



---

---

# MESSAGE.

EDMUND HEAD.

THE GOVERNOR GENERAL transmits, for the information of the Honorable the Legislative Assembly, copies of Despatches from Her Majesty's Secretary of State for the Colonies, and other documents relating to the Intercolonial Railway.

Government House,  
Toronto, February, 1859,

(Copy.)

3, CHARLES STREET, ST. JAMES SQUARE,  
*London, 26th October, 1858.*

SIR,

The subject of an Inter-colonial Railway from Halifax to Quebec has been so frequently and so fully discussed both as between the Colonies interested and between those Colonies and the Home Government that the undersigned do not now propose to reproduce at length the arguments which have been from time to time urged in favor of its construction.

The late Earl of Durham in his report upon the affairs of British North America suggested the importance of this Railway. The first practical step however was taken in the organization of a Survey, by Mr. Gladstone, when Secretary of State for the Colonies in 1846, which Survey occupied a considerable period of time, involving a large amount of expense and to which expense Canada, New Brunswick and Nova Scotia contributed.

Earl Grey when Secretary of State for the Colonies in 1851, distinctly pledged the Imperial Government to aid in making the line by affording the Imperial Guarantee to the payment of the interest on the capital required for the work and this pledge would doubtless have been carried out at the time, had not a difficulty arisen as to a branch line from the main line into the State of Maine for the cost of which Mr. Howe of Nova Scotia also claimed the Imperial Guarantee.

Subsequently in 1852, Mr. Hinks on behalf of Canada and Mr. Chandler acting for New Brunswick brought the matter under the notice of Sir John Pakington the then Secretary of State for the Colonies who in

effect repeated the pledge of Earl Grey, but a difficulty arose as to the route.

His Grace the Duke of Newcastle as Secretary of State for the Colonies in the ensuing year had the project under consideration with a view to carrying it out, the Russian war however unfortunately intervened and prevented any progress being made, until last year (1857) when Messrs. Macdonald and Rose from Canada, and Messrs. Johnston and Archibald from Nova Scotia again made application to the Home Government and submitted to Mr. Labouchère propositions for the completion of this Railway.

The undersigned have thus but briefly referred to the action in relation to this question as between the Imperial and Colonial Governments knowing Sir, as they do that you, are fully acquainted with its history in all its bearings and that a reference to the Parliamentary Blue Books for the documents and despatches alluded to will be more convenient and satisfactory to you than a repetition of their contents.

It must be borne in mind however that the state of the question in the Colonies interested has been materially changed since the correspondence with Earl Grey and Sir John Pakington.

At that time Canada, New Brunswick and Nova Scotia had not in fact taken any step incurring debt or liability for the purpose of aiding the project and it is proposed here to state briefly what has been done and what liabilities incurred, in the respective Provinces towards carrying out this great Imperial and Provincial Work. Canada has not only provided for the construction of a line of Railway from Quebec to Montreal and thence westward passing through Kingston and Toronto to the western boundary of that Province at Sarnia the foot of Lake Huron, but forty miles below Quebec have been made and are now worked for traffic, and during the next year a further distance of 70 miles to Rivière du Loup now being made comprising in the aggregate 110 miles below Quebec, or 864 miles in all from Rivière du Loup to Sarnia will be completed at a cost to the Province of £3,111,500 sterling raised and paid out since 1852 to aid in the construction of this Railway and involving an annual charge upon the Revenues of the Province to the extent of £186,000 sterling. From Rivière du Loup to the New Brunswick frontier, the distance to be yet made depends upon the route selected the shortest distance being about 50 miles. And there will then be a continuous line of Railway throughout the entire length of Canada from its extreme eastern boundary on the New Brunswick border to its western boundary at Sarnia on Lake Huron.

In addition to this large outlay Canada will contribute the sum of twenty thousand pounds sterling annually to aid in raising the capital for the completion of this important work.

New Brunswick has incurred a heavy debt in the construction of Railways. Upon the completion of the unfinished portion of the road between Thedias and the City of Saint John, a distance of 110 miles which are now under contract: her total expenditure for the construction of Railways will exceed £800,000 sterling for which she will be subject to the payment of an annual interest of £48,000 sterling. She has already given one hundred thousand acres of land to the Saint Andrews Quebec Railway and Land Company and has pledged a further large grant of land and

agreed to pay an annual sum of five thousand pounds sterling to the same Company on certain conditions to assist in the construction of a Railway from Saint Andrews to Woodstock a distance of eighty-five miles, sixty miles of which will be finished this Autumn. Notwithstanding these large expenditure New Brunswick will now provide a free right of way and contribute £20,000 sterling annually to aid in raising the necessary capital for the completion of the Intercolonial Railway.

Nova Scotia before the close of this year will have opened for traffic sixty-one miles of the Trunk line from Halifax to Truro, and a branch line of 31 miles connecting the main line with Windsor, and the fertile counties of the western portion of the Province on the basin of Mines has been in operation since June last.

This portion of the Trunk line has cost about £500,000 sterling, and the Windsor branch £300,000 sterling, the interest of which is chargeable upon the resources of the Province the capital having been raised upon Provincial Debentures bearing six per cent interest. To complete the Trunk line from Truro to the borders of New Brunswick there remain about 69 miles.

Unless it be in connection with the Intercolonial Railway it forms no part of the policy of Nova Scotia to carry the line from Truro to the New Brunswick frontier, as unaided it is entirely beyond her resources and a line is now being located from Truro to Pictou by which communication will be opened with the Gulf of St. Lawrence, Prince Edward's Island and the Eastern Counties including Cape Breton.

In the event therefore of the present effort failing to enlist the sympathy and cooperation of the Imperial Government in completing the Intercolonial Railway in which the general interests of the Empire are so largely involved—Nova Scotia must turn her resources to the construction of the line to Pictou and no hope can be entertained that she will afterwards be able to contribute to the Quebec and Halifax line, as all her means will have been expended upon the local lines already indicated. So deeply impressed is she however with the immense importance of this great Imperial and Colonial Railway undertaking that although nearly one half of the line through Nova Scotia has been made and completed since the action of her Legislature in 1849, she is now willing to renew the pledge then given to grant a free right of way and provide and pay twenty thousand pounds sterling annually so long as it may be required to aid in meeting the interest of the additional capital to be expended in making the line from Truro to Rivière du Loup.

Referring then to the action of the Home Government and to the pledges of Earl Grey in 1851, to the adoption of those pledges in effect by Sir John Pakington in 1852, and to the repeated admissions on the part of the Imperial Authorities that the interests and integrity of the Empire are involved in the speedy construction of this Railway, the undersigned respectfully submit that the period has arrived when it is essential that the Imperial assistance necessary be granted.

It is estimated that the different sections required to complete the line from Halifax to Quebec may now be made at a cost of three millions and a half of pounds sterling. If the million and a half of pounds which Canada owes to and proposes to raise and pay off at once to the Imperial

Government be appropriated, there remain but two millions more to be provided, and to meet the interest on this sum each Province here proposes to contribute to the extent of £20,000 sterling in each year. The British North American Provinces would thus be brought together and consolidated. The postal communication between England and all North America would be conducted through Halifax and that for the United States would thus pass first through British Territory inasmuch as Letters for Boston and New York and other American Cities would reach their destination sooner through Halifax and over the rail than in any other way.

