

politicians and capitalists to build a barn. Mr Howe also referred to a proposition from an Associated Body of the working men of England, who were prepared to purchase fifty miles of land along the Line, and transfer their skill, capital and families to the Provinces, if fair and honorable terms were given. He could, he said, if authorized, have formed a dozen such associations, and made arrangements to settle township after township, as the work advanced, through New Brunswick to the Saint Lawrence.

[Remainder next week.]

## Editor's Department.

MIRAMICHI,

CHATHAM, MONDAY, JUNE 9, 1851.

### HALIFAX AND QUEBEC RAILWAY.

It is a common remark, founded upon experience, that to accomplish any great undertaking, it must be spoken about, written upon, and agitated with persevering activity and zeal. If this remark holds good, there is a prospect ahead that this great national work is at length likely to be undertaken, for we can scarcely open a British or Colonial paper that the heading of this article does not meet our eye; and we speak from personal knowledge, that the subject is now engrossing the almost entire consideration of the people on this side of the Province from the county of Restigouche to Westmorland.

We have much satisfaction to day in devoting a large portion of our paper to this all-important subject. In our first page will be found a portion of the Hon. Joseph Howe's able and eloquent Speech at the meeting recently held in his native city, but the press of other matter precludes the possibility of giving it entire as we contemplated. Below we publish the proceedings of two Public Meetings, one held in this county and the other in Kent. The Resolutions passed will furnish a fair index of public opinion in those Counties, and the inhabitants of Gloucester and Restigouche have already given expression to their sentiments.

There appears to be an opinion abroad, that the people in the Northern Counties are opposed to the construction of the road from the Bend to Portland. This is not the case; but they think the Quebec and Halifax line has a prior claim, because the results which will naturally flow from its construction, will be more extended, permanent, and beneficial than from the former. They are convinced that if the main trunk were established, that a branch line to St. John will of necessity be opened. They feel sensibly that so long as they remain as they are at present, cut off from all intercourse with the great emporium of the Province—compelled to draw their supplies from Quebec and Halifax—they will continue to have no interests in common, and in a great measure, still remain antagonistic to one another; but were a Railroad built to St. John, a direct trade would be opened up with that city—our merchants then would be enabled during the winter months, to procure from thence such supplies as they required, instead of being compelled, as at present, to import eight months' stock every fall, which is a heavy drawback, as it entails considerable expense for interest, &c., and militates sadly against the small dealer, who has to compete with his more fortunate rival with capital at his command.

They also look at the Halifax and Quebec Line as a great National undertaking—calculated to open up the country for settlers. This would relieve the mother country of a large portion of her surplus population, and of the heavy burden of maintaining at home large bodies of unemployed men, who, were they removed to the Provinces, would create an extensive market for the consumption of her manufactures. Viewing it in this light, they consider that the British people are deeply interested in the measure; and as the advantages accruing therefrom are reciprocal, they should bear a reasonable portion of the expense. As a field for emigration, let us compare the two lines.

In the County of Westmorland there are about 300,000 acres of ungranted land. The settlement of which would be promoted nearly as much by the one Railway as the other. After leaving Westmorland, the European and North American line would pass through the following extent of ungranted land:—King's County, 187,000 acres, St. John 105,000 acres, Charlotte, 466,000 acres. Total 758,000 acres, and assuming that 100,000 are

already pledged to the St. Andrews and Quebec railway, the balance remaining would be only 658,000 acres. After leaving Westmorland, the Quebec and Halifax Railway would pass through Kent, which contains 640,000 acres of ungranted land; Northumberland 1,193,000 acres; Gloucester 704,000 acres; and Restigouche 1,109,000 acres: total 4,446,000 acres. Assuming that the construction of the railroad would lead during the next ten years to the settlement of 2,000,000 acres beyond the ordinary settlement of the country, at 3s. per acre it would produce £300,000, and in lots of 100 acres, would settle 20,000 families, which averaging five to each family, would add 100,000 to the population of the Province.

