, and third quarters of the year (1847) 1,839,024 acres have been sold, producing 2,366,352 dollars. The average produce, it will thus be seen, of the sales for 1847 was equal to 1 dollar 40 cents per acre. Speaking from memory, the average sales of the Canada Land Company did not exceed 12*s.*; and those of the British North American Land Company not over 6*s.* for 1847.

Although doubtful of the success of this part of the scheme, the Crown lands, I still

**NOVA SCOTIA.** incline to think, may be made to yield the sum required. The three provinces will not hesitate to name a larger quantity, provided it will insure the completion of the work. Wild lands are comparatively valueless in themselves; they become valuable by being settled, by the growth of villages and towns. The railway will amply repay the appropriation required, by increasing population, and adding to the marketable value of the residue.

They will unquestionably be made available to a large extent by voluntary sales, by inducing the contractors and workmen to accept part of their payment in lands; but the preferable and more certain mode would be to lay off the best tracts, to dispose of them to some of those companies in Great Britain now organizing for the purpose of promoting systematic emigration, or to guarantee them to the Imperial Government as a suitable field for a great scheme of national colonization. In this way the two millions might be obtained.

The agitation of late years in the mother-country indicates clearly that the public mind is preparing for some vigorous movement of this kind. Mr. Godley's letter to Lord John Russell, 1st March, 1847; Lord Lincoln's speech in the Commons; Lord Montague's report to the House of Lords, with the mass of startling and prophetic evidence attached to it; the publication of the Colonial Circular, under official authority; the formation of no less than three societies in London during the last year; Captain Lewis' letter to Earl Fitzwilliam, and the tone of the British press, are the visible symbols of that outward pressure which ever precedes the action of the Government. The famine of 1847, which produced such fearful effects in the Highlands of Scotland and in Ireland, requiring the immense sum of 14,000,000*l.* in public and private contributions to alleviate its misery, and at one time throwing the support of 3,500,000 of a starved and dying population upon property, have produced "a crisis," which will induce measures to secure relief against the recurrence of a similar calamity, and guard, in fact, against the impending dangers of such an over-crowded and surplus mass.

The remedial measures passed for Ireland in the session of 1847, founded upon the apothegm that "property has its duties as well as its rights;" telling the landlords "that a surplus population upon an estate, like barrenness, or the absence of improvements, is one of those disadvantages contingent upon its possession, against which they are bound to provide relief;" that they must either increase the produce of their lands and improve the habits of their tenantry, or support them by poor-rates; making them, in fact, a tax upon rent-roll or income, will induce them, like the landlords in England and Scotland, to turn to this new field for emigration, with an eager desire to avail themselves of its advantages.

Great Britain has now no field for her surplus millions, comparable to that afforded by the Crown lands of these lower colonies. In the United States, there is a feeling daily expanding hostile to the admission of foreign emigrants to the rights of citizenship; Hunterian Societies are on the increase; some pamphlets full of prophecy and threatened danger to their institutions have been published in 1848. It has been proposed that a residence of years should be required before the emigrant is admitted to a full enjoyment of constitutional rights, and new guards have been introduced by recent Acts passed in New York and Massachusetts. In Boston the local authorities may now demand from the captain of an emigrant ship a bond of 1000 dollars to insure that the emigrant should not become chargeable upon the State for a period of ten years; and in New York a bond of 300 dollars may be enforced to guard there against the same risks. The redundant population of the Atlantic cities; the high price of unsettled lands in the Northern States; the long distance inland to be travelled before a suitable location can be had, and the feeling of antipathy alluded to, render the United States less available now than formerly, as a receptacle for British emigrants.

The Cape again has no attractions to Europeans. The convict colonies have reached a frightful state of demoralization. The cost of conveying an adult to Australia, as stated by Earl Grey in his speech, August 10th last, before the House of Lords, amounts to 20*l.* sterling; the upset price of lands there, as settled in 1843, and confirmed by a recent despatch, is 20*s.* sterling per acre. To convey a man and his wife, and three children, equal to three adults, to Australia, would cost 60*l.* sterling; and 50 acres of land, 50*l.* additional. To land the same family in a port in British America, would cost 12*l.* to 15*l.* currency; and if the emigrant be a man of good character and steady habits, a suitable location of 50 acres would be conceded by a gratuitous grant.

To secure the successful and practical working of a national scheme, the railroad would be an invaluable auxiliary; it will provide employment and food to the emigrant while he is "waging his war upon the wilderness," raising his log hut and preparing his first crop.

These views are thoroughly understood by the Ministry and other statesmen in Parliament. They are referred to in Lord Lincoln's speech; they have been propagated by Lord Stanley; and Earl Grey has said:—"I am opinion that the mode in which colonization may, with most prospect of success, be promoted, is by the application of any money which may hereafter be granted or advanced by Parliament for this purpose, in opening land for settlement, by making such improvements as I have described, or by constructing public works of a more important character, such as railways and canals."

Neither need it be apprehended that, with this influx of population, the colonies will be overrun by an inundation of paupers. The new Passenger Act, passed last session of



the Imperial Parliament; the liberal grant of 130,000<sup>l</sup>. sterling voted to compensate Canada and New Brunswick for the extra expenditures to which they had been subjected by the emigrant fever of 1847; and the sounder views now propagated, that to ensure success it is necessary "to colonise," to transport capital and industry as well as numbers to the new field, are a sufficient guarantee that the necessary guards will be adopted to transfer only a valuable and superior class. But it is, of course, in the power of the Colonial Legislatures to pass such Acts as they deem requisite to ensure safety.

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The following table exhibits the extent of this vast area :

	Total Area.	Granted.	Not Granted.
	Acres.	Acres.	Acres.
CANADA, WEST .. .. .	31,742,639		
Lands surveyed and disposed of .. .. .	..	18,150,289	
Lands unsurveyed and not disposed of .. .. .	..	..	13,592,350
CANADA, EAST .. .. .	125,629,769		
Surveyed in Seignories .. .. .	9,027,800		
Surveyed Crown lands and Clergy Reserves, laid out in townships .. .. .	8,748,758		
Disposable Lands .. .. .	..	17,773,769	107,856,000
Total undisposed of in Canada (East and West) (See Report of Surveyor-General, dated Montreal, January 28, 1845).	..	..	121,455,350
NEW BRUNSWICK .. .. .	16,207,360		
Granted and located lands .. .. .	..	6,355,729	
Lands not granted .. .. .	..	..	9,851,631
NOVA SCOTIA .. .. .	9,500,000		
Lands granted in Western Counties, about .. .. .	..	2,200,000	
" " Eastern Counties, including Halifax County .. .. .	..	3,060,000	
Lands not granted in Western Counties .. .. .	..	..	1,780,000
" " Eastern Counties .. .. .	..	..	2,460,000
(Return of Surveyor-General, January 12, 1849.) .. .. .			
Cape Breton has an area of .. .. .	2,146,850		
Of this there is granted .. .. .	..	851,741	
Not granted .. .. .	..	..	1,295,109
Total area not yet granted .. .. .	..	..	136,642,000

By the returns of 1846, the area of France was stated at 130,339,000 English acres; the population 35,400,486 souls. In these three provinces there is a larger area of ungranted land than is in the entire surface of France; and while it supports a population of 35,000,000, there are not here 2,000,000 in all.

