

ating the same instantly to Nova Scotia; but what had been said about it in the public press could only have emanated from party spirit.

The next thing he should notice was Mr. Archibald's proposal. That gentleman was his personal friend; he knew him well; and as he had been misrepresented by a portion of the press, he would take that opportunity publicly to set him right. Mr. Archibald's proposition was based on the three Provinces acting in concert. When that proposition was received by the Governor General, the Convention then sitting at Toronto were nearly through with their labours. He (Hon. Mr. Chandler) was not there to dictate to Canada and Nova Scotia what they should do; having no powers to enter into definitive arrangements, he was there rather to listen than to interfere. How childish it was then, to blame him, or to blame the Government of this Province for not accepting Mr. Archibald's proposition when it was first made! The proposition of Mr. Archibald was at length laid before the Government of this Province by a Despatch from the Governor General to Sir Edmund Head, and no delay whatever took place; for a few days after its reception it was laid before the Council, at their first meeting, which took place about the 20th of September, when the Council came to a decision, which was communicated to the Governor General by Sir Edmund Head, in the following terms:

"MY LORD,—I have the honor to inform your Lordship, that Mr. Archibald's letter, enclosed in your Excellency's Despatch of August 28th, was laid before my Executive Council at their first meeting after that day.

"The Committee of Council observe that, without calling in question the authority of Mr. Archibald to make, on behalf of capitalists of England, proposals of so grave a nature as those suggested in his letter, they are of opinion that the Government of this Province are not in a position to embrace the offers as far as they bear upon New Brunswick, until Canada and Nova Scotia have first considered and adopted them, inasmuch as these proposals contemplate, and are based upon the previous acceptance by those Provinces, of the offer contained in Mr. Hawes' letter of the 10th March last to Mr. Howe, and also the concession by those Governments to the Association represented by Mr. Archibald, of the Contracts, without competition for the construction of these great works.

"It is quite open to any capitalists to subscribe at once for the stock required for the construction of the European and North American Railway in New Brunswick, under the very favorable terms contained in the several acts of Assembly passed at the last Session of the Legislature, and thus insure the completion of a work in this Province which has received the favorable support of the Government and Legislature in New Brunswick. In this view I fully concur, and have, &c.

(Signed) EDMUND HEAD
The Council, it will be perceived, did not place themselves in antagonism with Mr. Archibald, but they merely said they were not in a position to accept his proposal; and they were not. What was the proposition? Mr. Archibald on behalf of a company in England, proposed to build the two Railways, but they were to have their own price, without any competition. It was no wonder that a company was found in England willing to construct railways in these Provinces, provided they could draw the money from the Exchequer, and not have to meet with competition, (hear, hear.)—The minute went on to say that there was nothing to prevent capitalists from subscribing and constructing the line, which had already received the favourable consideration of the Legislature. That could be easily done with the large capital at the parties' command, and the Government could give every assurance that the Facility Bills of last Session would at length receive the Royal assent. This took place only two days previous to the meeting held in St. John to organize the European and North American Railway Company; the company was organized, Mr. Archibald was present, and took stock to the amount of £80,000. Another individual subscribed for stock, and paid in what was called for; and there was nothing to prevent them from going to work; at all events there was no obstruction on the part of the Government.

In reference to Nova Scotia, their honors would reflect that it was hard to ask them not only to build their own railway, but to construct 88 miles of road in another Province. But at the special meeting of the Legislature of that Province, the members from the east and from the west, being remote from the proposed line, joined together in the support of the Bill. The debates upon that occasion reflected more honor upon them than any debates ever before reflected on any Legislature on this continent, and he, as a Nova Scotian born felt proud of his country. It was generally believed that the Legislature of Nova Scotia would not pass the Bill, but it passed by a very large majority.

