

## Editor's Department.

## MIRAMICHI:

CHATHAM, MONDAY, AUGUST 4, 1851.

NOVA SCOTIA.—The House of Assembly of this Province has been dissolved. Immediately upon the termination of the elections, we understand, the Legislature will be called together, when the important subject of the Railway will be brought under its consideration. We perceive Mr Howe's Card to the Freeholders of Halifax in the papers, in which he states his intention of throwing himself upon another constituency, for reasons which, when frankly explained, he had no doubt would meet with their approbation.

The Halifax British North American thus explains its views in reference to the Halifax and Quebec Railway:

"The British North American advocates the suppression of all past feuds, for the one great, glorious, and patriotic purpose of constructing the Great Railway by the most speedy means; and it approves of the Government adopting the work; first, because it will be the most speedy mode; secondly, because the money can be had at half the rate of interest; thirdly, because enough money can be had to carry the work through, and not leave it half finished; fourthly, because no government dare use its immense power so arbitrarily as an irresponsible private Company; and fifthly, because no Company ought to be trusted with this great national work.

"We are, therefore, an out-and-out supporter of the construction of a Railway by the government; and in favor of the suppression of all party feuds for the promotion of this object.

"We differ with Mr Howe only on one point. We think the British Government should contribute a million of money, out and out, towards the road between Halifax and Quebec—that being the estimate for the military road she was contemplating, and which the idea of a Railway put a stop to. A Railroad would be of ten times more advantage to her than a common road; and why then should she not make an equal contribution towards it, in consideration of having her troops and military stores carried free?"

CANADA.—The Quebec papers give a comparative statement of the number of vessels that have arrived at that port up to the 19th July, in 1850 and 1851.

Vessels in 1850—	Tonnage—	1851—
533.	228,518.	681.
		275,081.
Increase,	148.	46,563.

The papers report that a new trade has sprung up between Quebec and the United States, namely, in Eggs, which have been exported in large quantities.

The Quebec Chronicle of the 28th July says, that the crops in Canada West never looked better than they did the week previous. There is a promise of an abundant harvest. Large quantities of hay have been made, and the meadows have yielded a very large crop.

EXECUTIVE COUNCIL.—The Fredericton Head Quarters of Wednesday last says:

"The Executive Council of this Province is now in session. Rumour says that business of more than usual importance will be discussed during the sitting, and that it is probable a successor to the Hon. Mr Baillie, as Surveyor General, will be decided upon."

## MR. HOWE'S MISSION.

Our readers will remember that a Public Meeting was held in this county a short time since, to take into consideration matters relating to the construction of the Halifax and Quebec Railway, at which several Resolutions were passed. Among these was one inviting the Hon. Joseph Howe to pay us a visit on his return from Canada. On Friday last the Chairman, W. A. Black, Esq., received the annexed communications from Mr Howe, which we publish for the information of our readers. It is gratifying to perceive that the labours of the Nova Scotia Delegate has not been in vain, and that there is every prospect that this gigantic undertaking, which is calculated to confer such lasting benefits on the North American Colonies, is in a fair way of being satisfactorily arranged.

HALIFAX, July 28, 1851.

Sir.—While in Canada I had the honor to receive your letter of the 7th of June, covering a copy of the Resolutions passed at the public meeting held at Miramichi, and conveying to me an invitation to attend another meeting, which it was proposed to hold on my return.

"I thought it best not to answer your letter until I got back to Halifax, that I might ascertain whether or not my other engagements would admit of my complying with your request.

"As our House was dissolved on Saturday

last, and as my presence in this Province will be indispensable to the success of the great measure which we all have so much at heart, I fear that it will not be in my power to visit Miramichi this season.

"I regret this on various accounts, but as you will perceive by the Official Report which I enclose, that the Government of New Brunswick is prepared, at the proper time, to take decisive action on the Railway question, you will perhaps agree with me in opinion that no further demonstrations at the North are necessary just now.

"I beg you to convey to the people of Northumberland my grateful acknowledgments for the high compliment paid in the fourth Resolution passed at the public meeting. If I should not come before, to return my thanks in person, be assured that I will be a passenger in the first train that crosses the Miramichi.