When the Inter-colonial Railway is completed, there will be an unbroken communication by rail from Halifax in Nova Scotia to the western part of Canada at Sarnia extending over a distance of about 1,400 miles in the direction of British Columbia and Van-Couvers Island, the whole being in the dominions of the Queen and from Sarnia there is now an unbroken water communication for Steamers and Vessels of the largest class to the head of Lake Superior at Fort William a further distance of nearly one thousand miles.

The military objects are now so thoroughly understood and have been so fully dwelt upon in former memorandums on the subject of this Railway that they are not here repeated.

Trusting that this important matter may receive the early and favorable consideration of Her Majesty's Government.

We have the honor to be,

Sir,

Your most obedient and humble Servants,

(Signed,)	G. E. CARTIER,	}	Canada.
	JOHN ROSS,		
	A. T. GALT,		
	CHARLES FISHER,	}	New Brunswick.
	A. J. SMITH,		
	CHARLES TUPPER,		
	W. A. HENRY,	}	Nova Scotia.
	R. B. DICKEY,		

The Right Honorable

SIR EDWARD BULWER LYTTON, Bart.,  
Secretary of State for the Colonies,  
&c., &c., &c.

(Copy.)

No. 55.

No. 46,  
Page 395, State Book, (E.)

DOWNING STREET,  
18th April, 1846.

MY LORD,

I have the honor to transmit to you the accompanying copy of a Despatch with its enclosures which I have had occasion to address by this Mail to the

---

Lieutenant Governor of Nova Scotia upon the subject of the employment of Officers of the Engineer Corps on the Survey of the Provinces in British North America, through which the projected line of Railroad between Halifax and Quebec and Montreal may pass.

I have, &c.,

(Signed,) W. E. GLADSTONE.

Governor General  
The Right Honorable  
The EARL CATHCART, K. C. B.,  
&c. &c., &c.

---

(Copy.)

No. 28.

DOWNING STREET,  
18th April, 1846.

MY LORD,

I have to acknowledge the receipt of your Lordship's Despatch of the 2nd April No. 22, in which you enclose an Address to the Queen from the House of Assembly of Nova Scotia, together with certain resolutions of that House, on the subject of the projected Railroad from Halifax to Quebec and Montreal.

You will I think concur with me in the opinion that it would at present be premature to enter upon the consideration of the request of the House of Assembly that the money which may be voted by the House of Commons for the construction of a Military Road through the British Provinces of North America should be devoted instead to the formation of a Railway.

Whenever the Survey, which it is essential should be first undertaken, shall be completed, I shall be prepared to offer my advice to the Queen as to the course which it may be proper to take in reference to the request of the Assembly for the appropriation of these funds to the Railroad.

I am happy to inform you, by this early opportunity, that I have recommended the Lords Commissioners of the Treasury to give their sanction to the employment of Officers of Engineers on the Survey in Nova Scotia, and the neighbouring British Provinces for which the House of Assembly has pledged itself to provide, and that Instructions, in accordance with my wishes on this subject have been given by their Lordships to the Master General and Board of Ordnance, who will communicate with their Officers in North America. I enclose for your information the copy of a Letter which has been addressed by my direction to the Lords Commissioners of the Treasury, together with copies of two Letters addressed by their Lordships to the Board of Ordnance, and have to add that I shall hope to be able to make known to your Lordship, at a future and not distant time, the matured intentions of Her Majesty's Government with respect to this Survey.

I have, &c.,  
(Signed,) W. E. GLADSTONE.

Lieutenant Governor  
The VISCOUNT FALKLAND,  
&c., &c., &c.

---

(Copy.)

DOWNING STREET,  
16th April, 1846.

SIR,

The project of a Railroad between Halifax and Quebec having excited considerable attention in the British Provinces of North America, as well as in this Kingdom, Mr. Secretary Gladstone has been in communication with the Governor General of Canada, and the Lieutenant Governors of the Provinces concerned, in this undertaking on the preliminary points which it is necessary to determine before any active proceedings can be adopted for the construction of such an important work. Mr. Gladstone having by the Mail which arrived yesterday received from the Lieutenant Governor of Nova Scotia a Despatch enclosing an address to the Queen, from the House of Assembly of that Province, with resolutions pledging the House to provide for the expense of the Survey of those parts of Nova Scotia through which it is expected that the Railway would pass, has directed me to request you would represent to the Lords Commissioners of the Treasury that as Her Majesty's Government consider the proposed enterprise an object of general as well as Provincial importance, they are desirous of affording their cooperation to the House of Assembly of Nova Scotia in the requisite preliminary measure for which that House has now pledged itself to provide. It will not however be sufficient to restrict the proposed Survey to Nova Scotia. Mr. Gladstone does not doubt that the people of Canada and New Brunswick have been equally animated by a desire to aid in the formation of some great chain of communication by Railway between the several Provinces and (although their Legislatures have not so far as he is at present aware, adopted proceedings corresponding with those of the Legislature of Nova Scotia) he considers that it will not, on that account, be proper to withhold from the former Provinces the advantage of the Survey which will be afforded to Nova Scotia. The season during which this work can be executed being necessarily very limited, it would not be advisable to defer its commencement, and Mr. Gladstone would therefore impress upon the Lords Commissioners of the Treasury the expediency of an immediate intimation being made to the Board of Ordnance of the wishes of Her Majesty's Government that instructions should be conveyed by the ensuing Packet to the Commanding Engineer in the British Provinces in North America, to depute such Officers of that Corps to undertake the Survey in question as may be selected by the Master General and Board of Ordnance for that purpose.

I am further to request that the Board of Ordnance may be distinctly apprized that to render this Survey adequate to its object, it will be necessary to examine the question where the Port of Embarkation for England would most properly be fixed, having regard to the convenience of the public, the purposes of Despatch, and the general safety of the port and terminus in time of war.

Mr. Gladstone hopes to be enabled before the next Packet to consider, in connection with the Master General and Board of Ordnance, the specific instructions which it may be proper to give to these Officers.

I am, &amp;c.,

(Signed,)

JAS. STEPHEN.

C. E. TREVELYAN, Esquire,  
&c., &c., &c.

TREASURY CHAMBERS,  
17th April, 1846.

SIR,

I am commanded by the Lords Commissioners of Her Majesty's Treasury to acquaint you for the information of the Master General and the Board of Ordnance, that a desire having been expressed by the Legislature of Nova Scotia to establish a Railroad between Halifax and Quebec, and to have the best opinion as to the line which it would be expedient to adopt, their Lordships consider it to be an object of general, as well as provincial importance that the best line should be selected; and they therefore request the Board of Ordnance to give to the Legislature of Nova Scotia the assistance of such Engineers at present in North America, as they may consider qualified for this duty, and to send out to them orders to place themselves without delay in communication with the Governor General of Canada and the Lieutenant Governors of Nova Scotia and New Brunswick for the purpose of effecting such a Survey as may enable them to form a judgment as to the line most expedient to be adopted.

I have, &c.,

(Signed,) C. E. TREVELYAN.

The Secretary  
To the Ordnance.

TREASURY, 18th April, 1846.

SIR,

With reference to my Letter dated the 17th instant, on the subject of the Survey of the proposed Railroad between Nova Scotia and Canada, I am commanded by the Lords Commissioners of H. M. Treasury to transmit for the information of the Master General and Board a copy of a Letter from Mr. Stephen dated the 16th instant, stating the wish of H. M. Secretary of State for Colonial Affairs, that the Survey in question should embrace a comprehensive plan of communication between the Provinces of Nova Scotia, New Brunswick, and Canada, and adverting to certain points to which attention is particularly required, and I am to request that you will move the Master General and Board to send instructions by the Mail about to leave England, to the officers of the Royal Engineers in the three Provinces above mentioned, to take early and effectual steps to carry Mr. Gladstone's wishes into effect, in communication with the Governor General of Canada, and the Lieutenant Governors of Nova Scotia and New Brunswick.

