

erted, to promote the enterprise." He also assured the convention that the inhabitants of the Provinces would not be behind in aiding to carry it on to completion. The same spirit and tone pervaded the speeches of Honbls. Messrs Chandler, Fisher, Fairbanks and all the other Provincial gentlemen who spoke at the Convention.— Thus was every assurance which could be offered by the people of Nova Scotia and New Brunswick given to the people of Maine, that every aid which they could afford would be extended to the European and North American Railroad.

New Brunswick has, we believe, endeavoured heretofore to fulfil her pledges to the people of Portland. A Bill was brought forward, which passed our House of Assembly by a large majority, giving £300,000 for the proposed Railroad, and we believe no reasonable effort has been spared by our local Government to induce the British Government to aid in the work. As a people, it may be said in truth, "we have gone steadily and faithfully on in the course agreed upon," at the Portland Convention. But what has Nova Scotia done—how has she fulfilled the pledges made on her behalf, by Messrs. Uniacke, Johnston and Fairbanks? We now ask attention to the account she gives of her conduct in this matter through Mr. Joseph Howe, who has recently thought proper to visit this Province on a censorial and inculcating excursion. Mr. Howe is a clever debater and good tactician, and well knowing the truly defenceless condition of the Nova Scotians in regard to their conduct towards the people of Maine, he sallies out with his pitiable garrison of arguments and attacks the force which he fears rightly enough would soon surround him and make an offer of terms of capitulation necessary.— In his amusing and clever address to the people of St. John, we can find but one great truth, and that is not honestly stated, but it can be read in every sentence; it is, that Mr. Howe with all his ability cannot furnish one good argument in favour of the people of New Brunswick giving their aid to the Halifax and Quebec Railroad.— But let us see what this Editor of a violent radical newspaper, and noted party pleader, said to the people of St. John. After a tolerably good preface, in which he complained of sore eyes, he congratulates Nova Scotia on having "sent a Delegate to England to ascertain how the work could be done." He then institutes an invidious comparison between the conduct of his Province and this, together with the State of Maine, for not having sent a delegate. Now the delegate sent by Nova Scotia was Mr. Howe—the object for which he was sent was the fulfillment of the pledges made by his colleague and others at the Portland Convention. This was, we believe, when he left Nova Scotia, his sole object. It suits his purpose now to assume, or rather to throw out expressions from which he would wish it to be inferred, that he went home "to discuss other objects of equal importance."— The degree of regard for truth entertained by Mr. Howe precluded him from distinctly asserting that he really went to England with any other great object really in view. Indeed without a gross disregard for consistency, he could not have done so; for in the Nova Scotian of November 6, 1850—a paper well known as his organ, and of which he was long the only Editor—we find in a leading article, which went to the Press as Mr. Howe was still probably in sight of Nova Scotia in the steamer "America," on her way to England, we find it thus written,—

"THE DELEGATION.—The Government Delegate has gone to England. Never perhaps was a Colonist charged with a more important mission to the Parent State." (Mr. Howe in his speech to Saint John that he had a higher object in view than the obtaining British aid for the European Railroad.) Now what was this all important mission to which the Nova Scotian referred on Mr. Howe's departure? We quote from the same article:—"We believe that Mr. Howe's mission to England will be quite successful—that he will procure the funds necessary for the construction of our part of the European and North American Railway. We do not believe the Imperial authorities will refuse the required aid."

But "the Authorities" have refused the required aid. The Nova Scotia Delegate has completely failed in what was in truth the main, if not the sole object of his mission. He now tauntingly says neither Maine nor New Brunswick sent a Delegate. Certainly they did not, for they had sense enough to foresee the defeat of such delegates; Earl Grey having indeed in no equivocal terms in a dispatch to Sir John Harvey, of the 19th June, 1850, avowed the intention of the British Government not to submit any measure for raising funds for the European and North American Railroad. But if Maine and New Brunswick have not sent Delegates who could effect nothing—they have at home done a good deal towards promoting this Railroad. New Brunswick has given, as we have seen £300,000 towards it. Maine has promised

already half a million of dollars, and there is good reason to suppose her Legislature will shortly be induced to grant twice that amount. This, Mr. Howe is what the people have done who did not send home a Delegate.— Nova Scotia has granted nothing—she has done nothing but send you home—and while at home you find that you can do nothing towards effecting the purpose for which you were sent—so you come back and tell us you were sent to effect something higher—more magnificent and more comprehensive than we imagined! Very fine this Mr. Howe,—it might do very well for a Halifax or St. John mob, with whom "Omne ignotum pro mirifico," but it will not satisfy the intelligent men of Maine, New Brunswick, or even we believe of Nova Scotia. Our hypothesis, whether correct or not, with regard to Mr. Howe's mission is, that finding all his arguments unavailing in inducing the British Government to aid the European and North American Line, to cover his retreat he eagerly caught at a casual and indefinite proposal of Earl Grey's to lend some millions of money on some terms unknown, towards making the great military road from Halifax to Quebec, which has long been a favourite scheme with British Statesmen. We think it would have been more honest and becoming in Mr. Howe, frankly to have acknowledged that his mission had failed.

Mr. Howe, in his speech in St. John, said a good deal about himself,—about some rotten speculative companies in Nova Scotia,—about the grandeur of a future British North America, &c., &c., but as was clearly shown by Mr. J. Gray, in his able and logical reply to this gentleman's address, he had no definite proposition to make even on the principal subject of his speech. The British Government not having in fact even yet offered to advance the money requisite for the construction of the Halifax and Quebec line, but having proposed to recommend a measure for that purpose, such recommendation being dependent on the precedent avowal of the Provinces that they desire the money, and are prepared to pledge their whole revenues as security for the payment of the interest on the amount advanced! \* If Mr. Howe had any clear and definite purpose in view while addressing the people of St. John, it was to obtain an expression of opinion from his audience to the effect, that under any circumstances and clogged with any conditions, it was advisable to obtain and pawn all the available resources of the country, to obtain some millions of money to build a rail road through a wilderness, and this because it could be obtained at 3 1-2 per cent!