"I have the honor to be, Sir, your very obedient servant.

JOSEPH HOWE.

W. A. Black, Esq.

DELEGATION TO CANADA.—MR HOWE'S

REPORT.

AMHERST, July 20, 1851.

SIR.—The negotiations, which I was charged to conduct with the Governments of Canada and New Brunswick, having been brought to a close, in a final Conference held with the Delegate from the latter Province this afternoon, I lose no time in submitting, for the information of His honor the Administrator of the Government, a Report of my proceedings under the commission and instructions with which I was honored by His Excellency Sir John Harvey.

You are aware that His Excellency Sir Edmund Head had selected the hon. Edward B. Chandler to represent the Government of New Brunswick at Toronto, and that it had been arranged that I was to meet him at Dorchester, on the 1st of June.

As I had to pass through the County of Cumberland, where the Bill, pressed so earnestly on the Legislature at its last Session, originated; and as it was more than probable that public opinion in New Brunswick would be largely influenced by the decision of that County against the measure, and in favor of the proposition made by Her Majesty's Government, I deemed it to consist with my duty to invite, in the Shire Town, the most ample discussion of the whole subject. I therefore addressed a Letter to the Custos Rotulorum of Cumberland, acquainting him with my intention to attend any meeting that might be called for that purpose.

On reaching Amherst I found that a meeting had been convened, and that a very numerous and respectable body of the leading men of Cumberland crowded the Court House. The result of an animated discussion, which extended over several hours, was an almost unanimous decision to sustain the views and policy of the Government.

At Amherst I received invitations to attend two meetings in the County of Westmoreland, New Brunswick, and another in the County of Kent: the former I accepted as the places lay upon my route—the latter I was compelled to decline. The unanimity of feeling displayed at Dorchester, and at the Bend of Petitcodiac, convince me that the rural population of New Brunswick only required information; and that, when the subject came to be fully discussed, their support would be given to any fair modification of the terms which the Legislature had rejected.

An experiment on the City of St. John appeared to offer less assurance of success. The office bearers and agents of the Portland Company resided here, and formed with their friends, clients and stockholders, an organized combination. A large portion of the Press had taken its tone from these gentlemen; and, for many weeks, the proposition contained in Mr Hawes's letter, and the general policy of this Government, had been discussed in a spirit, which was certainly not calculated to ensure me a very cordial reception. When I entered the city I was assured there would not be three exceptions to the unanimity with which the offers of Her Majesty's Government would be rejected and condemned. The result of the discussion which ensued at a public meeting to which I was invited by the citizens, may be gathered from the altered tone of a very influential portion of the press, and the fact that the promoters of the Portland Company have postponed their proceedings until the 20th August. "It is evident," says the Editor of the Freeman, (a journal originally hostile—still doubtful, but faithfully interpreting the prevailing sentiment of the community,) "that the public mind is excited by the magnificent proposal of Earl Grey, as interpreted by Mr Howe and others."

Having attended three meetings within His Excellency's Government, I deemed it but respectful to proceed to Fredericton, and explain to Sir Edmund Head the reasons by which I had been influenced, and the general views which I entertained. These explanations were regarded as satisfactory, and I received from His Excellency very gratifying marks of confidence and consideration.

On reaching St. Andrew's, on my way to the United States, I was met by a Deputation, with a request that I would address a public meeting at that place on the following day. Though apprehensive that the interest which the people of St. Andrews naturally felt in the success of their own Railroad, might place them in hostility to the inter-colonial lines, I consented to attend the meeting, and received at its close the most satisfactory assurances, from a very large assemblage of all ranks and classes, that no mere

local interests or predilections would induce St. Andrews to place herself in opposition to a great scheme of inter-colonial policy and improvement.

