

rope. In addition I believe that we hold the keys and track of the future communication between the two grand divisions of the human race, and who shall say that a large share of that enriching traffic, which has guided every former path, shall not ere many years glide along those very channels which it is our present business to open up. The day is not far distant when this great highway of nations will traverse our now neglected territory as surely as a straight line is the shortest distance between two given points.

To descend however from these speculations I would beg to suggest that the pending negotiations between the several Provinces be brought to issue as speedily as possible. The parties on whose behalf I submit these proposals and to whom the magnitude of the enterprise is its chiefest recommendation, are abundantly able to accomplish the whole design and upon the conditions and with the encouragement I have indicated, I believe that they will be willing to undertake the task immediately. The most urgent parts of the work seem to be the section through Nova Scotia, the European and North American line through New Brunswick, and the line from Montreal to Toronto which might all be commenced simultaneously, so soon as the needful legislative action shall have taken place.

I have thus my Lord, in great haste, endeavored to convey the impress upon my own mind of the importance of the great objects to which the foregoing refers, and of the best means of accomplishing them. If these proposals shall be found acceptable and the needful measures be speedily adopted by the Imperial and Provincial Governments, the leaves shall not begin to fall before the approach of the coming winter ere the staff and pioneers of a powerful force shall be upon the ground prepared to commence operations along the whole line. If on the contrary, these offers shall be rejected the present generation I fear may abandon all hope of witnessing the attainment of these great and important national objects, for I believe the day of their accomplishment will then be too deep in the womb of time to be sounded by the span of any life in being.

I have the honor to be, my Lord, your Lordship's most obedient, humble servant,
C. D. ARCHIBALD.

TO CHARLES D. ARCHIBALD, ESQ.

DEAR SIR,—I have read the letter addressed by you to the people of Nova Scotia, a copy of which you enclosed to me this morning.—Having survived the period when contention with enemies was a luxury, you may believe that to be compelled to criticise the conduct and views of a friend is sufficiently painful. The great interests of Nova Scotia—it may be of North America, enjoin upon me a task which, if my own interests or feelings were alone involved, would be good humouredly put aside.

I shall pass over the "pick axes" and the "poetry" with but few observations. During the 20 years that I have been toiling in and for Nova Scotia, the "seat of ease" was occupied by an apparently unconcerned spectator a long way off, who only began to "dig" into his country's bowels when other people had discovered that there was wealth there. His labors and his enterprise are highly appreciated; but if there be any merit in digging, the man who handles the pick should have the credit of it, and of this I am quite sure, that if the Sexton in Hamlet had not turned more earth than you have, the dead would have gone unburied. That you have set a few dozen or a few hundred hands to work cannot be denied; but if, in the meantime, I have set some hundreds of thousands of minds to work, we need not waste time with invidious comparisons.

Your personal courtesies have not been "denied" but publicly acknowledged. If, however, it be supposed that you rendered me any "service" which, in the most remote degree, influenced the decision of Her Majesty's Government upon the great objects of my mission, justice to myself obliges me to set this matter right. Down to the very moment when Mr Hawes's letter was put into your hand, there was no friend in England more skeptical of my success, and again and again you urged me to enter into contracts with a Mr Hemmet to do the work, and with the Commercial Bank to sell Nova Scotia's unguaranteed Debentures for what they would bring.

Patience and firmness at last brought the negotiation to a successful issue. An Agency, for the management of our Colonial business in England, seemed then to be uppermost in your imagination, and when I put aside, as gently as I could, the overture, urged again and again, you may remember that you said you would "bid high for it, and meet me at Toronto."

When you appeared at Toronto then, I was not much surprised. Had you brought with you any definite proposition, calculated to clear the whole negotiation, I should have been delighted. But, while I had a letter from the very parties you professed to represent, clearly explaining the terms upon which they proposed to co-operate with the Provincial Governments, and received by the packet that brought you out a letter from Earl Grey, approving of all that I had done up to that period, and in which you were not even named—you had not a line to produce from the Colonial Secretary, or from any Capitalist or Contractor in England.