In Great Britain there are:—

Acres of land cultivated .. .. .	46,522,970
Uncultivated .. .. .	15,000,000
Unprofitable .. .. .	15,871,455
	<u>77,394,455</u>

In these colonies we have nearly double the extent of acres in the whole area of Great Britain yet to be disposed of. In 1841 the population of the United Kingdom was 27,019,558.

Upon the advantages and feasibility of issuing redeemable notes, as proposed, doubts are seriously entertained. If the loan of 3,000,000 is obtained under the sanction and with the guarantee of the British Government, the capital ought to be drawn to the extent only to which it may be required. It would of course be injudicious to borrow, and deposit actual capital or specie, upon which interest was accruing to support the credit of a fictitious capital, valuable only because the representative of that which is tangible and real.

If, again, the amount issued is "to be limited to the extent of acres, and as these are sold, an equal amount of notes should be cancelled," it would follow that they are intended to be redeemable out of the sales of land. But it is obvious that no paper redeemable out of so uncertain and precarious a fund would circulate at par. These notes would assume the character of land scrip, and in Canada, scrip of this kind have been depreciated to a twentieth part of their nominal value. If, however, to be made redeemable in cash, at the respective treasuries of the three provinces, and at the chief ports of emigration in the United Kingdom, they would effect no saving, because, if payable on demand, and such a condition would be essential to maintain their value at par, a sufficient quantity of money would be required to be kept at all times on hand to redeem them when presented. If, indeed, in each province a certain amount of negotiable paper were issued, redeemable only

**NOVA SCOTIA.** at its own treasury, a relative amount of the precious metals might be deposited to meet the probable demand; but if issued in the three provinces, payable in England, and throughout the colonies, whenever and wherever presented, it would create, I fear, inextricable confusion and embarrassment.

Had it been proposed that debentures or scrip should be issued to a limited extent, under the guarantee of the British Government, payable in a period of five or ten years, with a fund set apart for the payment, annually, of the accruing interest, like the stock certificates issued by the Government of Nova Scotia, or the scrip issued by the State of New York for raising capital to complete the Great Western and the New York and Erie Railroads, such a proposition would be tangible and might be adopted; but to issue redeemable paper in the mode suggested would, it is feared, infringe the established principles upon which a sound currency can only be based, and would of necessity fail to realise the beneficial consequences anticipated from it.

In the report two estimates are given:—

First. "Upon the loan of 3,000,000*l.*, the interest at 4 per cent. would amount to 120,000*l.* per annum.

"Of this sum it may fairly be assumed that for the conveyance of the mails between Halifax and Quebec, the Post Office department would be willing to pay annually an equal amount to what is now paid for the same service. This has not been officially obtained, but there are good grounds for supposing that it is nearly 20,000*l.*

"In the case, then, that beyond this the railway only paid its own working expenses, the sum of 100,000*l.* would have to be made good out of the revenues of the provinces.

"The proportion of this, or of whatever sum might be deficient to pay the interest on the loan, would have to be arranged; and it may, for the sake of illustration, be supposed to be as follows:—

				£		
" Nova Scotia	..	..	..	20,000	Proportion	2
" New Brunswick	..	..	..	20,000	"	2
" Canada	..	..	..	30,000	"	3
" The Imperial Government	..	..	..	30,000	"	3
" Total				..	..	10"

The second estimate is:—

"There is some reason to believe that these two \* portions of the line will be found to have sufficient traffic to pay, over and above working expenses, the moderate interest upon capital of 4 per cent.

"If such should prove to be correct, then the foregoing statement would be modified, and stand thus:—

				Miles.		
" Total distance, Halifax to Quebec	..	..	..	635		
" * Quebec to River du Loup	..	..	..	110		
" Halifax to Amherst and Bay Verte	..	..	..	125		
				235		
" Leaving unproductive still				..	..	400

"If the total line can be done for 3,000,000*l.*, then the proportion for the 400 miles would be 1,889,600*l.*, or 2,000,000*l.* nearly.

"The interest for which would amount to 80,000*l.*

"Deducting 20,000*l.* for the conveyance of the mails, then the sum to be responsible for would be 60,000*l.*, which, divided proportionally as before, would give for—

				£		
" Nova Scotia	..	..	..	12,000	Proportion	2
" New Brunswick	..	..	..	12,000	"	2
" Canada	..	..	..	18,000	"	3
" Great Britain	..	..	..	18,000	"	3
" Total				..	..	10

"Therefore, for the responsibility (perhaps for assuming it only) of 100,000*l.*, or, as the case may prove, 60,000*l.*, the Quebec and Halifax Railway may be made."

Founding our present calculations upon the higher estimate, and presuming that Nova Scotia will be required to provide adequate security for the payment of 20,000*l.* per annum, as the interest on her share of the capital, it may now be inquired what is the extent of liability actually necessary to be assumed?—which is the best way in which security can be given?—and what may be the probable risk?

In the report no opinion is given upon this subject, but it has been supposed, upon the best authority, that it will take five years to complete the whole. Supposing the expenditure to be equally apportioned over this whole period, then Nova Scotia would require to provide in—

				£
1849	..	..	..	4,000 only, in
1850	..	..	..	8,000
1851	..	..	..	12,000
1852	..	..	..	16,000
1853	..	..	..	20,000 sterling.

But in 1849 the line may be completed to Truro, and in 1850 to Amherst. As soon NOVA SCOTIA. as the roads are laid the cars may be put in operation just as the cars are now running from Portland 40 miles into the State of Maine, and from Montreal 30 miles to St. Hyacinthe, both of these forming branches of the St. Lawrence and Atlantic trunk. This practice is invariably adopted in the United States. They gradually complete the line from village to village, and one-half of a long line may actually be yielding a profit before the grading on the other half has even been begun.

At the end of the second year the portion of the line from Quebec to River du Loup, and from Halifax to Amherst, on the Bend of the Peticodiac, may be completed; and if, as is anticipated, they yield enough to pay the working expenses and interest on capital, this will proportionably reduce the amount of interest to be contributed in the last three years. If they pay, the contribution would be reduced in—

		£
1851	to	4,000
1852	to	8,000
1853	to	12,000

To meet the payment of 4000*l.* and 8000*l.*, the people of Nova Scotia will have the profits derived from the expenditure of 954,800*l.* sterling of British capital, 1,193,500*l.* currency; and during the next three years they will have all the advantages which the railway must confer, the increase of population, intercourse, and trade, the wealth, development, and activity which it will produce.

It is believed that the introduction and expenditure of such an amount of foreign capital, the increase of mechanics, labourers, and settlers which it will necessarily bring, will, even under the existing tariff, increase the revenue to a larger amount than is required.

The revenue in Canada is equal to about 1*l.* a-head; in New Brunswick it is about 14*s.*; in Nova Scotia, last year, it was equal to about 7*s.* 6*d.* If the railroad add 50,000 to our population, this addition of itself would nearly yield the revenue demanded.

Such an addition would create a new market for agricultural produce, elevate prices, and add to the prosperity and comfort of the whole agricultural class. It would create a demand, a market at home.

From the calculations made in the States of New York and Massachusetts, it has been found that the population situate within any given area, to whom the facilities of railway communication are extended, yield a revenue of\* 1*l.* sterling per head to the railway fund. Supposing the average would be as 10*s.* sterling per head, the return would be as follows:—

Halifax City, say	..	..	..	..	20,000
County (beyond the city)	..	..	..	..	10,000
Colchester	..	..	..	..	12,000
Cumberland	..	..	..	..	10,000
Hants	..	..	..	..	5,000
Pictou, say of the population of 30,000	..	..	..	..	5,000
Sydney	..	..	..	..	1,000
Guysborough	..	..	..	..	1,000
Cape Breton, of the population of 40,000	..	..	..	..	5,000
Prince Edward Island	..	..	..	..	5,000

within the verge of the railway.