They also consider, that as Halifax and Quebec would be the termini, and therefore reap more advantage from the traffic on the line than New Brunswick, that Canada and Nova Scotia should do something more than bear the expense of constructing such portions of the road as pass through their territories. This is the view which is taken by the Government in Mr Howe's Letter to Mr Howe, as well as by Lord Stanley.

Mr Howe's in his letter says:

"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 further consideration, whether some contribution should not be made by the other Provinces towards that part of the line."

The Delegates are now on their way to Toronto, and we shall wait with some anxiety to learn the success of their mission.

A friend, who has given much attention to this important subject, has furnished us with the following valuable suggestions and statistics, which are worthy of consideration.

The explored line of Railway from Halifax to Quebec, is 635 miles, of which 277 miles are in Canada, 234 in New Brunswick, and 124 miles in Nova Scotia. As the last named Province would derive more benefit from the Trunk line than New Brunswick, that Province should construct at least half the distance from Halifax to the Canadian frontier. This would leave New Brunswick 179 miles. To this add the branch from Shediac to St. Stephen, 181 miles, to be also constructed as a Province work, with funds borrowed under a guarantee of the British Government, and we have 360 miles, which at an average cost of £5,500 per mile, would require £1,980,000 (say two millions) the interest of which at 3½ per cent., would be £70,000 per annum. Assuming what would doubtless be the case, that the road from the Nova Scotia line to Calais would prove a paying line, then only half the above sum, or £950,000 would be chargeable on the revenues of the Province. Supposing that of the two millions acres of ungranted land in the Counties through which the railroad would pass, only one million should be sold in the next ten years, at 3s. per acre, it would produce £150,000, or an average of £15,000 per annum. This deducted from the above £950,000, would leave £800,000, which is no more than the Legislature stands pledged for, and as that pledge is given for twenty years, and there is every probability that the railway would produce a dividend over its working expenses very soon after its completion; as that dividend increased the charge on the Provincial Treasury would diminish, and before the expiration of twenty years, would no doubt be entirely removed.

According to Major Robinson's calculation, the working expense of a train, sufficient to carry 100 tons of goods would be 1s. 8d. sterling, or 2s. currency per mile, an average of twelve passengers at 2d. per mile, or 48 tons of freight at 4d., would therefore pay the working expense of a daily train, which, there can be little doubt, the average traffic would greatly excel. But even should there be no dividends from the road for a number of years nor from the sale of lands, a charge of £35,000 on the Provincial Revenues would not be severely felt, as the great augmentation of the population, and the consequent increase of the revenue from the consumption of dutiable goods, would more than meet it. It has been found that the population of the Province doubles every fifteen years. In 1824 the population was 74,000, in 1834, 119,000, and in 1840 156,000. In the same year the Revenue of the Province was £104,500, of which above £80,000 was derived from taxes on dutiable articles. Supposing that the population has increased in the usual ratio, since the last census, it will now be nearly 250,000; and supposing that during the next ten years the ordinary increase to be 100,000, and that the construction of the railway would cause a further increase of 100,000 in the same period, the population would then amount to 450,000; and if 156,000 in 1840 raised without inconvenience above £80,000 by indirect taxation, £35,000 would scarcely be felt by a population thrice as large.

We give below the proceedings of the meetings held in Kent and Northumberland, alluded to above.

#### COUNTY OF KENT.—PUBLIC MEETING

A Requisition numerously signed by Freeholders and inhabitants of the County of

Kent, having been presented to the High Sheriff, to convene a Meeting to take into consideration the subject of the Halifax and Quebec Railroad, and the offer of the Imperial Government in aid thereof, a meeting was accordingly called for Tuesday, the 3rd instant, at 12 o'clock, at which hour a number of Freeholders and others assembled at the Court House.

GEORGE PAGAN, Esq., J. C. P., was called to the Chair; and

CHARLES W. WELDON requested to act as Secretary.