It has been well remarked that in reply to Mr. Howe, it is better to undertake to pay 6 per cent on a line like the European and North American, which Mr. Morton, in his able report has shown will pay its own interest, than to pay 3 1-2 on a line which may be of advantage to Canada and Nova Scotia, but which there is no evidence to show will pay at all, and not a shadow of a doubt would never pay the people of New Brunswick the interest or one tenth of the interest of the money for the safe investment of which they are asked to give their all as a guarantee! We understand that Mr. Howe has returned to Halifax—we hope in good health, and impressed with the belief that there is some common sense yet left in this Province, and some doubt whether every glittering thing is gold. Certain we are that in consequence of his visit, we have seen no resolution or expression of feeling in favour of Slavery at 3 1-2 per cent, or disposition to repudiate our pledges to the people of Maine.

Mr. Howe spoke very strongly against private companies being entrusted with the construction and charge of railroads, and by way of demonstrating the correctness of his views, told in rather a funny manner some stories about the lamentable failure of some ill-concerted plans to make railroads, in Canada and Nova Scotia. There is no doubt but that many speculations, both of individuals

\*The following is an extract from the letter from Mr. Hawes, containing the proposal of the British Government:—

"It will be further 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 interest and sinking fund of the loans proposed to be raised, after discharging the above prior claims. It will further be necessary that the expenditure of the money raised under the guarantee of the Imperial Parliament shall take place under the Superintendance of Commissioners appointed by Her Majesty's Government, and armed with sufficient power to secure the due application of the funds so raised to their intended object.—The Commissioners so appointed are not, however, to interfere with the arrangements of the Provincial Governments, except for the above purpose."

and companies have failed in Nova Scotia as well as elsewhere. Most speculations, we opine, would fail, if undertaken on the crude and unsatisfactory information, which some, and not the least noted Nova Scotians have distinguished themselves by proceeding. It is, and long has been a much debated, and still is an open question whether it is better for the Government of a country to exercise immediate control over its railroads, or that their management should be intrusted to private companies. The subject is fully discussed in Dr. Laröner's celebrated work on "Railroad Economy," and we think with all due deference to Mr. Howe, that the weight of evidence militates against his view. In Belgium, Hanover and Austria, it is true the Government exercises entire control over the railways. In France, Railways are the property of Companies, but superintended by Government Commissioners. In England, in the United States, and in Canada, Railways are the property of Companies, to whom, by Charter, "powers of an extensive and durable character are generally granted." We have now before us the annual report of the Railroad Corporations of Massachusetts, for 1850, (for which we beg leave to tender our thanks to J. A. Poor, Esq., of Portland,) and in which ample evidence can be found of the admirable working of Railways under the management of private companies.

For our own part we fully agree with Mr. Ritchie, of St. John, as to the propriety of entrusting the management of our Railways to Chartered Companies. Our Government has heretofore apparently had quite enough to attend to; we doubt if their attention could well be given in addition to the various subjects which demand their supervision to the construction and management in detail, of railroads. In the Government we should certainly wish to see some of the energetic and practical men who have devoted themselves to railway matters; not only because we regard them entitled to the most honourable places our Province affords, but also because it is obvious that on a most important subject their advice and practical information would be of essential service to our Executive. In the mode, and to the extent to which the present Government has identified itself with Railways, we think every Government should. Much praise is, we think, justly due the Attorney General for his exertions towards facilitating the European and North American, and St. Andrews and Woodstock lines, but in the manner in which our Government has heretofore connected itself with Railroads, alone do we wish hereafter to see it associated.

We cannot close these remarks which have been more extended than at the outset we intended them to be, without congratulating the people of New Brunswick on the near prospect of having two good paying Railways running through their Province. We regret that we have not now time to make an analysis of Mr. Morton's most able report, which is perhaps one of the most thorough and scientific productions of the class to which it belongs ever published. We must for the present be content to observe that it contains calculations based on unquestionable data and statistics, which clearly show the strong probability that the European and North American will prove a most remunerative line. The funds having been now all subscribed for the St. Andrews and Woodstock road, and the Agent for the English stockholders being fully satisfied with all that has as yet been done thereon, we may hope soon to see this line completed to Woodstock, and we hope before long to be continued to Quebec. All that the living, commercial, stirring, enterprising portion of the Province would then require, would be a railroad direct from St. John to meet the line from St. Andrews at Woodstock. We hope to see these lines of railway completed. In the mean time we have no objection to see the British Government and the people of Canada and Nova Scotia make the Great Railroad from Halifax to Quebec. Though of little service to us, it would be flattering to our pride to know that through the vast forest and over the rough territory to our north, there was a great highway. The absurdity of our people for a moment entertaining the idea of spending any of their very limited means or guaranteeing any of their future Revenues towards paying the interest of funds invested in such a line, are demonstrated by the annexed table of statistics furnished for the St. John papers, by the Hon. John Robertson.—Com.

REASONS WHY NEW BRUNSWICK CANNOT ENTERTAIN MR. HOWE'S SCHEME.

	Miles.
Railroad—Halifax to Quebec,	630
Do. Shediac to Calais,	180
	810
Nova Scotia makes	124 miles,
New Brunswick about	250 "
Ditto, other line,	180 "
Canada,	256 "
	810

(Continued on 6th page.)