74,000 persons

At 10*s.* sterling a-head these would yield a revenue say of 37,000*l.* sterling.

This represents only the way or local traffic; but the great source of income will be the intercolonial or *through* traffic, for the most imposing feature of this railroad is that it is to become the great thoroughfare for travelling between the Old World and the New— from the Atlantic States by the way of Boston, Portland, and St. John's to Halifax, and from the Western States, Ohio, Iowa, Michigan, and Canada, by St. Joseph, Detroit, Windsor, to Hamilton, and thence by the lines circling the northern sides of the Canada Lakes to Quebec, and onwards to Halifax, clearly destined yet to become the great maritime entrepôt—the point first and nearest of disembarkation and of departure from and to Europe.

Before the magnitude of this scheme and its future effects can be realized there are subsidiary enterprises yet to be accomplished. The railroad is now completed from London to Holyhead, and the Dublin mail-steamers make the latter their starting point. With a rapid steam communication from Holyhead across the Channel, and a railroad traversing Ireland to Valentia Bay, the mail-steamers may take their departure from the latter port, enter at once upon the Western Ocean, avoid the dangers of the Irish Channel, and with the lighter weight of coal which the shorter voyage will require, may accomplish the voyage to Halifax, not 1800 geographical miles, in less than 6 days. With a railroad to Quebec, 635 miles, at 30 miles an hour, and to Boston, 600 miles at the same speed, the distance would be accomplished to the former 7 days 21 hours, and to the latter in 20 hours.

\* These calculations, in these States, are based upon a division of the Railway Returns by the entire number of the population. The above is differently stated.

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	Days.	Hours.
London to Valentia, say .. .. .	1	0
Valentia to Halifax .. .. .	6	0
Halifax to Quebec .. .. .	0	21
	<hr/>	<hr/>
Time to Quebec .. .. .	7	21
Time to Boston .. .. .	7	20

A project is now on foot to convey the mails from Boston to New York in six hours, which, when accomplished, will lessen the distance from London to New York, now varying from 13 to 16 days, to 8 days and 3 hours.

The average speed of the passenger trains in New England is 25 miles an hour. Mr. Robert Stepleman, in his examination before a Committee of the House of Commons on the Gauge Question, August 5, 1846, said, "Every day we are running upwards of 51 miles an hour with our passenger trains, and these trains are not made with a view of obtaining an enormous speed, but such a speed as we deemed then advisable to run. There is no difficulty whatever in making an engine upon the narrow gauge to take 40 tons at 60 miles per hour; not the least difficulty, or even more than that. I believe that the highest speed that I have heard mentioned was by Mr. Locke to me, but that was an engine by itself; it ran 68 miles an hour on the Grand Junction. On an experimental trip, on the 13th June, 1846, the Great Western engine, in running from London to Bristol, with 100 tons, reached in some places the speed of 63 miles an hour. The highest speed of a steamer varies from 10 to 13 miles an hour. The relative proportion between a railway and steamboat is three to one in favour of the former."

The expense of the voyage will be diminished, not increased.

All these results are feasible, and may be attained by the advances now made in science, and hence it is that the projectors of this railroad have ever looked forward to the time when Halifax will become the great depôt for the mails and passengers passing to and from the Old World and the New. The United States will become dependent upon us for the rapid transition of letters and news, as of telegraphic information. These mails would yield a very large sum annually.

If this line of intercourse were once established, the fund derived from passengers, mails, traffic, &c., on that portion of the railroad running from Halifax to the bend of the Peticodiac, would far exceed any estimate which could now be made.

It would besides have two sources of revenue—one derived from the traffic between our Atlantic port and the States, the other between Halifax and the eastern counties of New Brunswick, Canada, and the distant and fruitful West.

If, again, the contemplated system of national colonization be carried out, it is expected that the worn-out or *hack* fleet of steamers now beginning to crowd the docks of Great Britain, unfit for the higher requirements of the route they once occupied—may be converted into emigrant ships, and land their cargoes, after a twelve days' voyage, at the railroad terminus in Halifax. The Emigrant Act now requires that a ship should provide 70 days' food for every passenger. In steam-ships 20 or 25 days' provisions would be sufficient. This railway would become the highway for all who sought a home in British North America or in that the United States, and thus yield a large fund to augment the annual returns.

Let such a facile communication be opened between Halifax and the United States, and Canada, the desire for travelling would increase—the colonists in summer would pass to the South and West, and that immense body of travellers who now periodically come from the South to Canada, would seek in the pursuit of health and recreation, our Atlantic breezes and pure atmosphere. This would create an entirely new, and, it is calculated, an ample source of revenue.

The following Table gives the number of emigrants who have arrived at Quebec in

1840	.. .. .	22,065
1841	.. .. .	28,060
1842	.. .. .	44,374
1843	.. .. .	20,714
1844	.. .. .	20,142
1845	.. .. .	24,440
1846	.. .. .	32,753
1847	.. .. .	98,016
Up to the 27th May, 1848	{ Being an increase over the same period in 1847, of 1,329. }	6,443

At the rate of 2 cents per mile, or *1d.* sterling, which is the lowest rate established in England for third-class carriages, by Act of Parliament, the revenue in 1847, from this source alone, would have been equal to 200,000*l.* and upwards.

To give some idea of the increase of passengers resulting from the establishment of railways, the following extract is taken from Baron Charles Dupin's report on the Paris and Orleans Railway: "Experience has proved, both in France and abroad, that in a short space of time the facility, expedition, and economy afforded by railways, more than double the number of passengers and the quantity of merchandize. In order to support such statements, we will quote the following facts relative to the railways of Belgium,

England, and Scotland, in positions of extreme difference, and giving rise to a variation in NOVA SCOTIA. the returns which far exceed all anticipation.

“Comparison of the number of travellers conveyed daily throughout the whole or a portion of the line :—

RAILWAYS.	No. of Passengers before the establishment.	No. of Passengers after the establishment.
Manchester and Liverpool .. ..	400	1,620
Stockton and Darlington .. ..	130	630
Newcastle and Carlisle . . . .	90	500
Arbroath and Forfar .. ..	20	200
Brussels and Antwerp .. ..	200	3,000

“Increase of the number of passengers by the establishment of a railway :—

	Per Cent.
Liverpool and Manchester .. ..	300
Stockton and Darlington .. ..	380
Newcastle and Carlisle .. ..	465
Arbroath and Forfar .. ..	900
Brussels and Antwerp .. ..	1,400

“Progress in the conveyance of merchandize by railway, compared to that of passengers :—

Year.	Passengers.	Tons.
1824 ..	924,063 ..	22,909
1836 ..	1,248,552 ..	161,501
1838 ..	1,535,189 ..	274,808

“Thus, while the number of passengers increased 60 per cent. in four years, in the same time the quantity of goods increased 1100 per cent.”

The following is drawn from an official report on English railways, made to the French Government by a competent agent sent for the special purpose of prosecuting the inquiry.

“The Darlington Railway has produced, by its low rates of passage and freight, a complete revolution in the state of the country which it traverses. It has increased the value of land 100 to 200 per cent. By these low rates, the freight, estimated at 80,000 tons, has been increased to 640,000 tons. The passengers, estimated at 4000, have been increased to 200,000.”

