

quantity had been sold. He had but little to say on the bill after the able speeches that had been delivered, but he wished the government to observe that instead of the opposition being factious they were indebted to them for helping them through with this measure. He would support them when they were right, and they were right now. They need not look so much astonished because they were right for once! (laughter.) He did not think the province would ever be called upon to pay the interest of the Debentures, because he believed the line would pay at once.

Mr Barberie would oppose the bill, first because he did not think the province ought to take Stock, and secondly because he thought the sum asked for was much larger than the circumstance of the country warranted.

After very brief speeches in support of the bill from Messrs. Wilmot and Hannington, the question was taken, and the bill sustained, by a division of 33 to 5.

FREDERICTON, March 28.

The House in supply passed grants recommended by the Committee of Trade.

The Motion for a grant to the Mechanics' Institute, Miramichi, caused a long discussion, nearly every member spoke three times, motion lost.

£100 was given to the Woodstock Institute.

The Governor has this day formally assented to both Railway Facility Bills, the Revenue Bill, the Portland Police Bill, and several other Bills.

March 31.

The Richibucto Telegraph Incorporation Bill was opposed at its third reading by Mr Johnson; it was supported by Messrs. Cutler and McPhelim. The Attorney General, Messrs. Rankin and Williston, spoke against, lost. Yeas 8, nays 12.

Mr Rankin moved that a sum be given to the Chatham Temperance Hall as petitioned for by the Rev. Mr Vereker and 110 others. The Northumberland Members, and Messrs. Scoullar, McPhelim and Read spoke in support. Cutler at first opposed, but on explanation declared in favor. Partelow, Beaudisley, Thomson, Gilbert and Crane opposed, lost: 13 to 20.

Mr Gray proposed a grant of £2,000 to aid in the erection of a landing for sea-going steamers at St. John, said it was imperative to provide accommodation for the increasing number of steamers; increased travelling was promoted by better accommodation, and an increase of Revenue followed.—£8,000 would be required to erect this wharf, and the City would do what it could.

Mr Johnson opposed, said it was a private speculation, and private capital should supply the funds.

Division.—Yeas, Robinson, Fitzgerald, Porter, Gray, Wilmot, Ritchie, Speaker, Taylor, Hayward, Thomson and Williston—11.

Nays.—Chairman, Read, Gordon, Hannington, Partelow, Rankin, Street, Scoullar, O'Connell, Betsford, Barbara, Rice, Stiles, Earl, Montgomery, Pickard, English, Johnson, Steves, Gilbert, Purdy, Ryan, and McPhelim—23.

The Railway.

MR. HOWE'S MISSION.

Extract from Mr. Howe's Letter to Lord Grey, dated November 25, 1850.

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

If the road thro' Nova Scotia is commenced, the spirits of the colonists will revive. If extended to Portland, it will 'prepare the way,' to employ your Lordship's own language, for the execution of the line to Quebec and it will contribute to the same end, namely, that of rendering Halifax the great port of communication between the two continents of Europe and America.

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

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

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

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

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

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

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

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

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

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

Whatever may be the decision of her Majesty's Government upon this claim, which, on the part of the Province I represent, I have endeavored respectfully to press upon your Lordship's notice, I believe, and every one of my countrymen will believe that it presented to the magnanimous and enlightened Assembly where we are not represented, by a few Nova Scotians, whose hearts were in the enterprise; whose knowledge of the position and requirement of British America was minute and various; whose zeal for the integri-

ty of the empire, and the honor of the Crown, could not be questioned, the House of Commons would not permit them to plead in vain.

But, my Lord, we have no such privilege. We daily see our friends or acquaintance across the frontier, not only distinguishing themselves in the State Legislatures, which guard their municipal interests, but enriching the national councils with the varied eloquence and knowledge drawn from every portion of the Union. From the national Councils of his country, the British American is shut out. Every day he is beginning to feel the contrast more keenly. I was not at the recent Portland Convention, but the colonists who did attend, astonished the Americans by their general bearing, ability, and eloquence.

But when these men separated, it was with the depressing conviction in the hearts of our people, that one set would be heard, perhaps, on the floors of the Congress the week after, or be conveyed in national ships to foreign Embassies; while the other could never lift their voices in the British Parliament, nor aspire to higher employment than their several provinces could bestow. Let us then, my Lord, at least feel, that if thus excluded, we have but to present a claim or a case worthy of consideration, to have it dealt with in a fair and even generous spirit.

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

I have, &c.
JOSEPH HOWE.
The Right Hon. Earl Grey, &c. &c.
5 Sloane Street, London.
13th March, 1851.

