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Nec aranearum sane textus ideo melior, quia ex se fila gignunt, nec noster vilior quia ex alienis libamus ut apes.

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The Railway.

MR. HOWE'S SPEECH AT HALIFAX.

[Concluded.]

The position that we occupy, then, Mr Mayor, is one of security and varied resource. We can unite with the other Provinces for the construction of Inter-colonial Railways, or we can "do what we like with our own." We can make for British America 1000 miles of Railway at 3½ per cent., if these Provinces are alive to their own interests. We can make the whole line to Portland, independently of the other, if New Brunswick follows our example, and pledges her public funds for the whole. Or, we can make our own roads to Pictou on one side, and Bridge-town on the other, without reference to what may be done beyond the frontier. It others chose to waste time with bubble companies and expensive experiments—if this noble offer is rejected—we have enough to do till our neighbours purchase wisdom at 6 per cent. In the meanwhile we shall begin at the capital, and extend our own lines east and west. We can commence to-morrow if we choose, and can make 100 miles with more ease and celerity than any private company could make 10.

It has been said by some that the delegation was premature. Yet in what position would we have stood now but for the delegation? We are armed at all points. We are prepared to make all the roads projected thro' the three Provinces, and save them £175,000 a year in interest. We are prepared with contractors to make the whole line to Portland at 5 per cent. And we are prepared to make our own roads, independent of our neighbours. While we have been doing all this, Maine and New Brunswick have been passing Facility Bills, to try and get 275 miles of railway made with about as many thousand pounds. They have not yet made a mile, or struck a pickaxe—and yet we are told that our delegation was premature!

But it has as often been said, that we have broken faith with the people of Portland. I should like to know in what manner. The gentlemen at Portland invited us to discuss with them the propriety of making a railroad. The delegates who attended represented local meetings or committees only, and nobody who sent them dreamed that the Government or Legislature was to be bound by anything they said or did. The meeting was regarded here as preliminary, for the purpose of comparing views and eliciting information. Had we supposed that Maine was to dictate to us how we were to make our portion of the railroad—or that we were to pay some undisclosed capitalists £60,000 a year, when we could get our work done for £35,000, we certainly should have been no parties to the Convention. But in what essential have we broken faith? We offer to our neighbours the means to make the whole line. We have pledged our public resources to make our part of it. Have they offered us a pound, or raised one-fifth of what they want themselves? Nay, can either or both show us anybody's obligation to lend them or us one-tenth of what we jointly require? They asked us to co-operate with them to obtain a railroad, and we have broken faith by providing for our own requirements, and offering them money to build it to their very doors. (Loud cheers.) The spirited and unanimous demonstration made by all ranks and classes at Quebec, shows that our efforts have not been unappreciated in that quarter—and that the offer of the British Government has been hailed with the patriotic feeling it is so well calculated to evoke.

But, sir, all winter long, a gentleman from one of our northern counties has been pressing upon the Legislature a bill, asking to be incorporated, that he might build the Portland Railway. Now, I happen to know something of that person, and of the resources of the county he is trying to mislead; and sure I am that, if you had incorporated him three times over, he would not have raised, between now and next Christmas, as much money as would have made a single mile of railway.—(Great laughter.) But let the county of Cumberland seriously reflect on what this gentleman and his friends are about; for just as sure as the folly of these people tempt New Brunswick to rely upon co-operation which they have not the power to give, so surely will years elapse before Cumberland sees a railroad approach her borders, either on one side or the other. But the people of Cumberland shall not be so deceived; I will not wait till Mr Dickey crosses the seas, but will take an early opportunity to discuss with him the merits of his scheme, and then let the people of Cumberland decide between us.—(Loud cheering.)

But sir, it has been urged, that by accepting the proposal of Earl Grey, we shall pledge ourselves to make railroads in New Brun-

wick, and to bear the burthen of the whole scheme. A word of explanation upon this point. In giving in my adhesion to this plan I conceive I did nothing more than pledge Nova Scotia to repay the principal and interest necessary to construct the railroad across her own territory—I assumed that the other provinces would do the same. If, however, it shall appear that New Brunswick is unable to bear her own burthen, I am quite prepared to consider whether Canada and Nova Scotia shall lend their aid—to what amount and in what proportions. But this is a new question, to be discussed and decided hereafter, upon its own merits. New Brunswick in my opinion will reap the largest amount of benefit from the expenditure. She will get two most important lines at 3½ per cent.—the other provinces but one. She has 11,000,000 acres of crown lands to settle and to raise in value. Her population may be doubled in two or three years almost without an effort, and I am very sanguine that when the true bearing of this proposal upon her great interests comes to be understood, her people will accept it without an apprehension for the result. These two lines will touch nearly all her more populous counties, and breathe new life into them all, these two lines will open up millions of acres of wilderness lands, and prepare locations for half a million of people; who will settle township after township as the works advance.