The Irish Railway Commissioners, in their second report, state :—

“On the Newcastle and Carlisle road, prior to the railway, the whole number of persons the public coaches were licensed to carry in a week were 343, or both ways 686. Now the average daily number of passengers by railway for the whole length, viz., 61 8-10 miles, is 228, or 1596 per week.

“The number of passengers on the Dundee and Newtyle line exceeds at this time 50,000 annually; the estimated number of persons who performed the same journey previous to the opening of the railway having been 4000.

“Previous to the opening of the railway between Liverpool and Manchester there were about 400 passengers per day, or 146,000 per year, travelling between those places by coaches, whereas the present number by railway alone exceeds 500,000.

“In foreign countries the results arising from the same cause are equally if not more striking. The number of persons who usually passed between Brussels and Antwerp was 75,000 in the year, but since the railroad has been opened from the former place to Malines, it has increased to 500,000; and since it was carried all through to Antwerp, the number has exceeded a million. The opening of a branch from Malines to Termonde appears to have added 200,000 to the latter number; so that the passenger traffic of that railroad, superseding a road traffic of only 75,000 persons, now amounts to 1,200,000.”

To illustrate the gradual increase of business on various railroads, the following statements are adduced :—

**Boston and Lowell :—**

Net revenue, 1836 . . . .	22,450
.. 1845 . . . .	44,356
Increase in 9 years . . . .	21,806

**Western railroad, Boston to Worcester :—**

Net revenue, 1842 . . . .	61,517
.. 1845 . . . .	110,718
Increase in 3 years . . . .	49,198

**Boston and Providence :—**

Net revenue, 1842 . . . .	30,911
.. 1845 . . . .	49,457
Increase in 3 years . . . .	18,456

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## Boston and Maine:—

Net revenue, 1842 . . . . .	19,150
„ 1845 . . . . .	33,241
Increase in 3 years . . . . .	14,091

The following returns relative to the railways of Great Britain for the last five years, extracted from the Report of Commissioners laid before Parliament last session, and dated March 31, 1848, furnish some valuable data:—

## TRAFFIC for the year ending June 30.

	Miles.	Passengers.	Paid by Passengers.	Freights.	Total.
			£	£	£
1843	1,857	23,000,000	3,110,257	1,424,932	4,535,189
1844	1,952	27,000,000	3,439,294	1,635,380	5,074,674
1845	2,148	33,000,000	3,976,341	2,233,373	6,209,714
1846	2,441	43,000,000	4,725,215	2,840,353	7,565,569
1847	3,036	51,000,000	5,148,002	3,362,883	8,510,886

In the year ending June 30, 1847, the relative proportions were:—

From Passengers . . . . .	£ 5,148,002 sterling.
„ Freight .. .. .	3,362,882 „

In the year 1847 the relative proportions derived from railroads in the State of New York were:—

From Passengers . . . . .	£
„ Freight .. .. .	£

In the year 1847, Boston and Lowell Road yielded:—

Passengers .. .. .	Dollars. 209,601
Freight .. .. .	234,815
Mails .. .. .	4,129
Total .. .. .	448,555

In the year 1847, Boston and Maine:—

Passengers .. .. .	Dollars. 321,181
Freight .. .. .	179,988
Mails .. .. .	10,334
Total .. .. .	511,504

In the year 1847, Boston and Providence:—

Passengers .. .. .	236,103
Freight .. .. .	118,172
Total .. .. .	354,275

In the year 1847, Boston and Worcester:—

Passengers .. .. .	304,580
Freight .. .. .	374,662
Mails, &c. .. .. .	42,927
Total .. .. .	722,170

In England, in the year ending 30th June, 1847, the passengers were conveyed in:—

First Class .. .. .	6,572,714
Second Class .. .. .	18,699,288
Third Class .. .. .	15,865,510
Parliamentary Class .. .. .	6,695,494
Mixed Class .. .. .	3,229,357
Total .. .. .	51,352,163

The fares on railroads in the New England States may be stated at an average of **NOVA SCOTIA.** two cents and a fraction per mile. On some of the lines there is a division of first and second class; the four rates or classes in England are not required here, because there is nearer approximation to equality in wealth and station in these colonies, than has grown up amidst the aristocratic forms and ancient institutions existing in the old world. In July last the rates of fare were:—

	Fares.	Dollars.	Cents.
Boston to Plymouth .. ..	37½	1	—
Boston to Bridgewater .. ..	28½	0	65
Boston to Worcester .. ..	44	1	55
Boston to Newton .. ..	11½	0	25
Worcester to Albany .. ..	156	{ 4	25 } 1st class.
		{ 3	30 } 2nd class.
Boston to Fall River .. ..	53½	1	35
Utica to Schenectady .. ..	77½	3	—
Utica to Rochester .. ..	77	3	—
Michigan Central Railroad—			
Detroit to Kalamazoo .. ..	146	4	30
Antrim to Springfield .. ..	84	2	—
New York to Otisville (Erie) .. ..	87	1	50
Brooklyn, Greenfield, Long Island .. ..	96	2	—

If the proposed project be carried into effect, and if of the 5,000,000 required, 2,000,000 be realized out of the sales or appropriation of the Crown lands, upon which, of course, no dividends for interest will require to be paid: and deducting from the interest on the balance of 3,000,000*l.*, equal to 120,000*l.*, 20,000*l.* expected to be paid by the Post Office for the transit of mails; and 30,000*l.* to be contributed by Great Britain for the privilege of carrying military stores, &c., interest would then only be required on a capital of 1,750,000*l.* Interest on 5,000,000*l.* at 4 per cent. would be equal to 200,000*l.* By this contemplated saving of 130,000*l.* per annum on the capital required, the fares upon this line ought to be established upon a lower scale.

The following shows the English and Belgian fares in juxtaposition:—

	British.	Belgium.
	10ths of a Penny.	10ths of a Penny.
First Class, per head per mile .. ..	26	14 8-10
Second Class, per head per mile .. ..	18 6-10	8
Third Class, per head per mile .. ..	10	6

The fares on British railways are higher than on any other European lines. The first-class fares are 63 per cent. higher than the French or German, 100 per cent. higher than the Italian, and 160 per cent. higher than the Danish lines. The second-class are 50 per cent. higher than those of France and Germany, and 130 per cent. higher than those of Belgium and Denmark. The third-class fares are 66 per cent. higher than those in Belgium, and 100 per cent. higher than in Denmark and Italy. The railways of England have cost, on an average, 25,000*l.* sterling per mile. In order to protect the poorer classes Parliament have interposed, and by the Act 7 and 8 Vict., c. 85, s. 6 to 10, it is incumbent on railway companies, to whom the Act extends, to provide one train, at the least, on every week-day, and also on Sundays if they run other trains, to and from the termini, in which the charge is not to exceed 1*d.* per mile; children under 3 years of age to be taken without charge, and above 3 years and under 12 at half the charge for an adult passenger. Some of the railways charge even less.

Dublin and Drogheda .. ..	½ <i>d.</i> per mile.
Glasgow and Greenock, third class .. ..	66-100th of a penny.
Glasgow and Greenock, Parliamentary .. ..	30-100th "
Newcastle and Berwick .. ..	662-1000th "
South Eastern .. ..	90-100th "

At the New England rates the fares would be nearly as follows:—

	Dollars.	Cents.
Halifax to Truro, 60 miles, at 2 cents .. ..	1	20
Halifax to Amherst, 122 " " .. ..	2	44
Halifax to St. John, 220 " " .. ..	4	40
Halifax to Quebec, 635 " " .. ..	12	18

For the reasons already given, these rates ought to be regarded as too high.

