

law for the encouragement of agriculture directs.

I shall here refer to the language of the last Report of our Society, at its annual meeting in January last, page 7:

"The costs of which (the importation of last spring) far exceed your estimate founded on the experience of former importations, and that of your zealous and indefatigable correspondent Mr. Alexander McCaw; but as he writes their transport having been paid upon, and the purchase of part of the stock made, he saw no alternative that was likely to prove satisfactory but to carry through the shipment, in doing which he was unexpectedly met on all sides by purchasers of similar stock from the continent of Europe and America, including Canada, who were not deterred by any price or expense, a circumstance which compelled him to exceed his calculations in order to complete the purchase and final shipment of the animals you required. Thus your committee were embarrassed, but are happy to add that the stock are from first rate 'Herds' Book' and most celebrated breeders in Britain, and that by dint of exertion, aided by the spirited successful competitors at your late Cattle Shows, who generously turned in their prizes as donations, they have reduced the amount due on that importation to the comparatively small sum of £163 17s. 3d. sterling, bearing interest from the 14th October last. This balance has been since reduced by remittance of £80 stg., and we petitioned the Legislature, setting forth the whole particulars connected with this last importation, and we prayed for additional aid to assist us, as from our long standing as a Society, and the manifest good we had done from our honesty of purpose throughout, we did flatter ourselves that we had some claim to a fair consideration and help, especially as we had only drawn from the Provincial Grant appropriated to each County for the importation of an Entire Horse, £86, when we were entitled to £250 as drawn by other Counties for the like purpose, and besides, if we had subdivided our Society we could by that means have drawn more money by law from year to year—we however preferred to remain united, still that fact ought not to prejudice our fair claim, especially at a time when we so much required help. We were therefore clearly entitled to draw by law for the horse £250—well, we drew £86, and to that we added £50 of our subscriptions, which procured the valuable animal before described. The difference we considered (in all fair play) we were entitled to, which would be £164; we are informed however by our Representatives that a grant of £50 has been made, that is acknowledging the justness of our claim, but upon what principle it was granted we are at a loss to find out, except it be, as the old saying goes, 'half a loaf is better than no bread'—therefore you must be satisfied with less than one-third of the loaf—the smallest favor is nevertheless thankfully received; and we still trust when our claim is fairly understood, the Legislature will give us another lift. Now, it has come to this point, are we to have a revival, and not be discouraged like men without hope? or are we to dissolve, and make the best use of what we have already got. This is indeed a serious matter for reflection.

When we consider that one of the main objects of our own Society has been to raise the condition of the farmer in a social point of view, to teach him to feel and appreciate his high and honorable calling, to consider himself what he really is, and what nature designed him for—"one of the Lords of the Creation"—that without his aid commerce could not exist to any extent, the arts and sciences would be almost unknown, and society could not advance in improvement beyond a mere state of barbarism, that from the monarch on his throne to the veriest beggar in the land, all alike depend upon the industry of the farmer. But a farmer should be a farmer, and attend to nothing else. Let the fisherman attend to his nets, and the lumberman to his broad-axe and camp; let each be distinct, and then each would support and assist the other. The great American Statesman, Daniel Webster, has truly said: "Agriculture feeds us; to a great extent it clothes us; without it we could not have manufactures, and we should not have commerce. These all stand together, but they stand together like pillars, we cluster the largest in the centre, and that largest is agriculture."

In order, however, rightly to appreciate our state and condition, we want what I shall call *home education* amongst the rural population. Whilst our population is left in ignorance for the want of proper Agricultural Schools, our minor efforts are, comparatively speaking, lost, and do not meet with that response that otherwise would inevitably follow and result from a proper system of well-regulated schools and home education. This subject has been repeatedly urged on our Legislature, and as continually put off with fair words. The agriculturists are complimented by the public debaters, who would like to fatten at their expense. They are called the bone and sinew and muscle of the country, followers of a noble calling, the sturdy yeomanry, &c., &c. This is all very fine talk, but what is done for the farmers as an independent class? Dole out a few £ s. & d.

