

the welfare and happiness of its inhabitants. The thanks of the Society have since been conveyed to Mr Cunard, with directions for the disposal of the samples sent to the Exhibition, &c.

The fourth meeting of the Board was convened at Chatham on Thursday the 19th June, for the purpose of receiving the report of the Judges appointed to inspect Farms, and award the prizes granted by the Society to the best farms of the most deserving farmers.

By the report of the Judges (a copy of which is hereto annexed), it will be seen that there were only ten competitors, or rather candidates, for the prizes, viz.:

Patrick Morrissey, Daniel Witherell, and James Mitchell, Newcastle; Charles Marshall, John Wyse, Alexander Jessiman, and John Porter, Douglstown; and Michael Searle, G. Johnston, and D. Elkin, Napan.

The prizes were awarded as follows:
1st prize, J. Mitchell, Newcastle, £5 0 0
2nd " M. Searle, Napan, 4 0 0
3rd " J. Porter, Douglstown, 3 0 0

In the neighboring counties, and in almost every country on earth, such methods of creating emulation among farmers have been successfully adopted, and the Board conceive that nothing so far as they were concerned, was wanting to render the appropriation as beneficial here as elsewhere. They selected men as Judges whose reputation, position in society, and acknowledged integrity of purpose, placed them beyond the reach of suspicion as to partiality; yet (the winners excepted) few were pleased with the decisions they came to.

The duty performed by the gentlemen who kindly consented to act as Judges, was, in truth, irksome and disagreeable enough. Had that duty been merely to decide which of the ten candidates could exhibit the richest or most luxuriant crop; which had his fields the best fenced, best laid off, in the best heart, and under the best cultivation; or in a word, which candidate had his whole farm in a condition approaching the nearest to perfection, then, if public opinion may be relied on, Mr John Wyse of Douglstown would have been entitled to the first prize. Or had that duty been to decide merely which candidate had reclaimed from its wilderness condition the largest farm, or which had put forth the largest amount of personal labour, skill and enterprise, or which (besides supporting and educating a large family) had realized from his calling the most cash, then it is very likely the Judges might have awarded the prize to Mr George Johnston of Napan, and so on with reference to all the other unsuccessful candidates. Each, no doubt, would have had some prominent claim to consideration, which, if weighed by itself, would have entitled him to a prize, but which, viewed as forming only one of the various qualifications to be taken into account by the Judges, was not enough to entitle him to any prize. Fault-finders, then, before grumbling so freely, should have ascertained the precise rules by which these gentlemen were called upon to decide, and the process of reasoning by which they arrived at the decisions they had done.

Why so few farmers came forward as candidates for prizes of such importance as £5, £4, and £3, is passing strange. To become a candidate cost not one penny beyond the dollar required to constitute membership; and surely, if no other motive had suggested itself to the minds of our farmers, beyond that of being honored with a visit from gentlemen of such respectability and influence, whose duty it was to inspect their premises, and give such publicity to that inspection, as they might think proper; this alone, one would think, should have been enough to have led them to step forward as candidates. However, it is no doubt gratifying to all such money-despising folks, to reflect, that owing to their peculiar aversion to anything like attention to their own interests, they have allowed those wide-awake gents., Mitchell, Searle, and Porter, to pocket £12, which might have fitted their pockets full as well as those into which they have passed. In Napan and the Chatham Back Lots, where were our No. 1 ploughmen? Our Dicks, Grays, and Galloways? our Baldwins, Orrs, and McKnights? to say nothing of those money-despising sons of the soil, John McLean, Finlay McDiarmid, James Kerr, Dixons, Jardines, and a host of others. On the Newcastle side, what became of our Goodfellows, Coullards, Rainies, Hamiltons.

It is to be hoped that should a similar chance come round, of pocketing a few pounds, our farmers will not display quite such an aversion to the "guinea stamp," nor quite such an antipathy to the proceedings of a Society, whose only aim is to promote their particular interests.

Mr Mitchell, the winner of the first prize, presented the Society with the very handsome donation of Five Pounds, for which Mr Mitchell received the unanimous and cordial thanks of the Society.