I have, &c.,

(Signed,) C. E. TREVELYAN.

R. BYHAM, Esquire,  
&c., &c., &c.



---

COPY OF A LETTER FROM B. HAWES, ESQUIRE, TO J. HOWE, ESQUIRE.

DOWNING STREET, *March 10th*, 1851.

SIR,

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.

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 29th 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 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 favorable than would be otherwise required by the Lenders.

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 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 clearly to be 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 provinces, 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 railways 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 superintendence 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 enterprize, 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 offered for the conveyance of emigrants to these provinces.

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.,

(Signed,) B. HAWES.

JOSEPH HOWE, Esquire.

---

---

COPY OF A DISPATCH FROM EARL GREY TO GOVERNOR GENERAL THE EARL  
OF ELGIN AND KINCARDINE.

---

DOWNING STREET,  
March 14, 1851.

MY LORD,

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 enterprize 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 dispatch 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 has 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) 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 dispatch 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 labor 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.

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 favor 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.

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 cooperate 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 first 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 Honorable

THE EARL OF ELGIN AND KINCARDINE,  
&c., &c., &c.

---

COPY OF A DISPATCH FROM THE RIGHT HONORABLE SIR JOHN PAKINGTON TO  
THE EARL OF ELGIN AND KINCARDINE.

DOWNING STREET, *May 20, 1852.*

MY LORD,

I have to inform you that after mature consideration of the proposals laid before them on the part of the Legislatures of Canada, Nova Scotia and New Brunswick respecting the projected line of railway from Halifax to Quebec, Her Majesty's Government have arrived, though with sincere regret at the conclusion that it is not in their power to recommend to Parliament to guarantee the interest of the sum which will be required for the construction of the railway upon that line being as it appears the only one to which the provinces by the representatives are prepared to consent.

2. Her Majesty's Government are not only anxious to act with the most perfect good faith towards the Legislatures and people of the provinces, and to fulfil every just expectation which may have been held out by their predecessors, but they also sincerely desire to adopt all measures by which the welfare of the British Colonies in North America can be promoted as far as they can do so consistently with their duties to the Empire at large.

3. But on a reference to the correspondence which has already taken place on this subject, and especially to the letters addressed by direction of Earl Grey to Mr. Howe on 10th March 1851, and Mr. Hinks on 20th February last, it will appear evident that no pledge had been given of assistance to any line except that originally proposed. Her Majesty's Government have therefore felt themselves free to consider this important question on the simple ground of general expediency.

4. They are by no means insensible of the great national as well as local objects which are involved in the construction of a line of railway by which the three provinces should be united and their communication with Great Britain promoted, but however favorably inclined they might themselves feel towards any project of this character, they are satisfied that some more special ground would be required to justify them in proposing that security should be given to it to so great an extent by the Treasury of the United Kingdom or to justify Parliament in acceding to such a proposal. There must be some distinct imperial interest for the sake of which alone Parliament could be called upon to pledge the national revenue on behalf of such an object.

5. While therefore Her Majesty's Government can readily understand the reasons which have induced the Colonial Legislature to prefer the line of the Valley of St. John as the most expedient for the local purposes of some if not all of the provinces, they cannot at the same time but perceive that those peculiar interests affecting the United Kingdom on which alone public assistance from hence could be reasonably founded are likely to suffer materially by the change.

6. Among the peculiar advantages in this point of view which it was thought that the line selected on the Report of Major Robinson and Captain Henderson would realize were the opening up of a new tract of maritime country easily accessible with the railroad but almost unapproachable without it to emigration from these Islands; and the effecting a safe and continuous route through the province which both by its distance from the American Frontier and its proximity to the Sea might be peculiarly available for military purposes. It is obvious that both these conditions are wanting to the line now proposed which passes at a distance from the Coast and must necessarily run for a considerable distance close to the American Frontier. As far indeed as can be judged from the plans at present proposed, there is no security but that the intended line may ever pass along the right or American bank of the St. John's, and thus though strictly within British territory, be exposed throughout its whole length to an unguarded frontier and at the same time separated by the river from all communication with the main portion of the British province. The project therefore, however commercially valuable in itself, is no longer that which was favorably entertained by Her Majesty's Government in the first instance, differing from it not merely in detail, but substantially in its character and objects.

7. As it is upon the basis of this line only that the Gentlemen now in this Country, who represent the intentions of the Province, are instructed to negotiate, Her Majesty's Government fear that their inability to extend to it the promised amount of support must, for the present at least, terminate this question. But desiring as they do to promote to the utmost of their power the interests of those important portions of the Empire they will be willing to give the most favorable attention to any modification of the proposals now before them which the Legislatures may on further consideration feel inclined to make.

8. I have directed a copy of this dispatch to be furnished to Mr. Hincks and Mr. Chandler, who have been deputed on the part of Canada and New Brunswick to conduct this negotiation, and to whom Her Majesty's Government are much indebted for the assistance which those Gentlemen have rendered them, although compelled to dissent from the views which they have been anxious to enforce.

I have, &c.

(Signed)

JOHN S. PAKINGTON,

The EARL OF ELGIN AND KINCARDINE,  
&c.,                      &c.,                      &c.

---



---

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

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

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

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

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

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

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

The Legislature of New Brunswick, during its recent session expressed the opinion that your Excellency should ascertain whether the Government of Canada would undertake the construction of a railroad from St. John's to Canada, jointly with the Government of New Brunswick, upon such terms as should be consistent with the interests and means of the respective provinces, with the aid of the Imperial Government.

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

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

(Signed,)

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

To His Excellency

The Honble. J. H. T. MANNERS SUTTON,  
Lieutenant Governor, &c., &c., &c.

10th August, 1857.

2 SUFFOLK PLACE, PALL MALL,  
20th August, 1857.

SIR,

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

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

The idea, once suggested, was not lost sight of,—Earl Grey, when Colonial Minister, felt the importance of the question; and, in a despatch to Lord Elgin, dated the 31st December 1846, he referred to a convention, to be composed of delegates from the Government of the different British Colonies, the consideration of “the mode in which the Provinces should co-operate with each other and with Her Majesty’s Government in promoting the construction of the proposed Railway.”

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

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

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

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

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

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

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

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

The language of the Colonial Secretary is not less emphatic. He says :  
 “ From the correspondence which I have already had with your Lordship  
 “ on the subject of the projected railroad from Halifax to Quebec, you are  
 “ well aware that although Her Majesty’s Government have not hitherto  
 “ been enabled to take any steps towards the execution of that work, it is  
 “ an undertaking which they have long earnestly desired to see accom-  
 “ plished 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 enter-  
 “ prise may be undertaken with advantage, if there still exists, as I am  
 “ assured there does, as strong a desire to promote it, on the part of the  
 “ inhabitants of Canada and New Brunswick, as they formerly expressed  
 “ and as the people of Nova Scotia have recently manifested.”

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

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

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

On the failure of the Inter-Colonial scheme Nova Scotia has resorted  
 to her former policy, but despairing of Imperial assistance has borrowed  
 money on the credit of her own bonds, and is pushing forward her local  
 railways as rapidly as her resources allow. Already she has put 100  
 miles under contract, one fourth of the whole is in operation and the re-  
 mainder approaches completion.