The charge having been frequently made, that the Government of Nova Scotia had broken faith with the Portland Convention, and much pains having been taken to persuade the people of that city that the North American and European line had been abandoned, it appeared very desirable that the conduct of this Government should be vindicated, and its policy clearly explained to the leading men of this friendly and very interesting community. Mr Chandler and myself spent nearly a day at Portland, on our way to Canada. John A. Poor, Esq., one of the most active members of the Convention, rejoined us at Toronto, and we exchanged frank explanations with, and received much courtesy from, that gentleman and his friends on our return. Misconceptions, previously entertained, were dispelled by these friendly conferences. Mr Hawes's letter of the 10th March—Earl Grey's despatch of the 14th, addressed to the Governor General, with copious extracts from the correspondence between the Imperial and Colonial Governments, have been published and extensively circulated in the State of Maine. Assuming that the policy explained to them will be acted upon in good faith, and "that the Provinces of New Brunswick and Nova Scotia will, in some mode or other, most agreeable to themselves, carry out the plan of a continuous line of Railway from the boundary of Maine to the eastern shores of Nova Scotia," all opposition to our policy has been wisely withdrawn by the people of Portland, who are now appealing to the Legislature and citizens of Maine, to come promptly forward and supply the means to complete that portion of the line which is to extend from Bangor to the boundary of New Brunswick.

Mr Chandler and myself reached Toronto on the 15th June, and, during our stay at the seat of Government, received from His Excellency the Governor General—from the Speakers of the two Houses of Parliament—from the members of Administration, and from the Mayor and Citizens of Toronto generally, such marks of distinction and courtesy as assured us of the very high estimation in which the Provinces we represented were held.

Invited to take seats in Council on the 16th, we were at once assured of the cordial co-operation of the Government of Canada—of the readiness of the Administration to accept the terms offered by the Imperial Government, and to unite with Nova Scotia in meeting the difficulties presented in New Brunswick, by such fair modifications of those terms as would enable Mr Chandler to secure the co-operation of that Province. It is due to that gentleman to state, that he made no importunate demands—explained the position of his Government, and the prevailing sentiment of the country frankly, and then left it to the discretion and good feeling of the Conference to determine to what extent the peculiar aspects of New Brunswick should be considered, and aid given to that Province, in the construction of one of her great lines, to enable her to complete them both.

If New Brunswick maintained an antagonistic position, it was clear that neither the line to the St. Lawrence nor that to Portland could be accomplished, the proposition of the British Government would in that case have to be rejected, and the three Provinces be driven, in bad temper, and at a ruinous rate of interest, to carry on their internal improvements without mutual sympathy or co-operation.

To obviate this state of things appeared to all parties most desirable; and at length Mr Chandler was empowered to invite the co-operation of his Government, upon these terms, it being understood that the Governments of Canada and Nova Scotia were to be bound by them if New Brunswick acquiesced.

That the line from Halifax to Quebec should be made, on the joint account and at the mutual risk of the three Provinces, ten miles of Crown Land along the line being vested in joint commission, and the proceeds appropriated towards the payment of the principal and interest of the sum required.

That New Brunswick should construct the Portland line, with the funds advanced by the British Government at her own risk.

That Canada should, at her own risk, complete the line from Quebec to Montreal, it being understood that any saving which could be effected within the limits of the sum which the British Government are prepared to advance, should be appropriated to an extension of the line above Montreal.

That, on the debt contracted, on the joint account of the three Provinces, being repaid, each should own the line within his own territory.

It was also understood that Canada would withdraw the general guarantee offered for the construction of Railways in any direction and that her resources should be concentrated upon the main Trunk Line with a view to an early completion of a great Inter-colonial Highway, on the British territory, from Halifax to Hamilton; from thence to Windsor, opposite to Detroit, the Great Western Company of Canada have a line already in course of construction.

This policy having been arranged, it became very desirable that Mr Chandler should return promptly to New Brunswick and submit it to his Colleagues—and to assure himself that, in the event of the Administration assuming the responsibility which it involved, they would be sustained by a majority of the Legislature. Allowing a sufficient time for a deliberate review of the whole ground,

and for a final decision, a meeting was arranged with Mr Chandler at Dorchester, on my return. I rejoined him this afternoon, and was happy to receive from him the assurance that the Government of New Brunswick will be prepared to submit the policy agreed upon to the Legislature of that Province, with the whole weight of its influence, so soon as the Government of Nova Scotia intimates that it is prepared to co-operate on the terms proposed.

