

I shall endeavor to give the reasons which have induced me to believe that it can be made for £5000 per mile. I take the estimated cost of a Railway between Toronto and Kingston, by Mr Thomas C. Keefer, a celebrated engineer. He enumerates the various expenses incident to the construction, averaging the cost at £4425 per mile.

This is the latest estimate made of the cost incident to the construction of a railway, with all the modern experience acquired in the expenditure of money in these works. I am free to admit that a difficulty does present itself when we come to consider that Major Robinson has calculated the cost of laying a line between this and Quebec at £7000 per mile. This calculation, however, was made some years since, when railway experience had not arrived at the perfection which it has attained in the present day. The average cost of American railways have been \$30,000 or £6000 sterling per mile. I think, therefore, we may fairly assume that the cost of making our lines will not be more than £5000 currency—and I will give the reasons. Why do our young men go to the United States? Because they who obtain 3s. per day here, can readily get 5s. there. It may thus be calculated that the sum to be paid for labor required upon this work will be one-fifth less than would be paid were it constructed in the United States. Food is as cheap here as there; fuel as cheap; lodging as cheap; therefore they possess no advantage in this way over ourselves. Again, the average cost of land over which American railways run, is from £350 to £400 per mile; the route for this line can be obtained for little or nothing, and thus a saving of about £222,000 would be effected by the land alone. I have shewn, then, that the price of labor and land is much lower in Nova Scotia than in the United States. Combine with this the advantages we derive from commencing the work with all the experience of the old and new world in constructing railways for our guidance—and the saving must of necessity be largely in our favor. But there are yet further deductions which may with propriety be made. The iron used on American roads has cost from \$60 to \$80 per ton—it can be obtained for this line some 30 per cent. cheaper. Again, a friend of mine gave me this information: "In making our railways," said he, "we had to pay for our information; we scattered ten or a dozen young engineers along our line before they understood the business, and thus lost much from the errors committed through inexperience." There is yet another advantage which the scheme I have proposed offers; I frankly admit to hon. gentlemen who differ with me, that could this work be constructed with our own funds, without risk to the public resources within any reasonable length of time, and with any probable chance of success, it might be more beneficial to have it so done. But, from past experience, we can have no such hope.

Our neighbors the Americans have not only labored under the disadvantages I have enumerated—but for every pound of borrowed money expended upon their railways they have been obliged to pay at the least, six per cent interest. Many companies have commenced with insufficient funds, and have therefore been obliged to pay for the *shave*. We all understand the difference between cash and credit, even in the simple transactions of life it amounts to between 10 and 20 per cent. This is the mode in which American railways have been misarranged and uncalculable sums lost, because the works were commenced without sufficient capital in hand to complete them. I asked an American friend—himself the president of a railway company in Massachusetts—this question. "Suppose you had iron duty free—the cash in hand to pay for your land upon which to build a shade less—your Parliamentary expenses not more, and you commenced a railway of 100 or 600 miles long—how much would you deduct from the average cost of American railways?" And the answer given in the presence of another gentleman who sits on these benches was—"Thirty-three per cent." Thus, sir, it will be perceived one-third the entire sum may with justice be deducted from the cost of American railways—and therefore it is concluded that I am not far wrong in averaging the cost of construction at £5000 per mile. We have been told of the the lavish expenditure attending the construction of any public work by a government. Sir, the history of Continental railways abound with so many instances of profligacy—wholesale corruption—villany of every shade and dye, where companies not governments have controlled them that I feel quite content on this score. The history of Hudson alone would satisfy all my scruples. But our neighbors across the lines are not themselves free from this kind of imposition. The Report of the Investigating committees on the Vermont and Massachusetts Roads was that the road was chartered in 1844 with a capital of \$2,500,000; the par value of the shares \$100; in October an issue of a large number of shares was made at \$75; in November another issue was made at \$50. In addition to this large sales were made of the Bonds of the Company at a discount of from 12 to 15 per cent. Thus, about \$500,000 was lost to the Company—or one-sixth of the whole cost. In 1849, the Directors issued B. 200 shares of a fractional stock at \$75 per share, and issued \$120,000 in Bonds at 90 cents on the dollar. The amount of extra interest in 1849 above the legal interest was 16 per cent per annum. I believe we need not fear such wholesale mismanagement as this.