The Belgium rates may be adopted as enough to yield an adequate return. The fares on this scale would be as follows:—

	1st Class.		2nd Class.		3rd Class.	
	s.	d.	s.	d.	s.	d.
Halifax to Truro, 60 miles .. ..	7	6	4	0	2	6
Halifax to Amherst, 122 " " .. ..	15	3	8	0	5	2
Halifax to St. John, 220 " " .. ..	27	6	14	6	9	4
Halifax to Québec, 635 " " .. ..	81	7	49	3	29	7

## NOVA SCOTIA.

Without going into minute details, which here would be supererogatory, it may be stated, upon the best authority, that the working expenses of railroads in New England have been found not to exceed 1200 dollars, or 300% currency per mile per annum.

		£
For the whole distance from Halifax to Amherst and Bay Verte,		
122 miles, at 300% per mile, the annual expense would be	..	36,000 currency.
But it has been already shown by the table of population, &c. that the way trade—that is to say, the traffic in Nova Scotia alone would probably yield	.. .. .	£ 37,000 sterling.
One fourth exchange	.. .. .	9,250 ..
		46,250 ..

So far as respects this province, there are two additional items, which, on looking to the returns, ought not to be overlooked.

In estimating the results of this speculation, it has been calculated that, according to the experience of other countries, the value of the real estate in the city of Halifax, and in the counties of Colchester and Cumberland, and the eastern part of Hants, through which it will penetrate, will be largely increased in value—to state that it will double is not thought unreasonable. The assessed value of the real estate is thus estimated:—

		£
Halifax city	.. . . .	1,800,000
Halifax county	.. . . .	1,000,000
Colchester	.. . . .	600,000
Cumberland	.. . . .	600,000
Part of Hants	.. . . .	200,000
		4,200,000

If its value be doubled, the returns will then be 8,400,000%. This of course, is independent of the increased value which will be given to the real estates in the other counties of the province, and of the addition to the exchangeable value of all our products, which must result from an expanding capital, an increase trade, and a growing population.

Another—the consumption of coal in Halifax is estimated at from 18,000 to 20,000 chaldrons per annum. If coal can be raised and sold at Onslow or Londonderry for 10s. per chaldron, and transported to Halifax, so as to be purchased here at 15s., this saving alone of 10s. or 12s. 6d. per chaldron on the extent of our consumption, being equal to 10,000% or 12,500% per annum, would of itself twice repay the amount of that proportion of the pledge of 20,000% sterling, say one-fourth, which the city of Halifax would require to contribute, even supposing the improbable result, that it were ever exacted.

To which there is to be added the returns of the inter-colonial or through traffic.

In the first part of Colonel Simpson's excellent preliminary report, dated Montreal, 13th May, 1847, and prepared under the authority of the Governor-General Lord Elgin, there is a valuable collection of statistics relative to working expenses, and the net cost of freight per ton. In the items of cost on the Philadelphia and Reading Railroad, of the total aggregate of 109 dollars 46 cents, the wood for fuel, 12 62-100 cords, at 3 dollars 50 cents per cord, is equal to 44 dollars 17 cents, about 17-40ths of the whole. In this single item a large saving would be effected here. Cord-wood could be furnished at less than one-half, say 7s. 6d. per cord, and if the locomotives were fed with coal, the line passes through the coal-fields at Folly River and Dorchester, where they could be loaded at the pit mouth, and at an expense varying from 10s. to 17s. currency per chaldron.

There still remains a branch of revenue which ought to be thoroughly surveyed—I allude to the transit of heavy goods. The facts relating to these are very fully elaborated in Colonel Simpson's and Major Robinson's reports.

Mr. Joseph Pease, Chairman of the Stockton and Darlington Railroad in England, has stated before a Committee of the House of Commons, that in the transportation of coal on the London and York Railroad, one farthing per ton per mile would be found ample to cover transportation expenses, including interest on capital, and allowance for wear and tear. At this rate a ton of mineral ore could be conveyed from Halifax to Quebec, at the cost of 12s. 6d. sterling per ton, and as there are 11 barrels of flour in a ton, at the cost of 1s. 4½d. currency per barrel. On the Philadelphia and Reading Railroad a ton of coals is conveyed at the rate of 23 cents per ton for 93 miles, nearly the same rate as stated by Mr. Pease. In Major Robinson's report, taking the average of five of the leading railroads in Great Britain, the cost of transporting goods upon them is stated at 1-10th of a penny per ton, being gross weight, including carriages, or one-fifth of a penny per ton net weight. Between Halifax and Quebec, it is estimated that 100 tons of goods may be conveyed at the rate of eight or ten miles per hour, at the cost of 15l. or 11s. sterling per ton; and a barrel of flour at the cost of 1s. 1d. sterling, or nearly the same price, 1s. 4½d. currency, as estimated by Colonel Simpson. These statements are far beneath previous calculations.

At the cost price above stated, a barrel of flour—

From Halifax to Truro would cost	1d. 388-1000th parts of a penny.
To Amherst .. .. .	2d. 776-1000th ..



Less than 2*d.* to Truro; less than 3*d.* to Amherst. To charge 6*d.* for the first would NOVA SCOTIA. yield more than 300 per cent. profit, and 1*s.* for the other would yield over 400 per cent.

The cost of a quintal of codfish—

To Quebec would be	..	..	..	9 <i>d.</i> currency.
A barrel of pork	..	..	..	2 <i>s.</i> "
A barrel of fish	..	..	..	2 <i>s.</i> "

At this rate a ton of coals from Londonderry to Halifax would cost, say distance from Folly River, 80 miles, 1*s.* 4*d.* 400-635th, or 2-3rds of a penny.

A ton of iron would of course cost the same.

A ton of hay—

From Truro to Halifax, 62 miles, would cost	..	..	1 <i>s.</i> 1 <i>d.</i>
From Onslow to Halifax, 70 miles, say	..	..	1 <i>s.</i> 3 <i>d.</i>
From Amherst to Halifax, 124 miles, say	..	..	2 <i>s.</i> 2 <i>d.</i>

The charge in Massachusetts for freight is 2½ to 4 cents per ton per mile.

In England it varies from\* 1*d.* on coal, to 4*d.* and 6*d.* sterling per ton per mile on goods.

In Russia the average is 2½*d.* sterling per ton.

In France, per ton, 1st class, 6 cents; 2nd class, 4 cents per ton.

The rates of fares as now charged on the railroads in the United States, obtained from the freight bills of July last, are as follows:—

Boston to Providence, 105 miles—

Coal, iron, manure, timber, butter, dry goods, &c.	..	..	3 dollars 55 cents per ton.
Light and bulky merchandize	..	..	5 dollars per ton.

Worcester and Albany, 156 miles—

Coal, iron, lumber, corn, butter, &c.	..	..	4 dollars for 2000 lbs.
Light and bulky, and dry goods	..	..	7 " "
Grains	..	..	4 " "

Charlestown to Fitchburgh, 50 miles—

Coal, iron, manure, lumber, grain, butter	..	..	4 cents per ton per mile.
And dry goods, light and bulky merchandize	..	..	4 cents per ton of 150 cubic feet.