The Executive Council of this Province again assembled on the 5th of December, and he (hon. Mr. Chandler) never before felt so sensible of the responsibility of his situation. The Government had been blamed for doing nothing, and here was an opportunity for them to work; they had pledged themselves in favor of the

scheme, and now it appeared as though all obstacles were removed provided the Legislature of this Province consented to it. They were still laboring under the firm impression that the northern route would be selected, and that the money could be obtained for the European line on the same conditions. It was inconvenient for several members of the Government to meet the Legislature at a very early day, as it interfered with their personal affairs, but they determined to make every sacrifice, and call the Legislature together early in January. Accordingly they made every necessary preparation and fixed the day for the meeting of the Legislature and had prepared the proper Bills to lay before the Legislature. They separated strong in the belief that they had always entertained, that the two roads were to be built upon the same conditions.

When the month of December was considerably advanced, and after the proclamation calling the Legislature for despatch of business, the Despatch from Earl Grey was received, which gave the Government the first intimation that the British Government would not advance or guarantee the money for the European and North American line. The Government had consented to build one-third of the northern route, or any other that might be finally agreed upon, on the express consideration that the money should be advanced for the European and North American line or the same conditions. The people of the north could not expect that the Province should pledge all its resources to build a railway from which the south side of the Province and the commercial city of St. John would derive no benefits, and that a trunk line should be thus carried along the northern coast to unite Canada and Nova Scotia. It had been understood in Canada at once, as would be seen by the newspaper comments in that country, where it was stated that the whole scheme had proved a failure, as New Brunswick would never consent to the northern route unless she could also secure the construction of the European line. It was also understood in Nova Scotia by Sir John Harvey, who in his Despatch to Earl Grey of December 12th, made use of the following words:—

"SIR,—By the Mail which reached Halifax yesterday, I had the honor to receive from the Right Honorable the Secretary of State for the Colonies, a Despatch on the subject of Inter-Colonial Railways, a copy of which, I was informed, had been transmitted to your Excellency.

"By last night's Mail a Despatch, covering a Report made to me by Mr. Howe, was forwarded to Earl Grey, and I have the honor to enclose copies of both for your Excellency's information.

"If Mr. Howe is correct in the view he takes of the effect which the decision of Her Majesty's Government will have in New Brunswick, very serious embarrassment, if not an entire disruption of the whole Railway policy, upon which the three Governments have been proceeding, will be the inevitable result.

"I am without a hope that he may be mistaken, but will be glad to hear from your Excellency on the whole subject at your earliest convenience. I have, &c.

(Signed) J. HARVEY
Mr. Howe also understood the matter in the same light, for in his letter to Earl Grey, forwarded by Sir John Harvey on the date just mentioned, he thus wrote:—

"Having urged that provision should be made for both lines, and being satisfied that the one ranked far higher in the estimation of New Brunswick than the other, I did not for a moment suppose that the line which she valued most was to be excluded from the Imperial guarantee, or that she could be tempted to aid the other Colonies to make a national highway, leaving her chief commercial city without any connection with Great Britain, the United States, or the other Colonies, by the work for which her Revenues were to be so deeply pledged.

"Had I so interpreted this passage of Mr. Hawes' letter, I should at once have abandoned the negotiation as hopeless; for I believed then as I believe now, that New Brunswick will never consent to pledge her Revenues to make a northern or central road, unless the European is included in the arrangement. If she has to make one road with money costing 6 or 10 per cent., she will, of course, make that which is to her of primary importance."

Local feelings it was well known would influence men's minds, but they should not overcome their common sense. It was utterly impossible for the Government of this Province to carry the northern route unless they carried the Portland line. The Government had acted perfectly straightforward in the matter, and had done all in their power to induce the construction of the two railroads. If the people from the north were not satisfied with this explanation, he would only say that the Government must take the consequences. He (hon. Mr. Chandler) had been selected by his colleagues to make this exposition, because he had been appointed on two delegations, and had taken an active part in the proceedings of the Legislature of last winter. When Earl Grey's Despatch of the 17th of November was received, the Government were taken by surprise. This

Despatch was received just before the House met, and their Railway policy was entirely broken up; that Despatch caused, in the language of Sir John Harvey, a disruption of the whole scheme, and they had no railway policy left. This accounted for the manner in which the matter was treated in the Governor's speech; it was impossible then to deal with it but in generalities.