Again, Sir, much abuse ensued from the free pass system. I walked into a railway office, and was surprised when the gentle-

man conducting it handed me a pass, permitting me to go over the railway for nothing. I, however, was not aware, that this system had become so general at this time, as I afterwards ascertained was the case. In one year 5541 free passes were presented to persons travelling over the Old Colony Railroad. On the Boston and Maine Railway 6016 were given away in the month of May, 3199 in June, and 2390 in July. It will be therefore be perceived that in the space of three months 10,605 persons passed over that line gratuitously. I do not mean to deny that it is a very convenient thing to be carried for nothing, especially as I myself received the benefit, (laughter); but it exhibits the carelessness displayed by those under whose management these railways are; and if American railways, so constructed and managed, actually pay, surely, if we labor under none of the disadvantages which beset them—if we avoid the errors on which they have stumbled, our railways has a much more certain prospect of proving remunerative. In concluding his remarks, Hunt lays it down as an axiom, "that ample means should be provided for construction before commencing the enterprise."

We are often told, when advocating a railway for Nova Scotia, that we cannot get thro' the snow; sir, I have satisfied my mind upon that point; there is no more common mistake than the supposition that in North America it snows all the winter through. From the first of December to the second of March we generally have not more than two or three heavy snow falls. It is true that in the woods the snow lies the winter through; but how often, I should like to know, are the inhabitants of Halifax or Truro called upon to turn out in order to clear it away? Perhaps three times in each winter—certainly not more. This being the case, then, I feel no difficulty in satisfying myself that the snow-plough, now attached to cars during the winter months, will be amply sufficient to keep the track clear. The cost of removing snow from the Boston and Maine railroad, inclusive of labor, tools, repairs and extra steam power, amounted to \$1206, or about \$17 75c. per mile, giving £2934 per year for 635 miles, or £4 8 9 per mile. On the western road it costs \$2730, or £6 per mile. The latter road is one hundred and seventeen miles long, with fifty three miles of double track, and the distance run was 730,491 miles. This would amount to £3810 for 635 miles. The Boston and Worcester Line is forty four miles long—all double track, equal to eighty eight miles; the distance run was 460,900 miles, and the cost of clearing the snow one hundred and seventeen miles, or less than three dollars per mile for single, and seven shillings and sixpence for double track, making £475 for £635 miles of single, or £236 if double track be taken. The Vermont and Massachusetts Railway is sixty nine miles long, with eight miles of branches—making seventy seven miles; the cost for keeping this line clear was about six shillings and three pence per mile, or one hundred and three dollars for the whole line; this would give two hundred pounds for six hundred and thirty five miles. The Boston and Providence track—forty one miles long, with fifteen miles of double track, and twelve miles of branches, making sixty eight miles—costs about \$830 at \$12 per mile, or £1893 for 633 miles. It is easily perceived, therefore, that taking the average outlay for keeping these lines clear, the cost is not so great as is generally believed. Massachusetts had in 1851, 1142 miles of railway, including 36 separate roads. To manage these, in some instances, were engaged fourteen directors; in others 5. Taking eight as the average for each road, it would give 304 or 152 for a road as long as ours. In Massachusetts to conduct a line such as we propose to construct, requires 152 directors, eighteen presidents, eighteen superintendants, eighteen legal advisers and eighteen sets of officers. There is yet another item of expense by which a considerable saving could be made; the charge for watchmen in the United States is about thirty dollars per month; in the management of that department we could at least save one fourth. But, say gentlemen, this line will not pay; I say frankly—I would build this inter-colonial work upon public considerations, even though it did not pay at first; I would build it in order to bind together these colonial possessions of the British Crown, for all sources of social and business intercourse. I would build it were it but to rescue us from the disgraceful contrast daily drawn between ourselves and the States of the Union. But I most sincerely believe that there is every prospect of this work paying. I hold in my hand a memorandum of the sums paid by ten of the United States railways during the years 1845 6 7-8 and 9,—shewing an increased percentage on some since 45 of from four and five to eight per cent—that being the average return yielded; some of them, however, have returned nine, others ten per cent.—notwithstanding all the mismanagement and reckless disregard of caution exhibited in their construction. Those lines which do not pay are small—running to obscure villages and towns.

Some hon. members say, it is true you get the money for three and a half per cent, but what of the Sinking Fund? I am bound to explain that most explicitly.