IMPORTANT RAILWAY DOCUMENTS.

MR. HOWE'S ANSWER TO EARL GREY.

HALIFAX, December 11, 1851.

May it please your Excellency—

As the mail for England closes this evening, I deem it a duty which I owe to the Right Honorable the Secretary of State for the Colonies, no less than to your Excellency, to lose no time in offering such explanations as appear to be demanded of me by the tenor of the Despatch from his Lordship, No. 292, dated 27th November, which has just been put into my hands.

That I have read that Despatch with regret, and deep mortification, I cannot conceal from your Excellency.

That in a question of such vital importance to the success of the policy of which I have been the advocate, I have misunderstood the views of Her Majesty's Government, and for six months, have misrepresented them to all British America, is as apparent from that Despatch, as that much time has been wasted in an unavailing attempt to ripen a scheme of improvement which must now fall to the ground.

While I do not shrink from the full weight of the responsibility which this Despatch throws upon me, and while it would be unfair to disguise from your Excellency for a moment, the inevitable consequences of the decision which it communicates, I am now only solicitous that your Excellency should be convinced, that, however I may have misinterpreted the views of Her Majesty's Government, I have acted throughout with candour and good faith.

In my first letter to Earl Grey dated 25th November, I set forth, at large, the advantages, not only to maritime Provinces, but to the Empire, of a line across Nova Scotia and New Brunswick, to shorten the time required to make the passage between Europe and America, and secure to our own ports the advantages of ocean steam navigation.

I pointed out the danger of allowing this line to be made by Foreign Capitalists, at high rates of interest, and assuming that it would be so made if the British Government did not interpose, claimed the guarantee for it, under the impression that the line of the St. Lawrence had been abandoned.

In my second letter, of the 16th January, a wider range was taken. The extent, value, and political and industrial importance of the provinces was argued; and, assuming that it would be good policy for the mother country to aid them by guaranteeing or advancing funds for their internal improvements, I reasoned upon the construction of the two great lines of Railroad in which they were interested, and treated them as indispensable portions of one great scheme.

I never dreamed that New Brunswick would assume the responsibility of making the northern line unless the European were provided for, nor have I ever entertained that opinion. The following passage near the close of the letter of the 16th January, shows that in referring to that Province I assumed that she had two lines to make, for which provision must be made:

"Although having no authority to speak for the other colonies, I may observe that the Province of New Brunswick, which lies between Nova Scotia and Canada, has, in addition to her ordinary sources of revenue, 11,000,000 of acres of ungranted lands. She might pledge to Her Majesty's Government the proceeds of as many millions of acres of these lands, along the lines to be opened, as might be necessary, in addition to the pledge of her public funds, to secure this country from loss. The troops might be employed and settled in this province also. The lands pledged could be sold to emigrants, the British Mails and Soldiers would be transported at fair prices, and the amounts might be carried to the credit of the loans. I believe that New Brunswick could, if moderately aided, ultimately make her great lines, absorb and provide farms for millions of emigrants, increasing the home market for British goods by the annual amount of their consumption, and in a very few years pay any loan she may require to contract, without costing England a farthing."

On the 10th of March I received Mr Hawes's letter, containing the passage quoted in Earl Grey's Despatch. "It is also to be understood that Her Majesty's Government will by no means object to its forming part of the plan which may be determined upon, that it should include a provision for establishing a communication between the projected Railway and the Railways of the United States."

Having urged that provision should be made for both lines, and being satisfied that the one ranked far higher in the estimation of New Brunswick than the other, I did not for a moment suppose that the line which she valued most was to be excluded from the advantage of the Imperial guarantee or that she could be tempted to aid the other colonies to make a national Highway, leaving her chief commercial city without any connexion with Great Britain, the United States, or the other colonies, by the work for which her revenues were to be so deeply pledged.

Had I so interpreted this passage of Mr Hawes's letter, I should at once have abandoned the negotiation as hopeless, for I believed then as I believe now, that New Brunswick will never consent to pledge her Revenues to make a central road, unless the European is included in the arrangement.