The final adoption of this great scheme of Inter-Colonial policy now rests with the people of Nova Scotia, to whom it is probable, that it will be submitted by a dissolution of the Assembly at an early day. I have pledged the Government to it beyond recall. I have staked, upon the generous and enlightened appreciation of their true interests by my countrymen, all that a public man holds dear. Having done my best to elevate Nova Scotia in the eyes of Europe, and of the surrounding colonies, I have no apprehension that she will repudiate the pledges which I have given.

Her clear interest demands the prompt acceptance of the proposition.

1st. Because it secures to her, within very few years, a Railway communication of 1400 miles, extending through the noble territory of which she forms the frontage, and with which her commercial, social and political relations, must be very important in all time to come.

2d. Because it gives to her, almost at once connection with 8000 miles of Railway lines, already formed in the United States—makes her chief seaport the terminus for ocean steam navigation, and her territory the great highway of communication between America and Europe.

3d. Because, on the extinction of the debt she will possess a Road with which there can be no competition within the Province—a road towards which two great streams of traffic must perpetually converge, and the tolls upon which must become a source of revenue, increasing with each succeeding year.

4th. Because, the completion of these great lines of communication will give to all the North American Provinces a degree of internal strength and security, and consideration abroad, which will far transcend any pecuniary hazards which may be incurred.

5th. Because the completion of these lines will draw into the Province much of the surplus labor and capital of Europe.

6th. Because, the line from the Seaboard once completed to Canada, there cannot be a doubt that it will soon be extended into the fertile and almost boundless country beyond; being followed, at every advance, by a stream of Emigration, and ultimately, and in our own time, reaching the shores of the Pacific.

It may be argued that we ought not to risk anything beyond the limits of our own frontier. But I regard the risk as involving a very slight liability beyond what we have already cheerfully assumed.

All our calculations have been based upon the presumption that our Roads will cost £7000 currency per mile. From the best information which we could obtain in Canada and in the United States, and we gathered the opinions of the chief promoters of the Vermont, Great Western, Portland, and St. Andrews Roads, there is every reason to believe, if the Provinces avail themselves of the most modern experience, and of the present low price of iron, that, with the money in hand, and large contracts to offer, the work need not cost much more than £5000 currency per mile. Should this be the case, the sum which was originally contemplated will probably cover the whole expenditure for which Nova Scotia will be liable; and if it does not, with her present low Tariff, and annually increasing consumption, the deficiency may soon be supplied.

But, after a careful examination of the country traversed by American and Canadian Railroads, and of the general testimony borne by their promoters and officers, that in all cases the money with which they have been constructed has cost from 7 to 12 per cent, I have brought my mind to the conclusion that a Railway built with money at 3½ per cent, will pay almost immediately, even if made through a wilderness, provided the land be good, water power and wood abundant; and provided that there are formed settlements at either side to furnish pioneers, and local traffic with them, when they are scattered along the line. We have other resources, beyond our own limits, in associations of the industrious and enterprising, who are prepared to come into the provinces the instant these great works are commenced, and who, within the limits at least of the lands dedicated to this enterprise, will soon form a continuous street, through that portion of the territory between our frontier and the St. Lawrence, which appears to present any really serious hazard.

In estimating the relative risks and advantages which this scheme involves, it should also be borne in mind, that while Nova Scotia has but little Crown Land left along her portion of the line (and this has been frankly explained) the lands which Canada and New Brunswick are prepared to grant are extensive and valuable. They will probably amount to 3,000,000 of acres, which, if sold at 5s. an acre, (and with a Railroad running through them they will soon command a much higher price,) would form a fund out of which to pay the interest on the whole capital expended for the first three or four years.

I cannot close this report without some notice of the very enthusiastic and honorable treatment that I received during short visits to Quebec and Montreal. In both Cities men the most distinguished for social posi-