The Hon. John W. Weldon, in moving the first resolution, observed, that he regretted, in common with many others, that they had not the pleasure of having the Hon. Joseph Howe to address them: a requisition had been forwarded from Richibucto to that gentleman, and a reply had been received, which he read. He had had an opportunity yesterday of hearing Mr Howe at the Bend of Petitcodiac, and was much gratified with his address at the public meeting held there, and the information afforded upon the subject of the contemplated Railway from Halifax to Quebec. Mr Howe regretted that he could not have met the "Men of Kent," but being under the necessity of reaching St. John to take the steamer on Thursday, time would not permit him. The subject which had given rise to the requisition to the Sheriff, to convene this meeting, was with reference to the importance of expressing an opinion upon the offer made by Her Majesty's Government to provide funds for carrying through the Railway from Halifax to Quebec or Montreal, if the three North American Colonies would guarantee the repayment. Mr W. then recapitulated the circumstances which gave rise to the scheme of a Railroad from Halifax to the capital of Canada; the proceedings had by the several Legislatures; the survey made by Major Robinson, and the repeated applications of the Legislature of this Province, and the courteous refusals received from Her Majesty's Secretary of State for the Colonies.

The people of this Province, seeing public works and improvements going on in the neighboring States, with no capital in the Province beyond what was necessarily employed, gladly availed themselves of an invitation to send delegates to meet in convention at Portland, Maine, for the purpose of devising a scheme for building a Railroad from Halifax, via St. John, to Portland. Delegates from Nova Scotia and this Province met at that convention, and a strong feeling was manifested to endeavor to carry through a Railroad, which they hoped would be immediately productive when built, and that stock might be taken by American capitalists to construct the work. The hope of obtaining assistance from the parent state for the Halifax and Quebec line being all but extinguished, after the convention in Portland, a meeting was held in Halifax to receive the report of the Delegates from that city. On that occasion Mr Howe proposed that the government should build the line through that Province, which was adopted. Application was made by the Executive Government of Nova Scotia to the British Government, for a loan of money to enable them to proceed with the work, but the reply was "that the same reason which prevented Her Majesty's Government from recommending to Parliament any measure for affording pecuniary assistance towards the construction of the Quebec Railway, will probably stand in the way of their advising the guarantee of a loan for the scheme then contemplated." Such was the Despatch from Earl Grey to Sir John Harvey, under date of 21st September, 1850. The Executive Government of Nova Scotia wisely determined to send a delegate to bring under the consideration of Her Majesty's Government the claims which Nova Scotia had upon the parent state. The Hon. Jos. Howe was charged with this mission, and well, and faithfully, and ably did he discharge that duty. Yes, in a manner in which his fellow colonists might well feel pride, not only had he advocated the claims of Nova Scotia, but of all the British Provinces. In his admirable letters of the 25th November and 16th January, to Earl Grey, and in his address to the people of England through the meeting at Southampton, the attention of the government was called to the importance of adopting some measure for the more closely binding these Colonies to the mother country, and at the same time to advance them in wealth and population. After some further negotiation, Her Majesty's Government admitted that they would be prepared to submit to Parliament that money should be advanced from the British treasury for the construction of a Railway by which a line of communication should be established in British territory, between the Provinces of Nova Scotia, New Brunswick, and Canada, on certain conditions, which are contained in a letter from B. Hawes, Esq., Under Secretary of State for the Colonies, to Mr. Howe, under date of March 10, 1851. Mr Howe had then accomplished the promise of aid from the government, which the Legislatures of the several North American Colonies had sought for in vain; statements, and facts, and figures had been presented to the Government by those letters which had been referred to, in a manner that Legislative bodies could not have done. He (Mr W.) had hitherto had doubts how far it was proper for the Executive Government to engage in the making of Railroads, but after much consideration, he had been forced to the conviction, that in a new country, where there is no capital to be spared from the ordinary legitimate business of the country, and as the contemplated work partook of a provincial, and almost of a national character, there was no other mode by

which a public work could be constructed, unless by the government. He certainly viewed the Quebec Railway of the first importance. Accomplish that work, and the Province would increase in wealth: a portion, that would scarcely be settled by the next generation, would be immediately opened up for settlement, and would afford an immense field for emigration, and what was now a forest, would become cultivated ground, and resound with the busy hum of an industrious population.