The memorandum which you handed to the Executive Council—the letter to the Governor General which has since been published, were written at Toronto, and any body who takes the trouble to examine them, will see that they embody suggestions of your

own for the formation of a company—not definite propositions brought from England, on the authority of any company already formed. If, then, I manifested any chagrin, it was that your promised visit was made at a time, when the difficulties, whatever they had been, were being swept out of the way; and because, after distracting our minds for two or three days, your suggestions were calculated to disturb arrangements about to be concluded, and involved a new negotiation with England, in which months must be consumed, and which could not be concluded until the Canadian Parliament was dissolved.

Had your propositions been ever so advantageous, it is clear that there was nothing definite or tangible in them upon which the three Governments could act: we, therefore, proceeded to act upon what was tangible—on Mr Hawes's letter, and on the following day arranged that scheme of policy which Canada has since clothed with legislative sanction, and to which the Executive Councils of New Brunswick and Nova Scotia, at this moment, stand pledged.

My present belief is, that the policy will be ratified by the legislatures of the Lower Provinces. If anything prevents this it will be your interference, the publication of your letters, and the new elements of strife and distraction which you appear disposed to furnish.

You state that I have said of your plan that it had not the "merit of originality." I said this of a plan which Mr Johnston attributed to you, but for which he had no foundation, and which is not to be found in your memorandum, or in your published letter.

You say that the seven millions of Sovereigns are not in "a bag." But you know that they are as secure as if they were. The honor of the British Government, backed by the honor of the leader of the British opposition, is pledged that they shall be produced on certain conditions. Canada has complied with the conditions required to entitle her to four millions of them. Nova Scotia and New Brunswick will entitle themselves to the other three, if the cupidity of speculators across the water is not thrown in to give fresh animation to the "party jealousies and influences" which you seem to deplore. In New Brunswick these have been, up to this moment, skilfully and wisely controlled. In Nova Scotia, you will see, before long, however our party battles may be fought with energy and arduous incident to free institutions that whatever policy may be finally arranged by the three Provinces, will be carried in a style that will reflect honor and distinction upon our common country.

You invite me to "state the objections I entertain to your proposals," which you think are not derogatory "to the honor and interests of New Brunswick." I will do so frankly.

In the first place you assume that a noble Province like New Brunswick, with a territory as large as Massachusetts, Vermont, New Hampshire, New Jersey and Rhode Island, all put together—with a free Government Responsible to her citizens—with an industrious population, a flourishing revenue, light taxes, and overcrowded Europe to draw upon for a steady stream of emigration, cannot, with the sympathy and co-operation of her Sister Colonies and the credit of the Imperial Government at her back, hazard the construction of Public Works, which you and your friends will yet cheerfully construct, provided you are invested with one-seventh part of her territory—half a million of her money, and provided the other Provinces give you the construction of their railways.

Now, I am simple enough to believe that this proposition includes a flagrant disregard of the intelligence, and an insult to the dignity of New Brunswick.

Put all your friends together—unite their entire fortunes and resources, and as our neighbors quaintly say they could not "begin to buy" the Homestead of New Brunswick. They could not purchase the property upon a single river. Yet we are told that the people who own the whole cannot risk the construction of these railways, which can easily be accomplished by those whose resources are insignificant in comparison.

But does any body suppose that the Company you desire to form, are going to make these Railroads from pure love of North America? Does any body believe that, if money was to be lost, you would make them at all? Fond as you are of "digging," would you strike a pick into the soil if there was not "metal more attractive" to be dug up, than even the ores in the Folly Mountain?

The Company must make a profit, then, and have a moral certainty that it will be sure and ample. Now, out of what will this profit be made?

- 1st. From the expenditure of half a million of money to be given by New Brunswick.
- 2d. From a Bonus of £20,000 sterling per annum, for 20 years, to be given by New Brunswick.
- 3rd. From the expenditure of £5,100,000 to be given by Canada.
- 4th. From the expenditure of £1,000,000 to be given by Nova Scotia.
- 5th. From five millions of acres of land to be granted to the Company.
- 6th. From the Tolls and Revenues of the two great Roads passing through New Brunswick in all time to come.

Out of some, or all of these resources then, you expect your friends to be ensured from risk, and to be remunerated for their outlay.