Of these lines the only part available for the Inter-Colonial Railway is  
 the section between Halifax and Truro. From Truro to the New Brunswick  
 border, the Inter-Colonial line present less prospect of remunerative return  
 and would not be undertaken by the Province without aid, and unless to  
 connect with Inter-Colonial Railways. Still Nova Scotia is not insensible  
 to the position she occupies on the foreground of British America. For  
 Inter-Colonial and Imperial purposes, she is willing to make sacrifices  
 which commercial considerations alone would not justify. She will con-

struct a road which but for these considerations she would not venture upon, if Great Britain will enable her to do so. She asks no contribution though she believes the Imperial Government might well give it. What she does ask is, that her bonds for the expenditure from Halifax to the New Brunswick border, shall be guaranteed by the British Government and the Province be thus enabled to borrow upon the most favorable conditions, the amount she requires ; and she will engage to construct, and to maintain and work the road throughout that distance, on the account, and at the risk of the Province.

The guarantee asked for involves no risk.

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

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

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

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

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

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

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

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

Hence it may be truly assumed that if the British Government do not afford essential aid, this great " National undertaking calculated very greatly to advance the Commercial and Political interests, both of the British Provinces in North America, and of the Mother Country " to

use the Language of the British Cabinet in 1851, will never be accomplished.

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

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

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

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

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

The great work we advocate is as necessary to enable Her Majesty's North American Colonies to promote their mutual progress in peace, as it is requisite for their common defense in war. It is almost impossible for those at a distance to comprehend how much New Brunswick and Nova Scotia are unallied to Canada by those bonds of mutual

intercourse that might be expected to subsist between Colonies of the same Empire, placed together under circumstances that make a close union their common interest and security.

With the United States Canada has unlimited means of communication by lakes, rivers, canals and railroads; and extensive and intimate intercourse is the result. The capital of New Brunswick connected with the United States by a short and easy navigation, maintains relations as close. Nova Scotia, almost an Island, sends vessels from every part of her shores to the neighbouring ports of the Union, and carries on a trade so extensive that, of the annual tonnage that enters the port of Boston, more than half is from Nova Scotia.

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

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

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

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

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

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

Much that we have suggested is however neither distant nor hypothetical, but is of actual existence and daily operation. For while

---

Canada remains cut off from communication with the Lower Provinces and with the Atlantic shore on British Territory, the tendencies to alienation between her and the sister Provinces and to the approximation of all the Colonies to the United States must strengthen and mature.

That portion of our observations founded on the contingency of war with the United States, deals indeed with the future; but if the history of nations and the experience of the past may be relied on, it can hardly be treated as hypothetical, in the sense which should preclude it from present consideration—for the undertaking which we urge must be accomplished while the danger that prompts it is distant and contingent, otherwise it will come too late to avert the evils it is designed to counteract. That the time will come when the evils resulting from the want of such a communication between the North American Provinces, will be felt, should the measure be delayed, and that the question will arise,—Where rests the responsibility for the neglect? we cannot doubt. Her Majesty's Colonial Subjects will not be found chargeable. As early as the year 1848, at the instance of the Legislature of Nova Scotia, and at the expense of the three Colonies, the survey of Colonel Robinson was made, and his Report, full of the most useful information, exists to shew the necessity—the difficulties—and the practicability of the undertaking. Since that time, repeated and strenuous efforts have been made by those Colonies towards promoting the object. Now without mutual concert, and each acting on its own apprehension of the importance of the measure, the Governments of Canada and Nova Scotia have severally commissioned Delegates to press the subject on the attention of Her Majesty's Government.

We have the honor to be,  
Sir,  
Your most humble obedient Servants,

J. W. JOHNSTON,  
A. G. ARCHIBALD.

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

---

#### MEMORANDUM.

The necessity of constructing a Military Road between Halifax and Quebec, so as to render Canada accessible to Her Majesty's forces at all seasons of the year, seems long to have engaged the attention of the British Government.

In 1838 and 1839, when Canada was invaded by organised parties of marauders from the neighbouring Country with the avowed intention of conquest, Troops were transported by that route in winter when the St. Lawrence was closed with much difficulty, at an enormous expense,



and with great suffering to the soldiery; and the impossibility of carrying Military Stores in sufficient quantities was then also fully proved.

Several explorations were consequently made by the Military authorities, with a view to the construction of a Military road as part of the system of defence of the British North American Colonies. It was then suggested that a Railway beside being of more utility for this purpose than an ordinary road, would be of great commercial benefit of those Provinces, and at the same time confer the political advantage of connecting them more intimately with the Mother Country and with each other.

As this scheme would cost much more than the road originally intended, and as the Colonies would be so much more benefitted thereby, it was thought right that they should contribute to the expense of construction.

A survey was accordingly made in the year 1848, by Major Robinson and other officers selected by the Imperial Government, but at the expense of the Colonies.

Several lines were explored by Major Robinson, but he reported the Eastern or coast line as preferable, although the longest and most costly, for several reasons (principally of a military character) given by him.

This route was considered by the Colonies, and especially by New Brunswick, as comparatively of little value except in a military point of view it was long and circuitous; it passed through a country but little settled; and could not be expected to make any pecuniary return on the cost of construction for years.

The interest therefore of any monies borrowed by the Provinces to build the Railway would fall entirely on their general revenues, a burden which they were little able to bear. These considerations being strongly pressed on Earl Grey, then Secretary of State for the Colonies, he acknowledged their justice, and in a despatch dated 14th March, 1851, agreed that the British Government would guarantee the payment of the interest on monies borrowed by the Provinces for the purpose of making the road on the condition that it should pass exclusively through British territory, but he stated that it need not of necessity be built on Major Robinson's line. Any deviation from that line, was, however to be subject to the approval of Her Majesty's Government.

Misapprehension arose between Lord Grey and Mr. Howe of Nova Scotia, then conducting the negotiation as to whether in case Major Robinson's line were adopted, the Imperial guarantee would not also be extended to a lateral railway running from the Main line through New Brunswick westward to the frontier of the United States.

This side line, if constructed would have much improved the commercial character of Major Robinson's line, as it would have formed a valuable feeder and connected it with the general railway system of the United States. Acting therefore under the belief that the guarantee was to be so extended the three Provinces of Canada, New Brunswick, and Nova Scotia, made an agreement to construct the railway from Halifax to Quebec in equal proportions, and proceeded to legislate upon it with a view to the immediate execution of the work.

On its being ascertained that it had not been intended by the British Government to grant the guarantee to the local line above referred to, all the objections to Major Robinson's route revive, and the arrangements between the Provinces fell to the ground.

Anxiously desiring the construction of the railway, the Provinces, although much dissatisfied at the frustration of their expectations, entered into a new arrangement.

They agreed, if the railway was built along the valley of the river St. John, Nova Scotia would advance three-twelfths, Canada four-twelfths, and New-Brunswick five-twelfths of the costs of construction.

This line promised great commercial advantages, and a fair pecuniary return, and at the same time satisfied the condition imposed by the Imperial Government, that it should pass exclusively through British territory. The agreement thus altered was submitted to the Imperial Government for approval; but Sir John Packington then Secretary, in a despatch dated 20th May, 1852, intimated his disapproval of the proposed deviation from the Eastern Line, and that he therefore did not feel warranted in recommending the guarantee to Parliament. He however at the same time stated, that the Imperial Government was by no means insensible to the great national object involved in the construction of the line, and that the most favorable attention would be given to any modification of the proposals then before him. The negotiations thus fell a second time to the ground, the Provinces are without their Inter-Colonial railway, and England has yet no Military road to Canada.