The next step taken was the visit of the Canadian delegates to this Province. Three gentlemen from Canada came here to confer with the Government on Railway matters, one of them being leader of the Canadian Administration, a gentleman well known and appreciated for his talent both in Canada and in England, another the Receiver General of the Province, and the other Chief Commissioner of public works. They came down in the very depth of winter, during inclement weather, upon their mission. The Government of this Province had no intimation of their coming until a few days before their arrival, nor had they the most remote anticipation of such a visit. Their visit had given rise to suspicions that New Brunswick had intrigued with Canada to the injury of Nova Scotia. These suspicions had been entertained in Nova Scotia, until the delegation had made explanations before the committee appointed to receive them, and shown the contrary. He was selected to accompany the delegation to Nova Scotia, and the night of their arrival was chiefly spent in discussing the matter. They endeavoured to induce the Government of Nova Scotia to build one-third of the line by the valley of the St. John, representing that it would prove a better paying line. But they would not assume the responsibility. The Hon. Mr. Howe wrote the following letter to the delegation:—

"The undersigned, Members of the Executive Council of Nova Scotia, having maturely considered the altered circumstances in which the Colonial Governments are placed, by the construction put on Mr. Hawes' letter of the 10th of March, by Earl Grey's Despatches of the 27th November and 9th January.

"And having considered the written proposition submitted by the Hon. Messrs. Hincks, Tache, Young, and Chandler, Delegates from the Sister Provinces of Canada and New Brunswick, and the verbal explanations of those gentlemen, are not prepared to advise His Excellency the Lieutenant Governor to recommend to Parliament to grant the money required on the terms proposed, for the following reasons:

"The agreement entered into between the three Provinces, represented at Toronto, was based upon the construction then given to Mr. Hawes' letter of the 10th of March.

"By that agreement, Nova Scotia, in consideration of her making one third of the line, to the St. Lawrence, secured, not only the advantage of roads to the chief centres of commerce, in Canada, New Brunswick, and the United States, but, if the northern, or any direct route had been selected, she would have participated in the carrying trade of Western Canada, of the Seaports on the Gulf, and have established very intimate relations with the population which might have been thrown into central New Brunswick.

"The Delegates from the Sister Provinces now propose, that, having no positive assurance of the completion of the European Line, abandoning all hope of connections with the Gulf Seaports or the Settlements of central New Brunswick, and adopting a line up the River Saint John, Nova Scotia should still make one third of it. This is scarcely reasonable. The equivalents being varied or withdrawn, this Province should be relieved from a burthen which she assumed under very different circumstances.

"Besides, if the Saint Lawrence and European Lines are combined, New Brunswick will have 100 miles less of road to make, while the quantity of land to be thrown into common stock will be largely diminished. The undersigned are confident that the proposition now made by the Honorable Delegates, would not meet the approval of the Provincial Parliament, even if submitted with the whole influence of the Executive Government."

The delegation then proposed the scheme at present entertained, in a letter to the Governments of Nova Scotia and New Brunswick. In the meantime he (Hon. Mr. Chandler) having received authority so to do from the Government of this Province, in cipher sent by telegraph, wrote a letter to the Canadian Delegation accepting the proposition of the Canadian Delegation. The Nova Scotia Government at first intimated their consent to this proposition, but to the great surprise of himself and the Canadian gentlemen, the committee of the House of Assembly to whom the matter was referred—one of which committee was the Hon. Mr. Howe—reported unfavorable toward it. Subsequently Messrs. Hall, Marshall, and others arrived, and the subject was discussed again in the Assembly, and it was argued that although the route by the valley of the St. John would benefit the City of Saint John more than it would Halifax, yet the great benefit of uniting the colonies should be considered paramount. The House ultimately sustained this opinion. As for Canada, she had never deviated from what she first proposed; she was still willing to build