If she has to make one road with money costing 10 per cent she will of course make

that which is to her of primary importance.

She can make but one if either is to cost so much, and the line to Canada must be postponed till her resources increase. It is fortunate that this matter should have been misconceived, and the blame must rest entirely upon me, for nothing could exceed the frankness and unreserve with which I was treated by Earl Grey upon all occasions.

That I never understood Mr Hawes's proposition to include less than I have assumed, is apparent from my report to Mr Keating, dated two days after its receipt:

"I have now the honor to enclose a copy of a letter addressed to me on the 10th inst., by Mr Hawes, in which the Lieutenant Governor will be gratified to perceive that my mission has resulted in the determination of her Majesty's Government, to propose to Parliament to advance or guarantee the funds which may be required by the three North American Provinces, to make a Railroad from Halifax to Quebec or Montreal, including a line of connection across New Brunswick, with the Railroad lines of the United States."

At the public meeting held at Masons' Hall shortly after my return, I explained the offer of Her Majesty's Government, as I have ever understood it to this day. After describing the generous terms proffered, and the policy to be pursued, I used this language:

"Three hundred and thirty miles will connect us with Portland; with all the lines which interlace the American Republic, and bind together the prosperous communities of the south and west. Six hundred and seventy miles more, opening up the central lands and settlements of New Brunswick, will not only connect us, as we originally contemplated, with Quebec and the St. Lawrence, but passing through 180 miles of settlements on that noble river, will place us in communication with the populous city of Montreal, which will soon be in connection with Portland on the other side; the circle being thus complete and chains of intercommunication established, easily accessible by shorter lines, to all the rising towns and settlements which that wide circuit will embrace."

At the meetings held in New Brunswick, whenever charged with abandoning the Portland line, my invariable answer was, that provision had been made for it and that both lines could be built for the same price, with the Imperial guarantee, that one would cost without it.

Mr Chandler and myself went to Toronto in this belief; neither of us would have gone with any other, for we both knew that New Brunswick would be no party to any arrangement which threw her funds into a comparative wilderness, and left her chief commercial cities in a state of hopeless isolation.

In my report of the proceedings at Portland, where Mr Chandler and I passed some time, secured provision for the branch line to the United States was propounded in vindication of the good faith of the Colonial governments. In the report of the results of the negotiations at Toronto, it was distinctly stated, that in consideration of Nova Scotia consenting to make one-third of the road to the St. Lawrence, "New Brunswick should construct the Portland line, with the funds advanced by the British Government, at her own risk."

To this engagement we have bound her in the bills recently passed, in one of which it is expressly declared, "that this act shall not go into operation unless provision be made by the Province of New Brunswick for the construction of a branch line from some convenient point of intersection with the main trunk line to the River St. Croix."

The presence of this clause shows the interest which Nova Scotia, as well as New Brunswick has in the branch line. This province would never have consented to make eighty miles beyond her frontier, of the northern road, except with the certainty of securing both.

With the traffic of the European line added to its own the northern line will pay.—Standing by itself the risks would be too great to tempt either of the maritime provinces, unaided, into the speculation.

I deeply regret that any misconception upon this important point, propagated and reiterated in a variety of public documents and speeches, most of which were transmitted to the Colonial Office as they appeared, should have been corrected so late.

Nova Scotia will have to charge to one overzealous in her service, the cost of an extra Session of the Legislature, ending in disappointment.

New Brunswick will have received the intelligence in time to shape her Legislation to suit her obvious interests.

What course Your Excellency's Government may deem it prudent to pursue, in the altered circumstances in which they stand, there is but little time to consider; but I would respectfully suggest, that laws passed the three branches under an entire misconception, should not be submitted for the Queen's assent until the parliament meets again.

I have &c.,

J. HOWE.

His Excellency Sir John Harvey, &c.

GOVERNMENT HOUSE,
Halifax, December 24, 1851.

My Lord,

Referring to my Despatch, No. 40, of the 11th instant, and its enclosure, I have now the honor to transmit a copy of a second Report which Mr Howe has placed in my hands.