You are to have the expenditure of £6,100,000 to be raised on the credit of the Colonies, without competition. You are to have a bonus of £20,000 per annum from New Brunswick, for 20 years, equal to £400,000. You

are to have 5,000,000 of acres of lands, worth at 5s. an acre, £1,250,000, and you are to have the revenues of the two roads through New Brunswick, and 6 per cent on the Upper Canada Lines, before the municipalities, which are to furnish a portion of the funds receive a shilling. Assuming 20 per cent, to be the profit derived from the expenditure of money raised on Colonial credit, it would amount £1,120,000. Let us sum up these items:

Lands,	£1,250,000
Profits,	1,120,000
Bonus,	400,000
	£2,770,000

The 400 miles through New Brunswick will cost, if due regard is paid to economy, not more than £2,500,000 currency. New Brunswick is to contribute £500,000 sterling, or £625,000 currency, leaving but £1,875,000 to be raised for the relief of New Brunswick, for which £2,770,000, and all the tolls of her two roads forever are to be paid. The Portland line, it is admitted on all hands, will pay six per cent when ever opened. It involves no risk. In less than ten years it will pay ten per cent. The central line in a few years will cease to be burthensome. Of both, you say in your letter to the Governor General, "An enormous traffic awaits these lines, but who can form a notion of the proportions to which it may expand within the next ten or twenty years?" If your anticipations are well founded, surely your proposals, however well intended, are based upon a very low estimate of the sagacity of those to whom they are addressed.

But I have another objection to your scheme. It is this—that Canada and Nova Scotia would pay indirectly, for the relief of New Brunswick, or rather to swell the profits of the Company, a larger amount than they agreed to risk, by the arrangement made at Toronto. Besides, place a private Company in the heart of New Brunswick, to manage the central portions of the lines which at the two extremities are owned by Provincial Governments, the unity of the whole design, and the simplicity of the arrangements, would be broken up, and questions would arise every day for controversy, perhaps for litigation.

My last objection touches higher interests than pounds, shillings, and pence. Show me the State or Province that ever willingly granted Five Millions of acres of its territory, with all its Mines, Minerals, and appurtenances, to a Private Association. Nova Scotia would not make such a Grant if she never had a Railroad. The man who proposed it would sit alone in our Assembly. New Brunswick may be less particular, but such a grant once made to any Association, with all the patronage, expenditure, and revenues, of her two Great Roads, and a power would be created in her midst, which would very soon controul both her Government and her Legislature.

These are the objections which I conscientiously entertain to your scheme, and if they have not been stated with the skill to give them force, they have been explained, I trust, with the courtesy and moderation with which any proposition of yours ought to be discussed by

Yours truly,

JOSEPH HOWE.

Sept. 12, 1851.

Colonial News.

New Brunswick.

The European and North American Railway.—C. D. Archibald Esq., arrived in town on Saturday morning. A large meeting of the subscribers to the European and North American Railway, was held in the Commercial Bank on Saturday afternoon at three o'clock, to hear Mr Archibald's views upon this line of Railway in particular. We may, for the information of our readers, give the names of some of the men of capital and standing who were present, viz: The honorable the Speaker, the honorable John Robertson, the President of the Commercial Bank, Dr. Bayard, several members of Parliament, and others of equal standing, embracing our principal merchants.

On motion, D. J. McLaughlin, Esq. was called to the Chair, and W. R. M. Burtis, Esq. requested to act as Secretary.

Mr Archibald being invited, stated that he came to this city as the representative of a large, wealthy and influential body of gentlemen in England, to propose to the European and North American Railway Company, a desire to subscribe whatever amount of stock the inhabitants of this Province felt themselves unable to take up in this line. He was willing to proceed under the present Act of Incorporation, and facility bills. He regretted that he (Mr A.) had offered an insult to New Brunswick, because he came forward in this spirit to propose conditions on behalf of the company which he represented. He said if the European and North American Railway Company felt so disposed, he would now join with them and take up all the stock contemplated, or whatever balance might be left over. He took it for granted that the Facility Bills would receive the Royal Assent—that he was willing to risk the probability of this. The great capitalists of England whom he represented, were composed of such men as Mr Potos, M. P., Mr Placer, Mr Jackson, &c. &c. (We are not certain that we have the names exactly correct.) If his proposals were accepted a staff of artisans, engineers, labourers, and

emigrants, would be introduced and the work would commence at as early a day as possible.