one third of the line. The people of Halifax had been impressed with the idea that they would secure all the Canadian trade by this Railway, although they were nearly 300 miles further from Quebec than St. John and St. Andrews; but public opinion in that city had recently undergone a change. While he was in Halifax the Mayor of the City had called a public meeting, and had invited himself and the Canadian Delegates to attend. He regretted that it was not in his power to attend, but Mr. Hincks had attended the meeting, and had addressed the people. He pointed out to them their natural advantages, as having a magnificent harbor, and being the nearest port to Europe, and assured them that neither Canada nor New Brunswick could ever deprive them of those natural advantages; and at the same time he pointed out the natural advantages of St. John and St. Andrews, in being so much nearer to Quebec, and showed them that for the very same reasons he had given, they could not deprive those ports of their natural advantages. Thus matters proceeded in Nova Scotia, until on Wednesday last the House of Assembly accepted of the latest proposition of Canada by a vote of 34 to 14. Thus was the whole affair narrowed down until it depended on the majority of the two branches of the Legislature in this Province. Canada and Nova Scotia had both agreed to the present railway scheme, and he hoped there was good sense enough in the Legislature here to do the same, and in the people too, if the facts were put before them in that plain and unvarnished manner which he would take care they should be.

As to leaving the road to be built by private companies, they had tried that already, and from their experience might safely conclude that they would not go on. Several companies had been incorporated for years, and they were not going on, with the exception of the St. Andrews company, and the aid that company had received from Government was almost enough to build the road. Private companies came before the Legislature year after year, soliciting more and more aid, until the Government had to build the roads at last.

The next question to be considered was the route. From the moment when it was known that the British Government would not advance money to build the European and North American line, all ideas of the northern route being selected for the Great Trunk line, were abandoned. This, as he had shown, was well known both in Canada and Nova Scotia; and now, since the three gentlemen came down as a Delegation from Canada, that Province (Canada) would go for the route by the valley of the St. John, and no other. It was impossible to adopt the northern line and construct the European line also; this Province has not the means.—What, then, could the Government do more than they had done? Were they calling upon the people to abandon a good route, and select an inferior one? Not so, for it was generally admitted that a great part of the line, as now selected, would pay well; for instance, that portion lying between Shediac and St. John, and another portion extending up the valley of the St. John. The route would also effect both objects, as the same line would complete the European line within a short distance of the American frontier, although the precise route from St. John to the Grand Falls was not yet fixed, but would depend in a great measure upon the engineering difficulties to be avoided. The question, then, could be narrowed down to the simple facts, that the choice of the present route was inevitable, and that it is the route that will pay best. He would also observe that there is generally much difficulty in selecting the proper route for a trunk line, for if the best route is not selected at first, a rival route may spring up and supersede it. Now here there could be no fear of a rival line, for nature had so placed these Provinces that there could be but one Trunk line running through them, as it must pass over the narrow strip of land uniting New Brunswick and Nova Scotia; therefore the Trunk line now projected could never be superseded. One of the first objects in view to be attained by this railway, was a closer union of the Provinces. Once united with the Canadas by a railway, and he had no doubt but this country would advance rapidly. It was high time to do something to check the spirit of annexation which had been spreading in certain districts, and we must advance; we would remain stationary no longer. As to the objection that the north would be neglected, he would observe that one part of the north would receive the benefit of this line, as it would be carried to the Grand Falls, and through the country above the Grand Falls. Then he would ask how long would that fine country, situate on the Gulf of the Saint Lawrence, remain without a railway, if the Trunk line approached them so near as Shediac? No doubt a branch would be extended at once to Miramichi, and ultimately to Bathurst, and perhaps farther, as that country possessed great facilities for the construction of railways, being almost a dead level, with a sandy bottom. Let this line be built, and he had no doubt but the Legislature would be willing to appropriate a part of the sum that would be saved by this scheme to aid the construction of a branch along the Gulf Shore. Again, the peo-

(Continued on page 282.)