Cincinnati to Springfield, 84 miles—

Coal, iron, sugar, butter, groceries, and dry goods	..	..	3 dollars 20 cents per ton through.
Lumber	..	..	4 dollars per M. feet.

New York to Otisville, 87 miles—

Coal and manure	..	..	..	2 dollars 20 cents per ton.
Iron	..	..	..	2 dollars 50 cents per ton.
Lumber	..	..	..	3 dollars per ton.
Heavy merchandize	..	..	..	3 dollars 50 cents to 4 dollars.

Brooklyn to Greenport, Long Island, 95 miles—

Coal	..	..	..	1 dollar 50 cents for 2000 lbs.
Lumber	..	..	..	2 dollars 12 cents for 1000 ft.

Baltimore to Columbia, 71 miles—

Coal	..	..	..	1 dollar 37½ cents per ton.
Iron	..	..	..	1 dollar 84 cents per ton.
Lumber	..	..	..	1 dollar 75 cents per ton.
Groceries and dry goods	..	..	..	2 dollars 50 cents per ton.

Baltimore and Ohio Railroad, 179 miles—

Coal	..	..	..	2 dolls. 73 cents per ton.
Iron	..	..	..	3 dolls. 50 cents per ton.
Dry goods	..	..	..	7 dolls. per ton.

The difference between these charges and the estimate of cost, constitutes the profit of the different companies. In estimating the responsibility or risk entailed by this project, regard must be had of course only to the first.

In Nova Scotia, at moderate rates, the transport of ores, coal, iron, &c., must furnish a considerable income, and will of necessity open up a new branch of traffic and of foreign trade, both from the Bay of Fundy and from Halifax to St. John.

If the coal mines at Folly River and at Maccan are as promising as they are reported to be, the railroad will facilitate the projected operations at both.

\* See Parliamentary Returns for 1846-47.

**NOVA SCOTIA.**

Since the introduction of the mail steamers, a change has been produced in the transportation of light or fancy goods. The retailers in Halifax, in place of laying in heavy stocks by single spring and fall importations, receive now periodical or monthly supplies. If the railroad were opened, Halifax would probably become, like New York or New Orleans, a great wholesale mart for the sale of the light and fancy goods obtained from Europe, and supply the whole interior, extending in winter to the most distant parts of Canada. Halifax would be the nearest and cheapest port of debarkation; bulk would here be broken, and the railroad presenting an easier mode of transit than a river, would be available for their transportation into the interior.

The transportation of these and of light goods in bales would yield a considerable return.

In the memorandum of the Executive Council of Canada, transmitted by his Excellency the Governor-General, May 12th, to Earl Grey, and laid before the House of Commons in July last, relative to the anticipated removal of the Navigation Laws, the comparative cost of conveying flour from the west, destined to Europe, by the route of the Erie canals to New York and by the River St. Lawrence is clearly stated. The cost of conveying a barrel from Cleveland, Ohio, to New York is estimated at 4s. 6d. per barrel; to Montreal by the canals it can be carried at 2s. 9d.; the difference in favour of the latter route is therefore 1s. 9d. per barrel. The freight from Montreal and New York to Liverpool, on the average of the four past years, is 5s. 1d. per barrel from the former, and 2s. 6d. per barrel from the latter.

By New York, total 4s. 9d. + 2s. 1d. = 6s. 10d. per barrel.

By Montreal, total 2s. 9d. + 5s. 1d. = 7s. 10d. „

It is estimated, however, that the canal and river freights can yet be largely reduced.

The present high rates of freight from Canada are kept up by the effect of the Navigation Laws, by the dangers of the navigation in the River St. Lawrence, and by the heavy rates of insurance charged on vessels leaving the river ports after the month of October.

The question here is, what effect the railroad will have upon this trade? Will it embrace any, and what portion of it?

It is obvious that this will afford the only land route through the British territory, leading to a British port. The routes by the New York canals and the railroad from Montreal to Portland, pass through the territory of the United States, and terminate on the seaboard at American ports. This will render the whole exports of the west, and of the most fertile portion of Canada, dependent upon American legislation and the policy of a foreign state.

But the railroad to Portland is not yet completed; and although now in progress, dependent as it is upon private capitalists solely, it may yet be some years before it is in operation.

Again, although completed, such is the mighty progress of the West, it is asserted that ample materials will be afforded for the three—the New York Canals, the Atlantic Railroad, and the Grand Trunk Line.

The following facts will exhibit the rapid growth of the West within the last ten years:—

	Tons.	Sail.
In 1816 the tonnage on the latter above Niagara was ..	2,180	42
On the 1st July, 1847, they were estimated at ..	108,457	490
At Buffalo the entries and departures were—		
1816 .. .. .	80	
1818, when the first steamboat was built ..	100	
1846 they were .. .. .	7,714—ton.	1,825,914

The exports from the Upper Lakes in the following years were—

	1835.	1845.	1846.
Flour .. .. .	86,233	717,466	1,280,987 barrels.
Wheat .. .. .	98,071	1,354,990	3,611,224 bushels.

In addition to the above, the following articles passed through the Welland Canal to Lake Ontario, from the West, and the Canadian ports on the north side of Lake Erie:—

	1845.	1846.
Flour .. .. .	207,555	273,284 barrels.
Wheat .. .. .	1,831,667	3,172,969 „

The following are the returns of population in the State of Wisconsin:—

In 1830 the population was .. .. .	3,245
1842 .. .. .	46,678
1846 .. .. .	245,228
1847 .. .. .	390,000

Up to 1840 Wisconsin imported their supplies of every kind, including provisions. NOVA SCOTIA. In 1846 they fed themselves, supplied an army of over 100,000 new emigrants; and of their surplus remaining, they exported through the lake between three and four millions of dollars in value, mostly in agricultural products.

In this increase and progression Canada has now a direct interest, for the reasons already stated.

From Michigan, in 1846, the exports were—

748,533 barrels of flour	.. ..	value 2,555,221 dollars.
650,889 bushels of wheat	.. ..	447,826
23,289 barrels of beef and pork	.. ..	138,693
Total value of exports, 4,647,606 dollars.		

Tonnage of Vessels enrolled at the Collection District of Detroit.

		Tons.
Steam-vessels	.. ..	8,400
Sail-vessels	.. ..	18,527
		<u>26,927</u>

Detroit.

		Dollars.
Exports in 1842	.. ..	1,108,200
.. 1844	.. ..	1,747,000
.. 1846	.. ..	2,495,333

Total Commerce of the Lakes, close of 1847.

Net value of the *bona-fide* trade for 1846, being } Dollars.  
nearly double the amount in 1841 .. } 61,914,910

Number of clearances and entries :—

		Tons.
Steam tonnage of the latter in 1846	.. ..	60,825
Sailing tonnage	.. ..	46,011
British shipping employed in the Lake Trade	.. ..	30,000
		<u>136,836</u>

The average rates of freight from Montreal to Liverpool for the last four years have been 5s. 1d. per barrel.

The charge of conveying a barrel of flour from Halifax to Liverpool is estimated at 2s. 6d. to 3s. per barrel; by the railway from Quebec to Halifax the cost will be 1s. 1½d. per barrel; the charge, according to Major Robinson's Report, 2s. 2d. per barrel.

		s.	d.
Cost from Quebec to Halifax, say	.. ..	2	2
Cost from Halifax to Liverpool, say	.. ..	2	9
		<u>4</u>	<u>11</u>
Average freight	.. ..	5	1
		<u>2</u>	<u>12</u>
@ 2 saving.			