The three Provinces have been driven from the failure of these negotiations to undertake, within their several territories without concert, and on their own unaided credit and responsibility, the construction of Railways no doubt of local advantage but not of general or national importance.

It was not thought in Canada a fitting time to press this subject again on the British Government, when all its energies were directed to the vigorous prosecution of the Russian War a struggle in which Canada fully sympathised and was ready to make its own. But now that peace has been restored it would seem that no time should be lost in undertaking this great work. Circumstances have arisen during the progress of the war, the enlistment and Nicaraguan questions with the United States for instance, which shew that the necessity for such a road has not decreased. Whether as a means of pouring into Canada a sufficient force, or of withdrawing it therefrom without delay, and at all seasons, in case of sudden exigency, it is equally called for.

The only bar to its construction up to 1852 was the difference of opinion as to route, and that difference it is believed is not irreconcilable.

It is understood in Canada that the route by the valley of the St. John is not now considered by Military men competent to judge, objectionable as a Military road, nay that there are strong reasons for its selection as such. At all events no difficulty is apprehended in finding a line combining the requisites for a Military and Commercial Road. While Imperial interests require as imperatively as ever the completion of this project, the position of Canada with respect to it has materially altered.

In 1852 there were no railways in operation in Canada (with two unimportant exceptions) and she had no winter route to the Atlantic, but since that time ten lines extending over about 1600 miles have been constructed at an aggregate cost of about nineteen millions sterling by private Companies chartered and aided by money grants from the Provincial Government to the extent of nearly five millions and a half.

This sum has been raised partly by the bonds of Canada or the immediate credit of her Consolidated Revenue bearing six per cent. interest and partly by her bonds issued on the credit of a general Municipal Fund, established in the province by Legislative authority. Preparations are now also in progress for the construction of an interior line of communication far removed from the American Frontier by a combined system of railway and canal between the river Ottawa and lake Huron.

Canada has therefore already assumed the full measure of pecuniary obligation which her resources render prudent; but as access to the Ocean and communication with England can only be had in winter through the United States it is manifest that in so far as Imperial interest are concerned the railway facilities are in a great measure incomplete. Canada is fully alive to the importance of providing for the maintenance of her connection with England and she has sought opportunity and availed herself of every occasion practically to cement that relation. For the purpose of establishing a direct postal communication with England which should not only put a stop to a large contribution to the revenue of the United States but also attract to the Colony a share of that trade and that emigration which was being diverted to that country she has established by the payment of an annual subsidy of £50,000, a direct weekly line of Ocean Steamers between the Colony and England. In this enterprise she is not only unaided by England but has to combat a line plying to the ports of the United States, supported by a subsidy from the Imperial Government exceeding £180,000 per annum.

The province has also enrolled, drilled and armed, at her own expense, a large and available volunteer force consisting already of sixteen troops of cavalry, seven field batteries of artillery, five companies of foot artillery, and fifty companies of riflemen; all provided with the most modern and effective arms. The force is maintained at a heavy cost to the Colonial Treasury, and being well disciplined, would be of essential and immediate service, should occasion arise for their active employment.

In addition to this Canada has been divided into Military Districts and the whole Sedentary Militia, consisting of every man capable of bearing arms, has been organized.

In so far as the commercial wants of the province are concerned they are amply supplied by the existing railway communications to the American Seaports New York and Boston, and by the railway from Montreal to Portland over which a Canadian Company has complete control; but this entire dependence on and exclusive relations with a foreign country, cannot but exercise an important and unwholesome influence on the *status* of Canada as a portion of the empire and tend to establish elsewhere that identity of interest which ought to exist between the mother country and the colony.

• We are sensible that we need not dwell on the grave and possibly disastrous consequences which if a rupture should unhappily arise with the United States, may result from the want of communication in winter between England and the interior of the province; but it is evident that the safety of the colony can only be secured either by keeping from the moment of the first apprehension of danger, a military power within it

of such magnitude as would repel any invading force during the five months when reinforcements or supplies could not be obtained by sea; or the means must be created of throwing in that force and transporting them to those points which are assailable.

We would further mention some facts which shew that while the means of resisting invasion are in no way increased, the facilities for accomplishment are daily becoming greater. There are now no less than seven American railways terminating directly at the Canadian boundary and a far greater number touching the waters of the river St. Lawrence and the Lakes Ontario and Erie, which divide Canada from the United States. All these roads may be said to form together a continuous line running parallel with, or in easy proximity to the provincial boundary, and by their means America would be enabled to concentrate, with the utmost expedition and ease, all her forces upon any quarter and to choose her own point of attack.

It may be urged that War with America is impossible, or at least an event so unlikely and remote as to justify no expenditure in anticipation of it. Admitting that the character and moderation of the Federal Government afford assurances of continued amity, it is not to be forgotten that there are other elements, not subordinate whose influence may at any time become too powerful for control. The best safeguard against aggression is the power of repelling it. The knowledge of our weakness and exposure to attack may do much to precipitate that which, were our strength understood, would never be undertaken. It is now well known, that being cut off from England, the Province cannot make her resources and strength available should the necessity for their exercise unhappily come to pass, and when the occasion does arrive, it will be too late to provide the means. The road cannot be constructed with a due regard to reasonable economy for several years, and experience shows how impossible it is to foresee what events within that period may interrupt the friendly relations with a Country, the peculiar constitution of which vest so much power in a class whose interests or passions may, at any time, prompt them to acts which would necessarily lead to a rupture, while therefore the commercial or material advantages to Canada which would follow the construction of the Road are comparatively unimportant, she feels it her duty to urge the high national considerations which demand that the work should be undertaken.

There can be little fear of any causes of difference between the Colonies and the United States. The danger hitherto has sprung from subjects wherein as a Colony, Canada had no interest, but which, (such as the Central American, the Oregon and enlistment questions) were purely of Imperial concern; so that should hostilities arise, Canada would (as she was during the last war) be made the battle ground in a quarrel which she did not cause, and in which she had no special concern. The Colony has received the solemn assurance of the Imperial Government, a promise on which she implicitly relies that while she is expected to assume her share of the burden of any force which her own internal wants may require in time of Peace yet that the whole power of the Empire will be put forth for her protection and security against foreign aggression. Canada has acted on this assurance and performed her part of the obligation, but

we would respectfully urge that, without means of communication with Great Britain the Imperial Government is powerless to perform its shares, and that the very first step towards the fulfilment of the promise is to provide proper access to the Country.

But apologising for presenting at perhaps too great length arguments whose weight may be fully admitted we proceed to suggest a mode by which we propose that the work should be constructed.

The question of route is one which, in so far as Canada is concerned might be left to the Imperial Government and the Lower Provinces, but the distance of that which would probably be chosen may be assumed at 600 miles. By Major Robinson's report the cost of the longest or coast route of 635 Miles is £7,000 sterling per mile, to which ten per cent is added for contingencies, making the cost in round numbers £5,000,000.

Now Canada has already built, or has in progress, 110, and Nova Scotia 60 miles available for any route selected for the Inter-Colonial Road leaving 420 to be constructed. Allowing one million sterling to be added to Major Robinson's Estimate for the rise in the cost of labor and materials since 1848 the balance to be provided for is £5,000,000. This would include the cost of the whole section apportioned to and now in process of construction by Nova Scotia but does not include the cost of the 110 miles in Canada on which a million raised from other sources will be expended.