Sir,—I had the honor to report to you on the 14th of February.

On the evening of that day a debate occurred in the House of Lords, which you will find in the newspapers I now enclose. In that House there appeared to be but one opinion as to the importance of the North American Provinces and upon the soundness of the Policy of aiding them to complete their public works. The personal references to myself will convey to His Excellency the best evidence that I can offer as to the mode in which my Public Duties have been discharged.

Prior to the occurrence of that debate I had been honored with two very interesting interviews by Lord Stanley.

On the 13th I had addressed to Earl Grey the letter a copy of which is enclosed.

On the 31st of February, I was honored by Earl Grey with the perusal of the draft of a communication, which his Lordship proposed to address to me, and by an appointment for the following day, to adjust any points which might be raised by an examination of the draft. On the 22nd of February, the Cabinet resigned, and no further progress could be made in the negotiation until their acceptance of the seals again on the 3rd of March.

I have now the honor to enclose a copy of a letter addressed to me on the 16th inst., by Mr. Hawes, in which the Lieutenant Governor will be gratified to perceive that my mission has resulted in the determination of Her Majesty's Government, to propose to Parliament to advance or guarantee the funds which may be required by the three North American Provinces, to make a Railroad from Halifax to Quebec or Montreal, including a line of connection across New Brunswick, with the Railroad Lines of the United States.

I have reason to believe, that if the pressure of public business will permit, copies of this letter will be transmitted to His Excellency the Governor General, and to the Lieutenant Governors of Nova Scotia and New Brunswick by this mail.

You will perceive that all our great Lines are to be provided for, the Provinces through which they pass pledging their revenues to the Imperial Government, which will advance or guarantee the funds required at the lowest rate of interest. This cannot be higher than 4, and will probably not exceed 3½ per cent. No American or Colonial Company seeking funds in the Money Market here, could obtain even a moderate amount at less than 6 per cent. I could make contracts for completing our own line, in sections of 50 miles, paying the parties in our Provincial Debentures at 5 per cent., but from all the information I can gather, even the Provincial Government could not depend on obtaining any large amount of funds at a less rate of interest than what Canada pays for the lost loan effected here, which is 6 per cent.

The value to us, then, of the Imperial guarantee, cannot even be over estimated.

You will perceive that Her Majesty's Government leaves the Provincial Governments free to select a shorter and more profitable line than that chosen by Major Robinson, if one can be found.

As regards construction and management, we are not to be unduly controlled; the Imperial Commission being limited to such necessary jurisdiction as may prevent the appropriation of the funds raised to objects not contemplated by Parliament.

You will also observe that the Provincial Governments are left free to make the most they can of the lands through which the Railroads are to pass. My present impression is, that by making a judicious use of these, Colonization may be carried on extensively in

connection with the Railroads, so that as many people may be added to the population of each Province as will swell its annual consumption and revenue beyond the charges which may be assumed for the construction of the lines. If this can be done, and I believe it may, we may strengthen the Provinces, and permanently advance and improve them, adding to their wealth and population, flanking the Railway lines with thousands of industrious people—and giving the Provinces, in a few years, an elevation which we are all anxious they should attain.

To carry out this policy, there must be mutual co-operation between men of influence here and in the Provinces, acting with the general concurrence of the Imperial and Colonial Governments.

The ground has, I trust, been prepared for such organization—and I shall spend the rest of the month in drawing together those interests and influences on which the Northern Provinces may most securely rely to aid them in filling up their waste lands, and completing their public improvements.

My present intention is to leave England by the Boat of the 5th April, and I cannot anticipate that anything will occur to occasion further delay.

I regret that it has not been possible to bring these matters into a shape to be passed upon by the Legislature during the present Session—but on reflection, it will perhaps appear to his Excellency better that questions of such deep importance should be gravely propounded to the country for its deliberate decisions, than that they should have been hurried through, or hastily rejected in the last Session of an expiring Parliament.

I have the honor to be, Sir your obedient Servant,
JOSEPH HOWE.
W. H. Keating, Esquire,
Deputy Provincial Secretary.

DOWNING STREET, March 16.

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 November and 16th 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 British territory between the Provinces of Nova Scotia, New Brunswick and Canada; and that various plans which have been suggested for the accomplishment of this object, have undergone the most attentive consideration.

It appears from Sir John Harvey's Despatch of August 29, 1850, as well as from your letters and 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 in the construction of that part of the projected railway which would pass through that Province, and proposes to obtain for that purpose a loan of eight hundred thousand pounds, 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 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 to be clearly understood that the whole cost of the line is to be provided