How far, and to what extent this trade will be embraced by the railroad it would be speculative to estimate. We refer to those facts that the prospects may be fairly understood, for, independent of it altogether, we have ever been of opinion that the inter-colonial way trade in the different provinces, the transit of passengers from the Old World to the New, the opening up and settlement of the eastern parts of New Brunswick and Canada, the entire new world of population of producers and consumers it will create, will afford an ample return for the outlay. In the event of a war between the United States and Great Britain, the traffic along this line, and the returns from the produce and goods passing to and from the Atlantic to Canada, would be boundless.

The following table is prepared from official documents :—

TABLE of Exports from Canada by Sea.

	Flour.	Wheat.	Cornmeal.	Oats.	Pork.	Butter.	Beef.	Poss.
	Barrels.	Bushels.	Barrels.	Bushels.	Barrels.	Tubs.	Barrels.	Bushels.
1845	444,228	396,352	1,570	53,535	3,493	812,745	2,140	220,912
1846	555,602	554,747	5,930	44,060	5,698	786,701	2,826	216,339
1847	651,080	698,001	21,990	165,800	4,674	1,036,506	1,899	119,202

*Export of Timber.*

1845	..	..	..	24,000,000 and upwards.
1846	..	..	..	23,000,000 "
1847	..	..	..	17,000,000 "

But it will be recollected that the canals in Canada affording passage for a larger class of boats were not opened till last year, and, therefore, that the exports for future years will exceed those above stated.

From these statistics it may be gathered how far the probable returns will justify the Legislature of the three provinces to embark in it, as a paying or remunerating speculation. No work of such magnitude can be begun without some risk of failure; but it can be said that it offers every reasonable prospect of success, and all we can do is to exercise a sound discretion. With the aids and guarantees suggested, the most prudent financier would not hesitate to go on.

But there are other reasons equally potent, which ought to induce the Imperial Government and the Legislature to co-operate in having it speedily accomplished.

Nothing can be added to what has already been written relative to the effect which it is likely to exercise in binding the colonies together, in diminishing the danger of invasion, and adding to our political safety without and within.

Nova Scotia and New Brunswick for the last three years have been visited with a blight, which has diminished their crops fully one-half. The losses by the farming classes in the former are moderately estimated at two and a-half millions; this being the surplus produce of the soil which supplied the main elements of trade. The British West Indian Islands, formerly a secure market for fish, have been opened to foreign competition, and have been reduced by the introduction of free trade, and foreign sugars at reduced duties into the British markets, to a state of bankruptcy and ruin. This main branch of our trade has become profitless. Our vast mineral resources are held in the hands of monopolists; and with natural resources far superior to any State of New England, it is in vain to deny the fact that we are retrograding. Capitalists are withdrawing their funds and making foreign investments; the young enterprising men of our country are leaving it to push their fortunes in the more favoured lands of the south; the value of real estate is lessening; rents are falling, and numerous houses in Halifax are empty; trade languishes; our revenue is diminishing, the sources of professional income are cramped, and a gloom is gathering over the public mind. In Nova Scotia we want physical development,—we want fresh sources of employment for our industry,—we require the principles of free trade to be carried further,—we want the control of our minerals,—we want, in short, the railroad, easy and more frequent intercourse with the broad country in the rear, and a free trade with the United States for our fish and the boundless fields of coal and iron which we possess, and we only, on the Atlantic side of the Alleghanies. The whole market of the Atlantic States for bituminous coal is open to us, if our beds were made free to competition.

The table beneath gives an estimate of the extent and condition of the coal trade in the United States.

The Anthracite coal trade from the different regions of the State of Pennsylvania gives the following returns:—

In 1820	..	..	..	365 tons were sent to market.
1830	..	..	..	174,754 "
1840	..	..	..	845,414 "
1845	..	..	..	2,021,474 "
1847	..	..	..	2,982,309 "
1848	..	..	..	3,089,238 "

*Gross Importations of Foreign Coal in the United States*

		Tons.		Dollars.
1845	..	85,771	..	224,483 official value.
1846	..	156,833	..	378,597 "
1847	..	148,021	..	370,985 "

Of these 1-25th part was re-exported.

The duties on coals imported to the United States were—

From 1825 to 1842	..	..	..	6 cents per bushel.
1842 to 1847	..	..	..	1 dollar 75 cents per ton,
1847	..	..	..	30 per cent. ad valorem.

It is of vast importance to Nova Scotia that these duties should be modified as soon as possible, "because the use of anthracite for all domestic purposes will become so firmly established on the seaboard, that no other quality will find admittance into their houses." To show the effect of this exclusion, I refer to the following Table of the comparative business in coal at Boston for the years 1840 and 1847:—

		Tons in 1840.		Tons in 1847.
Pennsylvania anthracite received	..	73,847	..	258,093
American bituminous coal	..	3,299	..	4,554
Foreign	..	49,997	..	65,203

"Thus, while the anthracite importation has increased three and a half times, that of NOVA SCOTIA the foreign and the American bituminous coal has been almost stationary."

How stands New Brunswick? She has hitherto advanced, from the returns of her timber trade and ship-building. Both of these have become unproductive. She has flourished hitherto by protection. Her forests have been exhausted of their best timber, and that which she sends to Britain has to meet competition with the produce of the Baltic upon more equal terms. Upon the Saint John the timber comes down from the Aristook, and is cut on that disputed territory, which the late Treaty transferred to the United States. The great fire of 1824 cut off the supply for twenty years of the eastern side of that fine province. Superior timber can now only be got far north from the Restigouche and its tributaries. Upon the Saint John, and from Shediac to the north branch of the Miramichi, their trade must for the future be confined chiefly to deals and timber. Their command of logs is boundless, but their best, we may say their only market, the United States, is shut from them by a tariff of 20 to 30 per cent. The depression in New Brunswick during the last year is alarming. Trade in St. John has been at a stand. Bankruptcies have been numerous. In Miramichi the value of real estate is nominal; while there in June last, property was pointed out to me which cost 1100% and had been sold for 300%. Young men of enterprise and steady habits are moving off. New Brunswick has a crisis to pass through. She must wait till the habits of her population have changed, and her fruitful soil is more widely cultivated. Singular, with the prolific Bay of Chaleurs to the north, and its waters fairly alive with shoals of superior fish, there is but one solitary fishing establishment on the New Brunswick side, and that belongs to a house in Jersey! The export of fish there is confined to the salmon which enter her noble rivers. She wants also physical development, employment for her industry, markets for her products; hence the anxiety expressed there for free trade with States that deal in lumber, and for the building of railroads from St. Andrew's to Woodstock, from St. John to Shediac, from Westmorland to Cumberland.