But, it has been said that our own revenues will be swamped; and that our own country will be burthened by this speculation. Now, I will take the worst view that can be taken of this enterprise. Suppose that our 130 miles are made, and do not, for a few years, yield a pound beyond their working expenses. In that case we should have £35,000 currency to raise. In 1849, our revenue was £15,000 less than in 1850; yet there was enough to pay all our ordinary expenses, and £30 or £40,000 to spare for roads, bridges and schools.—This year the Receiver General assures me our Revenue will increase from £5 to £7000 over that of 1850. Here then are £22,000 over and above the revenue of 1849, before the railroads have commenced. The difference of £13,000 may be met, for a few years, by an issue of Province Paper even if our revenue should not increase from emigration or increased expenditure. But, sir, the population of Nova Scotia is 300,000, and doubles every 20 years. Some of our young men, it is true, go abroad from restlessness and a desire to see the world. A few, to better their fortunes, it may be, but more to be convinced, by sad experience, that half the labor, energy and skill, fruitlessly expended in foreign states, would have made them richer and happier in their own country. But, sir, the cradles of Nova Scotia add 15,000, year by year, to our population. I never see a bride going to church with orange blossoms in her bonnet, or a young couple strolling to Kissing Bridge of a summer evening, but I involuntarily exclaim, God bless them—there go the materials to make the railroads.—(Loud cheers and laughter.) So long then as love is made in Nova Scotia, and love makes children, we shall have 50, or 60,000 added to our population every five or six years, who will add at least £20 or £30,000 to our annual income. The speculation is, then, perfectly safe for us even if an emigrant should not touch our shores.

Let me now, however, turn your attention to a subject which has been too long neglected in these North American Provinces—I mean the subject of Emigration and Colonization. We are too apt to turn to the United States for comparisons unfavorable to our own prosperity and advancement. One of the principal causes of this prosperity we rarely pause to consider. Yet I believe, that since the recognition of American independence, the British Islands alone have thrown off at least 5,000,000 of people, to swell the numbers of the Republic. Every convulsion in continental Europe, adds its quota of capital, skilled labor and energy to those states. Germany has sent millions—France, Switzerland, Italy, lesser—but still valuable contributions. Add to the emigrants who have come in the progeny that has sprung from their loins, and one half the whole population of the United States may be taken to represent its emigration.

Should we, then, with institutions as free as those of our neighbours—with a territory of boundless extent—with natural resources which defy calculation—with a noble country in our rear, capable of sustaining millions of people, permit this stream of population and wealth to flow past us, as the gulf stream flows, without a thought as to its utility, its volume, or its direction?

Of late our attention has only been turned to Emigration by the occasional arrival of a floating pest house, and by the sufferings of poor wretches, flung by the accidents of life upon our shores. But the time approaches

rapidly when all this will be changed—when steamships of large size will transport the surplus labor of the British Islands to these Provinces—to go in upon these railway lines, and fill up the fertile lands of the interior. Simultaneously with the commencement of these railways, the stream will set this way, and it will never cease to flow till it enlivens the shores of the Pacific. Make these railroads, and our own enterprising townsman, who has already bridged the Atlantic, will start the Ocean Omnibus, or, if he does not, he will soon have competitors upon the line.

It has been too much of late the fashion in Nova Scotia to speak slightly of Emigration. How few pause to reflect how much even of our own prosperity we owe to it. And yet, a small band of adventurers, under Cornwallis, laid the foundations of Halifax. These, at a critical moment, were reinforced by the Loyalist Emigration, which flowed into our Western Counties, and laid broad and deep the foundation of their prosperity. A few hardy emigrants from the old colonies, and their descendants, have built up the maritime county of Yarmouth. Two men, of that stock, first discovered the value of Lock's Island, the commercial centre of East Shelburne. A few hundreds of sturdy Germans peopled the beautiful county of Lunenburg. A handful of emigrants from Yorkshire gave animation to the county of Cumberland. The vale of Colchester has been made to blossom as the rose by the industry of a few adventurers from the North of Ireland. Half a century ago a few poor but pious lowland Scotchmen penetrated into Pictou. They were followed by a few hundreds of Highlanders, many of them evicted from the Duchess of Sutherland's estates. Look at Pictou now, with its beautiful river slopes and fertile mountain settlements—its one hundred schools—its numerous churches and decent congregations—its productive mines and 30,000 people, living in comfort and abundance. The picture rises like magic before the eye, and yet every cheerful tint and feature has been supplied by emigration. At the last election it was said that 270 Frasers voted in that county—all of them heads of families and proprietors of land—and I doubt if as many of the same name can be found in all Scotland, who own real estate.

I remember the county of Sydney well, when the descendants of the old loyalists and disbanded soldiers were scattered upon its sea coast and river intervals, "few and far between." Look at it now, and see what emigration, chance directed, has done for it, even in a few years. Turn to the three counties of Cape Breton, into which emigrants have been thrown, without forethought on the part of the Imperial or Provincial Government—without any care or preparation. What would those counties be without the broad acres these men have cleared, without their stock, their shipping, and their industry? And what would our revenue be without their annual consumption? What lessons should we gather, then, from the history of the United States, and from our own?—the value of Emigration and Colonization. But an idea prevails that Nova Scotia has no space to spare—no lands to people—that, however important emigration may be to New Brunswick and to Canada, we have no room for the surplus population of Europe—no lands to give them should they come. This also is a mistake. [Here Mr Howe exhibited a colored map, from which it appeared that there were 4,000,000 of acres of crown lands yet ungranted in Nova Scotia proper, exclusive of those in the three counties of Cape Breton. Besides these, he argued, there were the vacant lands of large proprietors, while it was notorious that all the old farms would feed, by high cultivation, twice the population they contained.] There is room, then, for a very large body of emigrants in Nova Scotia. Is there no room in this city, which must ultimately expand into ten times its present size?