It is true, that Mr Hawes's letter, strictly considered, may bear the construction put upon it by some gentlemen. But my own impression is, the authorities in England fully understand the position we occupy. I have no idea that either this Province, Canada or New Brunswick, is to be called upon to contribute anything beyond three and a half per

cent. interest until the line itself shall yield over that sum. But I may be asked my ground for so believing. In a speech made at Mason's Hall I stated it distinctly; and copies of that speech were sent to Earl Grey and Lords Montague and Stanley. From two of these noblemen I have received replies, containing such complimentary references to it as shewed they had read it, and were satisfied as to statements it contained. Now, sir, touching the permanent tariff. We have already a tariff varying from £80,000 to £100,000 per annum. We propose to give the Imperial Government a lien upon the surplus over and above what is necessary to meet the expense of the Government, and arguing from the increase yearly taking place believe we shall have sufficient to pay the interest upon the loan, if it be necessary, and still not be compelled to diminish our ordinary yearly grants. But I am told we are going to give away the road and school monies. Sir, we are going to risk that which we call surplus revenue, with the object of adding to our population—expanding our commerce, and giving an impetus to every branch of our industry, and as a necessary result, we bargain for an increase of revenue. But, suppose the revenue do not come up to our expectations. What then? Why, sir, I would come down here and ask this House to make such alterations in our tariff as would give the necessary amount. Until it do fail, however, I see no necessity for increasing the tariff. There is yet another objection, which I may answer by turning your attention for an instant, to the steamboats which cross Halifax harbor. Suppose the Legislature in existence at the time this Ferry was established had come forward and taken the work into their own hands. At this hour the people of Nova Scotia would have had a free Ferry on our harbor for all time to come. But, again, it has been said, the patronage connected with this work will be extensive, and may be used by the Administration for its own purposes.

Sir, I am here to pledge to the house the honor of the Government that they will fairly meet the views of all parties in the dispensation of the patronage connected with this great public undertaking; and that it shall be conducted in a spirit which will effectually remove all apprehensions of this nature. Again, it may be said there is still some risk in it. Sir, does any man engage in any of the ordinary business of life without incurring some risk? Let us remember the old and homely maxim, "nothing venture—nothing have." Sir, the old men whose block houses have yet hardly rotted down. Whose palliades were in the days of my early boyhood objects of my wonderment and regard—risked the hostility of the Indian, the perils of foreign war, and braved all the danger of establishing a new Country on this side the Atlantic. Sir, had they been afraid of taxation—afraid to risk anything—this splendid structure in which we now are, would never have been built. They did incur the risk—and here it stands a monument of their enterprise to which we can point with pride and satisfaction. Why, sir, a man never strides a horse without running some risk; he never marries a wife without taking his chance of getting a bad one—and if such a fate befall him he would thank his stars to be well rid of her and have only two and six pence to pay.

But sir, I have no fears for the way in which this measure will be dealt with by the people of this Province. I am, however, at this moment, ignorant of the course of conduct which any member of this house may deem it right to pursue; I have not canvassed a single man, believing it to be beneath me, and a degradation and disgrace to them; but, sir, I commend it to the good sense and kindly feeling of those who have stood with me, side by side, during many exciting and interesting epochs of my political existence. To those who, hitherto, have been my political opponents I would say—that down to the present hour, neither personally, nor as a member of the government, have I endeavored, by the ordinary means of an administration, to influence the mind, the opinions or the judgement, of a single member of the Assembly. But, sir, I would say, that if after all the time and labor this negotiation has cost, personal interest, selfish or party feeling should strangle the measure in its birth. I would feel deeply mortified and hurt. As an individual I should feel much. For little Nova Scotia—her honor, credit, and welfare, I should feel more. The eyes of American States—the eyes of British North America and the mother country are upon her at this hour; every message coming from the adjacent colonies evinces the feverish and intense anxiety with which they are looking to her for example. And, sir, let me say in conclusion, that deep and strong as are my feelings at this moment, I have not the shadow of the shade of an apprehension for the mode in which it will be dealt with. Sir, I have never known this Legislature deficient in harmony and unanimity where a great occasion demanded it. It is my pride to contemplate those green spots which dot the history of this deliberate Assembly—neutral ground where we all meet as Nova Scotians uniting for their country's welfare. Sir, the common defence of our country, education, those offices of charity to surrounding colonies, when afflicted by the hand of Providence, which we are sometimes called on to perform, unite us. And, sir, I firmly entertain the belief that by the time this question is discussed and tried out, we shall unite on it. Sir, I should rather that the Bills were lost than that this work should remain, after its construction, a hostile tower—the object of attack and defence; but I fervently believe it

will be like the smiling rivers with which a bountiful Providence has blessed our land, the common highway of all the undivided property of every Nova Scotian, man, woman and child; and that each one within these walls will have his share of the pride and gratification of aiding its construction.