Your Lordship is aware that I was absent from the Province from the beginning of May to the end of September, having returned only just in time to meet the Legislature. In submitting the measures matured by my Government, I acted upon the wider interpretation of the proposition embodied in Mr

Howe's letter, upon which the three Governments had negotiated throughout the summer, and which it is but due to Mr Howe to state, has been, within the Provinces, universally recognised.

I have thought it but fair to Sir Edmund Head not to promulgate your Lordship's Despatch here until publicity is given to it in New Brunswick.

Your Lordship will perhaps pardon me the expression of my firm conviction, that the failure of this great enterprise would, in the present state of feeling in these Provinces, do mischief in the same proportion that its successful accomplishment would have done good. Combined action for the construction of reproductive works, under the auspices of the Queen's Government, would, I am assured, have cheered the public mind and elevated the character of the Colonists. The disappointment of hopes so highly raised, I sincerely trust, may yet be averted by the wisdom and magnanimity of Her Majesty's Government.

I have, &c.,

J. HARVEY.

The Right Hon. Earl Grey, &c.

HALIFAX, December 14, 1851.

May it please Your Excellency—

Since the departure of the last mail for England I have had leisure to reflect upon the whole subject partially embraced by my hasty Report of the 11th inst.

The question at issue turns upon the interpretation which may be fairly given to the single passage in Mr Hawes's letter of the 10th of March. If Your Excellency has given to that passage too wide an application, the error has been shared by the Legislatures and Governments of the three Provinces, and by the press and the public at large.

The importance of the interests involved will perhaps justify me in placing before Your Excellency some further references to public documents which may have been overlooked.

On the 22d March, with Mr Hawes's permission, the whole correspondence was placed in the hands of Messrs. Jackson, Peto, Betts and Brassy, who were desirous of contracting for the construction of the railroads, for which provision had been made. The opening passage of their letter will show the construction they put upon that of Mr Hawes.

"9, Great George Street,

Westminster, March 25, 1851.

"Sir,—Having understood that it is proposed to construct through the Provinces of British North America certain Lines of Railway, to connect those Provinces with each other, and with the Railway Lines of the United States, and that Her Majesty's Government have consented to aid the Provincial Governments, by guaranteeing the Loans, or advancing the funds required for these works, on certain conditions, which it is probable will be accepted, we wish to make, through you, a tender of our services in the formation of these railroads."

So far was I from suspecting that these gentlemen had misread Mr Hawes's letter, or that any other interpretation would be given to it at the Colonial Office, that, on the 26th of March, I sent a copy of it to Earl Grey.

This letter, signed by Messrs. Betts and Brassy, was read at the Toronto Dinner, in the presence of the Governor General, published in nearly all the Canada papers, some of which were sent to Earl Grey by the next mail.

My last report contained an extract from the speech delivered by me at Mason's Hall in May. I have since looked carefully over that speech, and find the whole scope and structure of it founded upon the view then taken upon the contents of Mr Hawes's letter. Combating the arguments urged in New Brunswick against the acceptance of the terms proposed, I said—"New Brunswick" in my opinion, "will reap the largest amount of benefit from the expenditure; she will get two most important lines at three and a half per cent, the other Provinces but one."

At the risk of appearing tedious, I must trouble your Excellency with another passage:

"But it has often been said that we have broken faith with the people of Portland. But in what essential have we broken faith? We offer to our neighbors 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 ask 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."

But, it may be said, such a Speech might have been made, and yet never have reached the Colonial Secretary, to challenge criticism or correction. If such had been the case my position, at this moment, would be very awkward. On the 25th of May, copies of this speech were sent to Lords Grey, Stanley, and Montague. Under date of the 12th of June, I was honored with a note from the Colonial Secretary, by which it is apparent that the speech had been carefully read, and was approved.

In the letter which I had the honor to address to your Excellency on the 11th inst. I referred briefly to the Report made on the 20th of July, of the results of mission to Canada and New Brunswick. I have since looked carefully over that Report, and find that its whole structure is based upon the conviction that all the money required to carry out the