We have reason to think that if the facilities we are about to mention be extended to Nova Scotia, that province would complete the additional sixty miles to her own frontier and allow the whole to form a part of the national line. Assuming that New Brunswick would perform a nearly equal share (and her legislature has already assumed a larger burden), there would remain for completion about two hundred and fifty miles at an estimated cost making allowance for the Engineering difficulties of between £2,500,000 and £3,000,000.

We propose that this Sum shall be raised as follows:

In the year 1841 Canada obtained from the Imperial Government a loan of a million and a half for the construction of her public works. This matures at a distant period, but meanwhile a sinking fund has been formed for its redemption. We suggest that the amount of this Loan including the sinking fund be granted in aid of the proposed Railway, and that Canada shall be relieved from its repayment in consideration of her expending the whole amount in the construction of the Line from Rivière-du-Loup, in Canada towards Halifax.

Canada and New Brunswick have already appropriated all their un-granted public lands, for 10 miles on each side of the line, in aid of the under-taking. It is assumed that these lands amount to about four millions of acres, and it is proposed that on the security of these, and the road generally, any balance requisite to complete the work should be raised as a first charge.

The system of land grants to aid the construction of Railways has been followed with the most entire success in the United States of America, where lands from being almost worthless and unsaleable, have risen in value with a rapidity far exceeding the most hopeful anticipations.

It is apprehended that the Provinces of Nova Scotia and New Brunswick would not feel warranted in burdening themselves with so large an

amount of interest as a loan to be affected on their own credit, would involve, and it therefore seems necessary that the Imperial guarantee promised by Lord Grey should be extended to the bonds of these Provinces to the extent of their respective contributions. This guarantee would enable them to raise the money at such a reduced rate of interest as would justify their incurring the obligation.

The contribution of the Imperial Government then would amount to this:

*First.*—A guarantee of the bonds of the Provinces of Nova Scotia and New Brunswick.

*Second.*—The conditional discharge of Canada's debt of £1,500,000.

And as a direct equivalent, there would be secured, not only a military road from Halifax to Quebec, but continuous railway communication, for the transport of men and stores, from Quebec to the Western extremity of the Province of Canada.

We do not pretend to hold out the prospect of any immediate direct return on the outlay, because we have no data on which to base reliable calculations; but we must express the conviction that, even in a financial point of view, the cost of the road, although the entire outlay were assumed by the Imperial Government, would ultimately be more than saved by the lessened expenditure, which England will be called upon to bear after its completion, by enabling her to reduce her military establishments in Canada.

But in the scheme submitted, the Provinces, cherishing, and sensible of the value of, their connection with England, offer substantial aid and co-operation.

It will be seen that our object is not to involve the Imperial Government in an undertaking in the hope of a pecuniary return, or to assume a liability in the special interest of any Colony. If the best interests of the Empire, the extension of her commerce, and the permanence of British power on the Continent of America, do not warrant the immediate construction of the work; and the contribution of England towards it, we desire to abstain from urging considerations of minor weight on behalf of the enterprise; but the material aid which the Colonies are ready to extend affords sufficient proof that, in their opinion its importance on national grounds has not been exaggerated.

We trust that a consideration of these views (which it is to be understood, are made subject to the approval of the Executive and Legislature of Canada), may meet with the favorable and early attention of Her Majesty's Government.

If provisionally acquiesced in, no time will be lost in seeking to obtain the sanction and co-operation of the other Provinces.

(Signed,)            JOHN A. MACDONALD.  
                             JOHN ROSE.

---

TORONTO, 1st FEBRUARY, 1858.

SIR,

Having been authorized by the Minute of Council of the 9th July last, to urge on the Imperial Government the reasons which should induce the immediate construction of an Inter-Colonial railway to Halifax, I have the

honor to report for the information of His Excellency, that, under the authority contained in that minute, I sought the assistance and obtained the valuable aid of the present solicitor general for Lower Canada, who acted with me accordingly on this service.

At the time of our arrival in England, events in India had assumed a most threatening aspect, and, in consequence, the attention of Her Majesty's Government was very much occupied with matters of a more imminent nature.

We proceeded, however, to communicate as well with the Secretary of State for the Colonies, as with Lord Palmerston, the Chancellor of the Exchequer, the Secretary of State for War, and other members of Her Majesty's Government, and explained verbally and at length our views on the subject of our mission.

The importance of the work to Imperial interests was fully acknowledged, and the means by which its execution could best be accomplished were fully discussed.

After these communications, we deemed it advisable to embody our views in a written memorandum, which we laid before the Colonial Secretary. That memorandum fully states the arguments pressed on the consideration of the Home Government, and is now submitted for the approval of Council.

The Canadian Delegates had the advantage of communicating, while in London, with Mr. Johnson and Mr. Archibald, from Nova Scotia, who were also urging the same subject in the interests of that Province. The propositions advanced by these Gentlemen were nearly identical with those submitted on the part of Canada.

Being apprised that the prerogative of Parliament, the absence of some of Her Majesty's advisers, and the pressing nature of the Indian difficulties, would preclude any immediate conclusion being come to on the propositions of either Canada or Nova Scotia, I considered that a more prolonged attendance would be followed with no advantage, and the question was left under the consideration of the government.

The despatch of the Secretary of State for the Colonies of the 15th January 1858, containing the reply of Her Majesty's Government, having now arrived, I deem it a fitting time formally to report the action which was taken on the mission entrusted to me.

I would state in conclusion that the Colonial Governments of Nova Scotia and New Brunswick, as well as Her Majesty's advisers, seem deeply impressed with the necessity of this work on Imperial as well as Colonial grounds; my conviction is that its construction is only a question of time, and I would respectfully urge that the early attention of the Legislature should be directed to it.

I have the honor to be,

Sir,

Your most obedient Servant,

(Signed,)

JOHN A. MACDONALD.

The Honble. T. J. J. LORANGER,  
Provincial Secretary.

*London, 13th November, 1858.*

The Right Honorable B. DISRAELI,  
Chancellor of the Exchequer,  
&c., &c., &c.

SIR,

In the interview with which we were honored by the Secretary of State for the Colonies on the subject of the Railway from Halifax to Quebec, Sir E. Lytton stated that while the construction of this work unquestionably entered into the Imperial policy it involved questions more peculiarly financial and that he therefore wished us to address you—and in submitting our united application to add our views of the manner in which the British Exchequer would be affected by your assent to our proposal.

A reference to the enclosed copy of our joint Letter to Sir E. Lytton will shew you, that estimating the capital required to be £3,500,000—the Imperial Government are asked to apply £1,500,000, now payable by Canada—and to guarantee if necessary the proposed grant by the three Colonies of £60,000 per annum, assuming, which we trust will not be questioned that the obligations of the several Provinces will be honorably met, as has always hitherto been the case, the amount of aid asked from the British Government to secure an object admittedly of vast Imperial interests is limited to the grant of £1,500,000, representing at 4 per cent an annual charge on the British Exchequer of.....£60,000 0 0

Against this sum it is claimed that the construction of the Railway would relieve Great Britain of certain known charges.

Payment to United States Government for the transmission of Mails to and from Canada.....	25,000	0	0
Reduction in Ocean Services as now performed by the Cunard line, Halifax being 547 miles nearer Liverpool than New York in proportion to the whole subsidy at least.....	35,000	0	0
Saving in transmission of troops and munition of war at least.....	10,000	0	0
	<hr/> £70,000 0 0		

To which may be added the sum which would be paid by the United States Government for the transmission of their Mails by the Railway at least as much as is now paid by the British Government.....	25,000	0	0
	<hr/> £110,000 0 0		

On financial grounds we therefore do not hesitate to state our conviction that a large reduction may be effected in existing charges upon the British Revenue, while at the same time, the other and more important Imperial political objects will be attained.