The Quebec line is about 230 miles long, the line to Calais about 200, some thirty miles difference. Now, if funds could be obtained at 3½ per cent. in England, under the Imperial guarantee, the portion of the road through this Province to Quebec would cost about £1,350,000. The road to Calais about the same sum. For this latter road, the Province, should the Facility Bills become law, has taken stock to the extent of £250,000 sterling, and given to the stockholders an acre of land for every pound of stock taken, which will be at least 1,250,000 acres, at 3s., £187,500 currency, thereby making private stock fifteen per cent. better than provincial, or if private stock in the European Railway should be worth par only, provincial stock would be at 15 per cent. discount. Here, then, the Province has pledged as much for the Railway to Portland, as will build one-half of the Quebec Railway, if funds are obtained from the Imperial Government. The debentures to be issued would doubtless be disposed of below par; in fact, capitalists would prefer taking debentures to be issued by the Province, to taking stock; and supposing £250,000 of private stock taken, and the Province issues her £250,000, and anything should happen to prevent private capital being provided for the residue, in what situation would the Province then be? She must either furnish means to finish the whole work, or allow it to remain undone, a monument of the inability of private capital to supply the deficiency. All hopes of assistance from Massachusetts must be at an end, as he (Mr W.) had observed in the last papers that the Facility Bill for this Railway had been postponed to the next Legislature. It would be wiser for the Government to provide funds for the whole work than enter into a co-partnership with private parties, with no guarantee being provided for the completion of the undertaking. Entertaining these views, he had certainly arrived at the conclusion that the Executive Government had better be charged with such public works. Taking it for granted that the line to Calais would in a short time pay, built with money at 6 per cent., it certainly would pay if built with funds at 3½ per cent.; and if the Quebec line was built, it would add to the transit and traffic upon a line to St. John that could not be calculated at less than an additional one per cent. of its construction. We have the assurance of obtaining funds to build the Quebec Railway, if there be harmonious action on the part of the several provinces of Canada, Nova Scotia, and ourselves; and if that Railway is proceeded with, the Railway to Saint John, and other sections of the Province, would immediately follow, and built with funds obtained upon better and cheaper terms than ever contemplated by its most enthusiastic advocates.

He would now turn the attention of the meeting as to what mode the interest upon the funds for the construction of the Quebec Railway was to be provided. Suppose the road, &c., to cost from £5,000 to £6,000 sterling, per mile, 230 miles from the Nova Scotia to the Canadian line would be £1,350,000, which at 3½ per cent. would be £47,250 sterling, or say £60,000 currency. While the work would be progressing, the expenditure of the money in the Province, the consumption of dutiable articles, and the markets created for agricultural produce, would so increase the means of the people, that no great claim would be made on the present Revenue of the Province; and on completion of the road, the sale of land upon the railway may be estimated at £200,000, with some 10,000 families, or 50,000 souls, settled upon it, would so increase the revenue of the Province, that the revenue, without the Railway, would only have a slight demand upon it. In every way, viewing the offer of Her Majesty's Government, he thought it ought to be accepted. The terms upon which it is to be given was a pledge of all our revenues, after the Civil List and other fixed charges, but if the interest was paid, that is all that would be required. Reject this proposition, and he (Mr W.) feared we should never have a Railroad passing through this Province. The construction of the Great Trunk Railway to Canada would ensure one to St. John and on to the American line. He believed the construction of the Quebec line would perpetuate our connexion with the mother country, and ultimately lead the British colonies to nationality; but refuse this offer, and be obliged to obtain foreign capital to construct a Railroad on the frontier to the United States, and the contrary would be the result.

Mr Weldon made some observations upon employing convicts, and read the remarks in Mr Howe's letters on that subject, and observed that the British Government do not make it a part of their proposition, but that it would be the subject of a distinct application of the Colonial Legislatures. Mr Weldon concluded by moving the following Resolution:

"Resolved, That this meeting desire to express entire satisfaction with the proposition of Her Majesty's Government, as communicated in the letter of the 10th March last, from Benjamin Hawes, Esq., Under Secretary