Mr Archibald spoke at considerable length in favor of his proposal, of which the above is an outline.

The honorable John Robinson, the honorable Mr Simonds, Dr. Bayard, and several other gentlemen addressed the meeting in favor of the proposal.

It was afterwards resolved that the subscription books should be opened at once, preparatory to organizing the company. A large amount of stock was subscribed at the meeting. The Act of Incorporation specifies that the books shall remain open for thirty days, and if by that time £100,000 shall be subscribed, and five shillings per share paid in, amounting to one thousand pounds, the company can then organize and elect their directors. We are happy to inform our readers that the one hundred thousand pounds will be subscribed this morning, and the one thousand pounds paid into the Commercial Bank before to-night. Now this looks like going to work in earnest. The Railroad is therefore a reality.

On motion of Dr. Bayard, seconded by C. Brown, Esq., a vote of thanks was passed to Mr Archibald, for the interest which he has shewn in this undertaking.

Mr Archibald replied thereto.—*Morning News.*

The Railroad.—It will be seen by advertisement that the one thousand pounds have been paid into the Commercial Bank, and that the election of officers will take place in thirty days. Mr Archibald proceeds to England shortly in order to make perfect his arrangements, and send out engineers, &c. The whole line very likely will undergo another survey; this however need not retard the work—because as soon as the survey is determined from St. John say to Hampton, or from Carleton to the American Line, the laborers can go to work on either portion of the road. No doubt that cars will be running between this and Hampton within twelve months from this time. The road will be most substantially built, like an English road, and far superior to the American roads. The cars, engines station houses, &c. will be on the most substantial and magnificent scale. Halifax is bound to meet us at Shediac, or lose all her Prince Edward Island, Canadian and Northern trade. We are gratified to learn that the members of our Government have expressed themselves highly delighted with the course which things have taken.

Wooden Buildings.—We hope that those persons who struggled hard last winter when the house was in Session to have the fire district law altered, had evidence enough on last Friday evening at the fire in Portland, to make them repent of their conduct. A growing commercial city like St. John ought to discountenance wooden buildings as much as possible. It is impossible to save a range of wooden houses when the fire has fairly taken hold of them; and thus the whole city is endangered.

Mr Wilmot's Appointment.—It is now fully understood that Mr Wilmot, has received the appointment of Surveyor General, but it will not be formally announced until October, when the office is declared vacant. We hope all the honest men in the County will be prepared for Mr W. at the hustings.—*Morning News.*

Canada.

General Rejoicing.—The force of example for good or evil is truly astonishing. The bump of imitation is exceedingly well developed in man: a change of a neck-tie or a change of Government is alike inconsiderately copied. To be out of the fashion is to be out of the world. If Republicanism is in the ascendant the masses are republicans; if despotism is at a premium, the people are contented to be despotically ruled. There is little thought exercised by the great bulk of mankind—it is indeed wonderful, as some great man has said, with how little wisdom the world is governed. As sheep follow their leader so does mankind. One takes a leap whether into the gulf of free trade, or into the fattening field of protection, and the rest follow. France perpetrated a successful revolution, and the kings of the earth trembled. The contagion spread in every direction. The mind of Europe was inflamed. Revolutions, rebellions and riotings were constantly occurring.

For a while a railway mania prevailed in England, and without the least reflection people were buying up railway stock everywhere—shares for a road to the moon would have been taken had Mr Hudson been appointed chairman to a company bold enough to undertake the work. It was just the old game of "follow my leader," and a pretty mess they made of it. Not long ago, knowing full well the force of example, Prince Albert set one of furnishing employment for the people when they were idle, so that they might not find employment for themselves, and upset the constituted order of things. The consequence is that a rage has sprung up for industrial exhibitions, and it is the fashion indeed for nations to be on the most friendly and familiar terms with each other.

The *entente cordiale* between England and France was never so strong as at present; the mutual feeling of respect for each other entertained by Great Britain and the United States never before was so considerable; nor did such sociability as now exists between the Provincials of this continent and their southern neighbors ever previously prevail. For the prejudices of each other there is the