## The Politician.

THE COLONIAL PRESS.

From the Fredericton Reporter.  
THE RAILWAY ROUTE.

As will be seen by extracts from Halifax papers in this impression, the Government, the Legislature, and the press of Nova Scotia, predicate their Railway policy upon the assumption, that the Government of New Brunswick stands pledged to Mr. Howe's favourite route to Quebec—now well known to be a scheme of his own, in order to render Halifax not only the first seaport on the Atlantic, but also the nearest important station to Canada.

If indeed we were left to a consideration of the vague surmises or unfounded speculations so often indulged in by our brethren of the quill, we might quietly bring ourselves to the conclusion that nothing definite has yet been agreed to; but we couple the opening speech of Sir John Harvey with the exulting tone of the Halifax press at the return of the Hon. Mr. Wilmot, as pledged to their policy; and this again we unite with the late visit of Mr. Perley—said to be in the secrets of our Government—to Halifax, and what with our strong hope that the Government of this Province will not betray the people, and our fear, no less strong, that Mr. Howe has received some imprudent pledge upon which to base his policy, we own ourselves to be in a regular quandary.

To the inhabitants of Canada the course of the Great Trunk line after it crosses their own boundary, is a mere point of detail; but this is not the case in New Brunswick. To open up the large tracts of fertile lands in the interior of the country—to form a Railway communication through the centre of districts which even now find the services of seven steamboats inadequate to the task of transporting the trade and produce of the country to and from the seaboard—to give a natural impulse to the growth and prosperity of St. John—the greatest commercial mart of the Eastern Provinces—and to unite to a far extent, two highly important lines in one—are points of such vast importance to this Province, that we need no apology for their frequent advocacy. To use a homely figure, we see nothing in our soil, our commerce, or our local position, to induce us to play second fiddle for Nova Scotia; and woe be to that man however wealthy, or influential he may now be, who would sacrifice the interests of this Province to the schemes of Mr. Howe, or the random expenditure of money on the Gulf of St. Lawrence instead of on one of the finest tracts of land in the world.

In Halifax it will be seen, Captain Robinson's line of survey is the only one which has been talked of. Not a single word has been said in reference to the line run as far as the Tobique—its further exploration, or the advantages of a junction with the line from St. Andrews to Quebec; nor have we heard that the slightest wish has been breathed to identify the Trunk Line with the European one by their intersection at some point between Saint John and Woodstock; and yet these so far from being mere theories, are the most practical suggestions ever made on the subject, and are already recommended by the best informed men in Canada. In New Brunswick every ploughboy knows their correctness.

Whatever action may hereafter be taken by our Legislature, one thing is certain—our Representatives should not be left in ignorance of the views of the people. Acting upon this principle, the inhabitants of the North have held public meetings, and tried hard to convince themselves that their own good district is the Province. The inhabitants of the rest of the Province comprising nine counties so far from being agitated on this subject, as stated by the *Novascotian*, have never held a single meeting to express their views on the legitimate course of the Great Trunk line; and if the Legislature meets prior to any such demonstrations, the members will come to the house free to join the Government in any measure which they may adopt, however loudly such action may be censured hereafter.

On a careful consideration of the whole circumstances of the case, as they appear to stand at present, we would advise the people of every parish in these counties which may and must feel adverse to perpetual taxation for the making of a Railroad *round the Province* to Canada, to meet in their respective parishes on some day to be named by themselves, in order to put their Representatives in possession of their views and feelings on this highly important subject.

From the New Brunswicker.

From carelessness in stating distances exactly, much misapprehension has been created in these Colonies with respect to the various lines proposed for the Halifax and Quebec Railway; we therefore submit to our readers some statements of distances, with precision, as the same have already been determined.

The length of the Main Trunk Railway Line from Halifax to the Eastern route is six hundred and thirty five miles, thus approximated—