We have now fully stated our views on this important subject, and it only remains for us to express our hope that if Her Majesty's Government are desirous of extending their aid—they may be pleased to advise us of



their views—and should they not be prepared to adopt the precise scheme submitted by us, that they will be pleased to inform us of the mode by which they consider the object can be attained more consistently with the interests of the Imperial Government.

We may add that if it should be more consistent with your views to grant aid to this proposed Railway by way of subsidy for the services hereinbefore enumerated instead of an absolute grant of money—it would equally meet the expectations and desires of the several Colonies.

We have the honor to be,

(Signed,)	G. E. CARTIER,	}	Canada.
	JNO. ROSS,		
	A. T. GALT.		
	CHARLES FISHER,	}	New Brunswick.
	A. J. SMITH,		
	CHARLES TUPPER,		
W. A. HENRY,	}	Nova Scotia.	
R. B. DICKEY,			

(Copy.)  
No. 103.

GOVERNMENT HOUSE,  
*Toronto, C. W., August 14th, 1858.*

SIR,

I have the honor to transmit herewith a joint address from the Legislative Assembly of Canada to Her Majesty the Queen on the subject of an Inter-colonial Railway, and to request that it may be laid at the Foot of the Throne.

I have, &c.,

(Signed,) EDMUND HEAD.

The Right Honorable

SIR E. B. LYTTON, Baronet,  
&c., &c., &c.

(Copy.)  
No. 111.

*Quebec, September 6th, 1858.*

SIR,

I have the honor to enclose a copy of a minute of my Executive Council approved by myself, respecting the Inter-colonial Railway to connect Canada and the Lower Provinces.

I have, &c.,

(Signed,) EDMUND HEAD.

The Right Honorable

SIR E. B. LYTTON, Baronet,  
&c., &c., &c.

---

**COPY** of a Report of a Committee of the Honorable the Executive Council, dated 31st August, 1858, approved by His Excellency the Governor General in Council on the same day.

The Committee of Council having had under consideration the subject of the Intercolonial Railway to connect Canada and the Lower Colonies, respectfully recommend that the Resolutions of the Canadian Parliament be pressed upon the attention of the Imperial authorities as speedily as possible, and that such members of the Executive Council as may be in London during the autumn, be jointly and severally authorized to confer with the Imperial Government on the subject of the Railway, and to urge the carrying out of the project, and that such Members of the Government be authorized to obtain the co-operation in Europe of such person or persons as they may deem expedient in carrying out the foregoing minute.

Certified,

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

---

**COPY** of a Report of a Committee of the Honorable the Executive Council, dated 6th September, 1858, approved by His Excellency the Governor General in Council on the 10th September, 1858.

The Committee of Council having reference to the recommendation contained in their Report of the 31st ulto., on the subject of the Intercolonial Railway to connect Canada with the Lower Colonies, humbly advise that Copies of the joint address to Her Majesty passed by the two Branches of the Canadian Parliament during its last Session, be forwarded by Your Excellency to the respective Governments of Nova Scotia and New Brunswick, with an intimation that three Members of Your Excellency's Council are on the eve of their departure for England, charged with urging that important subject on the attention of the Imperial Authorities, and suggesting that a fitting occasion is thus presented for the adoption by the Lower Province of such steps as they may think advisable to co-operate with Canada in promoting the object in question.

Certified,

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

---

(Copy.)  
No. 62.

DOWNING STREET,  
23d September, 1858.

SIR,

I have the honor to acknowledge the receipt of your Despatch No. 103 of the 14th of August, transmitting a joint Address to the

---

Queen, from the Legislative Council and Assembly of Canada, on the subject of an Intercolonial Railway.

I have laid this Address before the Queen, and I am commanded to acquaint you that Her Majesty has been pleased to receive the same very graciously.

I have, &c.,

(Signed,) E. B. LYTTON.

The Right Honorable  
SIR E. W. HEAD, Baronet,  
&c. &c. &c.

---

(Copy.)  
No. 105.

DOWNING STREET,  
24th December, 1858.

SIR,

You are doubtless aware that frequent communications have passed between me and the Delegates who visited this country from the British Provinces in North America, relative to the proposal that some Imperial aid should be granted towards the completion of an Intercolonial Railway from Halifax to Quebec.

The subject has not failed to receive the anxious consideration of myself and my colleagues.

I need scarcely say that the project is one which Her Majesty's Government cannot regard otherwise than with the best wishes. Even were no national object concerned, it would be highly gratifying to them that the British Provinces in North America should reap the local advantages which would be derived from the completion of this great line of Railway. Those advantages, it is true, would not justify an outlay of British Funds, inasmuch as it is evident that for an Imperial Expenditure there must be an Imperial object, but I readily admit that the plan does likewise embrace interests of a general and national character.

Independently of any military advantages which might attend the existence of an uninterrupted communication by rail over British Territory in the event of any disturbance of the existing friendly relations of Great Britain with all other countries, some benefits of an Imperial kind would at once accrue from the completion of the Intercolonial Railway, the letters from England would pass over a shorter and cheaper route, and the movement of Troops would gain in point of convenience and economy. As to the probable amount of such financial benefits to the Mother Country, there would probably be some difference between the calculations suggested by the Delegates and those formed by the Official Departments in the Imperial Service to which the consideration of matters affecting the conveyance of troops or the carriage of letters would specially belong. It is unnecessary, however, at present to raise that question, and I readily grant that it involves others both of kindly

feeling towards Provinces, so loyal and so important, and of general policy in the increased strength and compactness produced by rapid communication, which it would be impossible to reduce to figures and specify in estimates.

But still the national Expenditure must be regulated by the national resources. And however important may be the foregoing advantages, it has been found that objects of interest to Great Britain yet more urgent must yield to the necessity of not unduly increasing at the present moment the public burthens.

For this reason, I can only express my deep regret that while doing full justice to the ability of the arguments advanced by the gentlemen who visited this Country as Delegates upon the subject, and while far from undervaluing the benefits of an Intercolonial communication by Railway, Her Majesty's Government have not found themselves at liberty to accede to the proposal of granting Imperial aid towards the completion of the line between Halifax and Quebec.

I have, &c.,

(Signed,) E. B. LYTTON.

The Right Honorable  
SIR EDMUND HEAD, Baronet,  
&c., &c., &c.

(Copy.)

GOVERNMENT HOUSE.

*Toronto, August 24th, 1858.*

SIR,

I have the honor to transmit for your Excellency's information, a copy of certain Resolutions adopted by the Legislative Council and Assembly of this Province, on which was founded a Joint Address to the Queen, on the subject of the Intercolonial Railroad.

I have, &c.

(Signed,) EDMUND HEAD.

His Excellency, The Honorable,  
J. H. T. MANNERS SUTTON,  
&c., &c., &c.,  
New Brunswick.

(Copy.)

GOVERNMENT HOUSE, FREDERICTON.

*New Brunswick, Sept. 3rd, 1858.*

SIR,

I have the honor to acknowledge the receipt of your Excellency's despatch of the 24th ulto., and I thank your Excellency for the copy

therein enclosed, of certain Resolutions adopted by the Legislative Council and Assembly of Canada, on which was founded a joint address to the Queen on the subject of the Intercolonial Railroad.

I have, &c.,

(Signed,) J. H. T. MANNERS SUTTON.

His Excellency The Right Honble.,  
Sir EDMUND HEAD, Bart.,  
&c., &c., &c.  
Toronto.