I regret that it is too much the habit to depreciate our own country, instead of studying its resources, and anticipating its future progress. In an especial manner has this habit prevailed among the idle youth of Halifax. I have known hundreds whose industrious fathers have toiled upon land and sea, to bring them up in luxury, and who have spent their own lives upon the platforms or in senseless dissipation, all the time abusing the country they have been too idle to cultivate or improve. Dozens of these have died in imbecility and sloth—many more have wandered off to some "fool's paradise" or other, and those who have been too proud to work in their own noble country, have toiled like slaves and died in foreign lands. Look round Halifax and ask who own the wharves and stores—the valuable corners, building lots and mansions, that these idlers and unbelievers in Nova Scotia's resources have let slip out of their hands. Poor Englishmen, Irish-

men and Scotchmen, many of whom came into Halifax without a shilling, but who have added to its wealth by their industry, and who are living all around us in abundance, and many of them in the enjoyment of ample fortunes. Even Halifax, then, Mr Chairman, has tested the value of emigration, and as she has thrown off her idlers and grumblers, has been recruited by an influx of the enterprising and industrious. What lessons should past experience in town and country, teach us then? The value of emigration. Now what the Government propose to do, for the future, is to combine the business of Emigration and Colonization with the duties of the land office, or commit it to a distinct yet active Branch of Administration. We shall then have a Colonial officer in communication with the Board of Land and Emigration at home, and through that Board with the Board of Poor Law Guardians, and with the constituted authorities of every city and parish in England. We propose to make the Deputy Surveyors in each county active agents of this department, to lay off the Crown Lands, and prepare pictures of their counties. We shall then have persons whose business it is to instruct and advise every poor man who touches our shores—to prepare annual lists of the number and description of mechanics, farmers, servants or apprentices, required in different localities—to bind the latter when they come, and protect them in case of need. By the aid of this simple, and not very expensive machinery, I shall be much mistaken if we do not add many thousands to our population, and a very handsome sum to our revenue. In every part of North America, there is no remark more proverbial than that every farmer with a large family gets rich, while he who has no children is generally poor.

Why is this? Because the labour of young people, from 12 or 14 to 21, is the least expensive and most profitable labor that a man can have. A boy or a girl on a farm soon learns to do light work as well as a man or a woman—from 18 to 21 they can do men and women's work, but do not cost men and women's wages. It is the same upon the shores, where our fishermen and coasters have to rely upon the strength of their own families, and rarely can get an apprentice. And yet there are, in the asylums of England and Ireland, at this moment, 185,000 children, 8,000 of them, on an average, fit to be bound out. Any number of these, fine hearty boys and girls, may be had for the asking. They will be sent here free of expense, if we make preparations to receive them. Now, I propose to collect returns in the autumn of the number of apprentices wanted in the spring, so that any industrious man may send for a boy or a girl as he would for a plough or a net. To our country this description of emigration is admirably well adapted, for these young people, in a few years, would be heads of families themselves, requiring from others the labor they had supplied. These provinces, I believe, could, under judicious arrangements, take the whole 8,000 that the mother country is prepared to throw off—which she now has to fling into her streets; and if they did, while our numbers were increased every day, the mother country would have 8,000 paupers, prostitutes, and thieves the less, and 8,000 honest and industrious people more would annually contribute to Colonial Revenue and to the consumption of British manufactures. Let us have the railroads, then, and in addition to the natural absorption of labour by the settlements already formed, we may superinduce, upon their construction, an enlarged and healthy system of Colonization.

Difficulties have, it is true, started up in New Brunswick, but let me say that I depreciate all attempts to scold the people of that province for what they have done or left undone. Rash, I think they were,—but I quite appreciate the delicacy and difficulty of the position which the public men of New Brunswick occupied, called upon, at the close of a session, to deal suddenly with this great question. All that they felt I had foreseen before I left England, and, so far as I had authority or leisure, had provided for. I do not believe that the Legislature of New Brunswick will permanently obstruct this mighty enterprise; and of this I am quite sure, that the people of that province will not sustain them if I do.

Let us look at the financial aspect of this question, shutting out of view for the moment all hopes of increased population and revenue. Suppose Nova Scotia and New Brunswick, by a company, were to construct the Portland Railroad, 330 miles, with money at 6 per cent. The annual interest would be £135,000, even if the stock sold at par. But it would not sell at par. No Colonial Railway Company's bonds or stock would bring in England within 20 or 25 per cent. of the amount which the debentures of the government would bring, even without the guaran-