But in Canada the discontent which prevails with their present prospects in Montreal and at Quebec, is even more conspicuous than in the Lower Provinces. The Atlantic States have opened the war of commercial rivalry with the two great cities whose ambition it has been to centralize the trade of Canada and the far West. It has been lately proposed to give a bounty equal to one-third of the duty imposed on all goods imported by the route of the St. Lawrence. The Legislature has favoured this policy, and has incurred heavy responsibilities and a debt of two millions and a half to improve the navigation of the St. Lawrence, and to permit the descent of deep-laden boats from Chicago to Quebec. These facilities have been opened. Boats, carrying 3000 to 4000 barrels, have this season prosecuted this wonderful voyage, but their rivals have not been asleep. The supply of groceries and West India produce, till lately engrossed by the merchants in Canada, has been transferred to Troy and Albany. Foreign goods are permitted to be entered at American ports, and to pass by their canals and railways to Canada, duty free. New lines of railroad are laying—no less than seven, to tap the waters of the Canadian lakes and the St. Lawrence at different points, and to arrest the produce of the West in its downward voyage. Choice timber can now only be got at a long distance from the St. Lawrence. Logs and deals are abundant. Protection has been removed there as in New Brunswick. Canada has suffered this year largely in its revenue. One-fifth of the city of Montreal is said to be empty; 12,000 to 15,000 of the population have moved off. The people of Canada want free trade: they want a canal from La Prairie to St. John, to float their timber from the St. Lawrence unto Lake Champlain, and thus to find a market at Whitehall, Albany, and New York; they want a free interchange of their respective products; they want the tariff reduced. A Bill was before Congress last session, and two of the members of the Executive Government were at Washington in June last to press its passage and arrange the basis of future reciprocity. They wish the navigation laws of the empire to be modified, so that the flags of all nations may float under the citadel of Quebec and at Montreal, and the western produce, which the descending current of the lakes and their costly canals bring down, may be carried at the lowest freights into the markets of the world; and while Montreal seeks to connect herself with the Atlantic by her railroad to Portland, Quebec and the lower towns on the south side of the St. Lawrence seek their outlet in peace and war, and a new development of the fertile forest lands lying between the River du Loup and the Bay of Chaleurs, by having this great national undertaking begun and finished.

It would lead to tedious discussion, and be esteemed entirely out of place to inquire why it is that there is such a contrast between the colonies of British North America and the neighbouring republic; why it is that the line of demarkation is so strongly marked; and the glowing comparisons between the one and the other, so vigorously and eloquently sketched in Lord Durham's Report, must be admitted to be true.

Whatever may have been the past policy and the vices of the former system, new principles have been acknowledged; and if we are retarded for the future in the measures which enrich, elevate, and a people, the fault will be here—we have now constitutional freedom and are responsible to ourselves.

But the retarding influences in these colonies have certainly been disastrous. Let us contrast, for example, the State of Maine and the Province of New Brunswick. Until the late settlement of the boundary dispute, Maine had an extent of territory equal only to about two-fifths of that of New Brunswick; she had a long rocky front upon the sea on

NOVA SCOTIA, the south. New Brunswick had three sides of her parallelogram washed by the tide. Maine had three rivers running inland. New Brunswick is cut up by rivers and lakes; and it is said, there is not a point distant more than eight miles from navigable water. There is no comparison between the two as regards the extent and value of their forests or the fertility of their soils. New Brunswick has minerals, coals, iron, and fisheries; Maine has neither: and yet with all this admitted inferiority, mark the contrast! Maine has now a population of 700,000 souls; New Brunswick has not yet 300,000.

Maine.			New Brunswick.		
1830	..	298,325	1834	..	74,116
1830	..	399,955	1834	..	119,457
1840	..	501,793	1840	..	158,162
1848	..	700,000	1848	..	208,000

It is not requisite to pursue the contrast further in relation to the comparative extent of their foreign trade, amount of shipping, revenue, manufactures, steam-boats, railroads, cities; the one is all activity, life, wealth, progress; in the other, there are depression, languor, and fearful bodings for the future.

One of the prominent retarding causes is that much of the wealth and capital created in the colonies has been withdrawn from them and invested in foreign securities. We have not the advantage of that accumulated wealth which our own resources have actually created. Nothing can be more destructive to the growth of a new country. Neither have we the power of attracting it from abroad.

In Mr. Godfrey's celebrated letter to Lord John Russell, dated 31st March, 1847, detailing "a Plan for the Colonization of Ireland," this subject is referred to. After inquiring what it is that prevents Canada from obtaining "a supply of capital equal to the opportunities of profitable investment which Canada presents," and referring to the causes in detail, the letter proceeds:

"But there is another circumstance relating to colonies in general, which operates with still more effect. It is the discredit which at present attaches in public opinion to everything relating to colonies and colonization. In the City of London, the great money mart of the world, the disposition to engage in colonial enterprise is extinct, and its extinction is there attributed to causes utterly beyond the control of those who have lost their money by engaging in colonial enterprise. It is idle to reason with this sentiment; it is a prolonged panic which cannot cease till its causes shall be forgotten, or till a better system in the administration of colonial affairs shall have had time to create new impressions."

Not so in the United States; the Old are ready to assist the New. Look at the large investments recently made in the coal-fields of the Ohio, in the copper mines of Lake Superior, in the railroads of the south and west. In 1847, the State of Michigan began the line of railroad from Detroit to Michigan city; it was finished to St. Joseph's, about half way across the peninsula; the State became embarrassed; a body of capitalists in Boston stepped forward, bought the enterprise from the State, and completed it with their own funds.

The colonies have no such aids to rely upon; and hence, in this project, as Canada in the sums borrowed to complete her canals, they would, even when united, be powerless, unless the Imperial Government offered their guarantee.

The statesmen of Great Britain have to decide whether they will open up a great highway to this boundless and promising home for her surplus population, which, while removing the victims of starvation, and lessening the burthen of the poor-rates, will convert a nation of paupers into consumers, and give a new spring to our prosperity; whether they will effectually aid these colonies in their season of distress; whether they will adopt this certain mode of restoring hope to the public mind, and binding two millions of loyal subjects by stronger ties to the Throne.

This question has been reasoned out as one mainly of calculation, of comparative outlay and return; assuming that the halcyon days of peace were never again to be disturbed. Suppose, however, they are! Suppose Great Britain and the United States to separate upon some question of international policy, and to man their rival fleets, and to marshal their armies, for hostile conflict. What will be the effect of such a crisis upon that vast and growing empire which lies to the north of St. Lawrence and her magnificent lakes? Canada West, accustomed, by the facilities of canals and railroads and the late commercial polity which Congress has wisely adopted, to rapid intercourse, or rather to daily transit to and from the sea, is at once deprived of these enjoyments: her trade interrupted, her progress stunted, her prosperity clouded; for six months of the year, her outlet by the St. Lawrence inaccessible, and bound in icy fetters. Canada, in fact, unless she have a highway over British ground, becomes hermetically sealed. The effect of this upon her material interests are too obvious to require illustration; and hence it is, that, to those who look around and peer into the future, it appears to be an imperative duty that this railway ought to be laid in peace, to preserve and stimulate these colonies in time of war.

The state of feeling and the actual condition of these colonies have been thus prominently and freely sketched. Discontent has been alluded to: let the term not be misunderstood. It is not discontent on the part of the people with their institutions; no feeling adverse to the Crown or British usages and allegiance. Their pride, their hope, their feeling of security in these, are still the same. The loyalty of the people is as intense



and lively now as in the war of 1816, when the colonial militia gave such brilliant examples, NOVA SCOTIA  
or when the border difference aroused and inflamed their national predilections. They seek  
no political change, most certainly they desire no separation. They are discontented with  
the present state of things, because they believe the present depression has been largely  
influenced by causes which it is in the power of the Imperial Parliament and our own  
Legislature to modify and control. British America may remain British for ages to come.  
It is the interest of the parent State and of the colonies mutually to promote their common  
prosperity; and if these free suggestions will accomplish the remedy desired, the sole and  
only object in view will be attained.

Halifax, January 24, 1849.

(Signed)

GEORGE R. YOUNG, Commissioner.

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