(Copy.)

*Quebec, 10th September, 1858.*

SIR,

I have the honor to transmit to your Excellency's information, the enclosed copy of a minute of the Executive Council of Canada approved by myself relating to the Intercolonial Railroad, to connect Canada with the Lower Provinces.

I also forward printed copies of the Resolutions adopted by both Houses of Parliament in this Colony on the subject, together with copies of certain papers laid before the Legislative Assembly relating to the same matter.

I have, &c.,

(Signed,) EDMUND HEAD.

His Excellency,  
J. H. T. MANNERS SUTTON,  
&c., &c., &c.  
New Brunswick.

(Copy.)

GOVERNMENT HOUSE, FREDERICTON,  
*New Brunswick, Sept. 17th, 1858.*

SIR,

I have the honor to acknowledge the receipt of Your Excellency's despatch of the 10th instant, and of the copy therein enclosed, of a minute of the Executive Council of Canada, approved by Your Excellency, relating to the Intercolonial Railroad to connect Canada with the Lower Provinces.

I also have the honor to acknowledge the receipt of printed copies of the Resolutions adopted by both Houses of Parliament in Canada on the subject, together with copies of certain papers laid before the Canadian Legislature relating to the same matter.

I have, &c.,

(Signed,) J. H. T. MANNERS SUTTON.

His Excellency The Right Honble.,  
Sir EDMUND HEAD, Baronet,  
Quebec.

COPY.

GOVERNMENT HOUSE, FREDERICTON,  
NEW BRUNSWICK, Sept., 27th 1858.

SIR,

With reference to the subject matter of your Excellency's despatch of the 10th instant, I have the honor to inform your Excellency that I have upon the recommendation of my Council, directed Mr. Fisher (a member of the Executive Council and Attorney General of the Province,) and Mr. Smith (also a member of the Executive Council,) to proceed immediately to England to represent the interests of this Province in the proposed discussion respecting the construction of an Intercolonial Railway.

A copy of the memorandum of my Council on this subject of which I have approved is enclosed for your Excellency's information.

I have, &c.,

(Signed,) J. H. T. MANNERS SUTTON.

His Excellency

The Right Honorable

SIR E. HEAD, Baronet,

&c., &c., &c., Toronto.

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

The Committee of Council having had under consideration your Excellency's memorandum of the 17th instant, and the accompanying despatch from His Excellency the Governor General, dated 10th September, relative to the construction of an Intercolonial Railway, would respectfully express to your Excellency their continued interest in the proposed undertaking. In a memorandum submitted to your Excellency on 10th August, 1857, we presented the reasons which induced us to urge upon Her Majesty's Government the necessity which existed for such a highway.

The joint address of the Legislative Council and House of Assembly to Her Majesty, passed on the 6th April last, shews that the opinion then expressed was fully sustained by the Legislature.

Having been informed by the despatch of the Governor General that the members of his Government were on the eve of their departure from Canada charged with urging that important subject upon the attention of the Imperial authorities, we advise your Excellency to appoint two members of your Council to proceed forthwith to England for the purpose of representing the interests of New Brunswick.

Signed,	CHARLES FISHER,
"	JAMES BROWN,
"	S. L. TILLEY,
"	W. H. STEEVES,
"	DAVID WARK,
"	A. J. SMITH,
"	CHARLES WALTERS.

(COPY.)

GOVERNMENT HOUSE,  
Toronto, August 24th, 1858.

MY LORD,

I have the honor to transmit for your Excellency's information a copy of certain Resolutions adopted by the Legislative Council and Assembly of this Province, on which was founded a joint address to the Queen on the subject of the Intercolonial Railroad.

I have, &amp;c.,

(Signed,) EDMUND HEAD.

His Excellency,  
The EARL OF MULGRAVE,  
&c. &c., &c., Halifax.

(COPY.)

GOVERNMENT HOUSE,  
Halifax, N. S., 7th September, 1858.

SIR,

I have the honor to acknowledge the receipt of your Excellency's despatch of the 24th August last, transmitting a copy of certain resolutions adopted by the Legislative Council and Assembly of Canada, on which a joint address to Her Majesty on the subject of an Intercolonial Railway was founded.

I have, &amp;c.,

(Signed,) MULGRAVE.

His Excellency,  
Sir E. W. HEAD, Bart.,  
Governor General.

COPY.

QUEBEC, 10th September, 1858.

MY LORD,

I have the honor to transmit for your Excellency's information the enclosed copy of a minute of the Executive Council of Canada approved by myself relating to the Intercolonial Railroad to connect Canada with the Lower Provinces.

I also forwarded printed copies of the Resolutions adopted by both Houses of Parliament in this Colony on the subject, together with copies of certain papers laid before the Legislative Assembly relating to the same matter.

I have, &amp;c.

(Signed,) EDMUND HEAD.

His Excellency  
The EARL OF MULGRAVE,  
&c., &c., &c., Halifax.

COPY.

GOVERNMENT HOUSE,  
*Halifax, N. S., 23rd September, 1858.*

SIR,

I have the honor to acknowledge the receipt of your Excellency's despatch, dated the 10th instant, with its several enclosures.

These I submitted for the consideration of my Council, and I now forward for your Excellency's information the result of their deliberations embodied in a minute of Council, dated 21st September, 1858, by which you will perceive that two Delegates, Honorable Charles Tupper, Provincial Secretary, and W. A. Henry, Esquire, have been selected as Delegates from this Province to cooperate with such Delegates as shall be commissioned by Canada and New Brunswick to press upon the notice of the Imperial Government the question of an Intercolonial Railway.

The former of these gentlemen proceeds to London by this present Mail, and Mr. Henry, will follow him in the Steamer leaving here on the 8th October next.

I have, &c.,

Signed, MULGRAVE.

His Excellency  
SIR E. W. HEAD, Baronet,  
&c., &c., &c.

(Copy.)

At a Council held at Government House, on the 21st day of September, 1858.

PRESENT :

His Excellency the LIEUTENANT GOVERNOR,		
The Honorable Mr. JOHNSTON,		
Do.	do.	TOBIN,
Do.	do.	BROWN,
Do.	do.	MARSHALL,
Do.	do.	TUPPER.

His Excellency communicates to the Council a despatch dated the 10th Instant, from The Right Honorable the Governor General of Canada, enclosing a Minute of the Executive Council of that Province, approved by the Governor General, conveying an intimation that three Members of the Canadian Council are on the eve of departure for England, charged with urging on the attention of the Imperial Authorities, the subject of the construction of the Intercolonial Railway to connect Canada with the Lower Colonies, and suggesting that a fitting occasion is presented for the adoption for the Lower Provinces of such steps as they may think advisable to co-operate with Canada in promoting that object.



On full consideration and discussion of the subject, the Council concur with His Excellency in opinion that Delegates be sent from this Province to unite with the other Colonial Delegates, in again bringing this great question before the Imperial Government; and His Excellency, by the advice of the Council, is pleased to appoint for this purpose, the Honorable Dr. Tupper, Provincial Secretary, and William A. Henry, Esquire, a member of the Provincial Legislature,—and to associate with them the Honorable Mr. Dickey, a member of the Legislative Council, now in London.

Certified,

(Signed,)

C. TUPPER, C. E. C.

2nd Session, 6th Parliament, 22 Victoria, 1859.

## DESPATCHES

And other Document relating to the Inter-colonial Railway.

Laid before the Legislative Assembly, by order of His Excellency the Governor General, February, 1859.

S. Derbishire & G. Desbarats, Queen's Printer.