yearly by way of keeping good friends, so that a County Society may offer a few premiums, or purchase a few seeds. *Knowledge is power; it is not only power, but influence and position; and who can deny (and I deplore it) that as a class they are the least educated, and therefore the least powerful, the least influential, and the least respected class in the community.* Now I affirm that such a state of things is all wrong; but the way to mend it is not by *feeding farmers with compliments*, but by doing something *substantial for them*—EDUCATE THEM—for as a natural consequence, belonging (as I have just remarked) to the least powerful and least influential class, the sons and daughters of farmers, (that is the smartest of them) and they are the ones best fitted to stop at home and assist to raise up and elevate the condition of the whole class—but they are no sooner able to look round and begin to *curl their hair*, and the boys to *cultivate their whiskers*—they then choose for themselves, and so good morning to farming; it is too slow for the *fast young men*, and not *genteel enough* for the *nice young girls*. Many of you must have been delighted with the truly eloquent and instructive Lecture delivered in this Institute a few evenings ago by Mr. Crockett, on Female Education. There the true character of the powerful influence of Mothers, of *Woman*, in regard to the improvement of our social and home education was fully delineated. Let me appeal then to the women of the rural districts, the more intelligent and sensible of the farmers' wives and daughters, for a correct appreciation of their true position, let them be brought to feel that they really ought to control, lead, and govern the whole social fabric, whether amongst farmers or others. I am not aware up to this time whether any action has been taken by the Legislature this Session with regard to the recommendations of the agricultural commission; surely this important subject will not be lost sight of; it is high time that the farmers of this Province were beginning to wake up, and they should let their voices be heard loud and long throughout the length and breadth of the Province. Why is not agriculture entitled to be honored with a prominent position in the Councils of our country. Let a *department in the State* be set apart for that object. We have got a Board of Works, why not a Board of Agriculture; give the farmers a chance, let a share of their hard earnings be returned to them, give them schools, give them model farms; let us at least try the experiment, and if it fails, (which it cannot fail to do good) the farmers may and ought to have the benefit, and are just as much entitled to a share of a little mis-spent or misapplied money as others; it cannot be mis-spent, the very experiment will do good.

I intended also to have brought the subject of our Fisheries and Emigration before you, but I find that it cannot be embraced in one Lecture. The capabilities of our soil, and our rivers and shores abounding with fish, affords greater advantages for the emigrant than any part of North America. To the new settler the easy access to the fish of our Bay is of the utmost importance. If the back settler has not a net of his own, he will always find plenty on the shores that have, and they are ever ready to assist, or exchange fish for work, so that a settler who can raise potatoes even the first year, can always depend on his supply of fish if he looks out in time.

Once more then let me urge the claims of our own Society; on the mind of every right thinking, intelligent man, don't let it be said, that for want of a few shillings yearly from each individual of the members; the society should go down. Never mind drawing the premiums, but return them from whence they came, so as to enable us to recover, and go ahead a new. Let us have a revival, our good flag that has braved the battle and the breeze for 18 years, never let it be pulled down even by the storm of adversity, rally round then and give three cheers for our own society, and down with your cash.

RAILWAY DOCUMENTS,

Laid before the Legislature of New Brunswick.

INTER-COLONIAL RAILWAY.

CORRESPONDENCE WITH THE GOVERNMENT OF NOVA SCOTIA.

Provinc. Secy's Office, Halifax, Nov. 23, 1857.

Sir,—By command of His Excellency the Lieutenant Governor of Nova Scotia, I have the honor again to invite the attention of the Govt. of Canada to the important project of completing an Inter-Colonial line of railway between Quebec and Halifax.

I enclose, for the information of His Excellency the Governor General, a copy of the communication of the Delegates from this Province, when urging upon the British Government, in conjunction with the Honorable Mr. McDonald, the Delegate from Canada, the reconsideration of this great enterprise during the past summer.

The embarrassment caused by the difficulties in India rendered the time unpropitious, and the absence of any Delegate from New Brunswick probably prevented more than a warm expression on the part of the Colonial Secretary of the deep interest felt upon the subject by the British Government.

The Dispatch forwarded by the Government of New Brunswick, although too late to subserve the views of the Delegates, evinces the anxiety entertained by that Province in this undertaking, and shews that that Colony was not represented in the Delegation, owing to the late period at which the Dispatch of the Lieutenant-General Sir William Eyre reached Fredericton.

His Excellency Sir Gaspard LeMarchant thinks it very desirable that a mutual understanding on this subject should be had at an early period between the three Provinces so deeply interested, and I am commanded to invite the communication of the sentiments of the Governments of Canada and New Brunswick respectively, and to solicit their suggestions as to the mode most acceptable to them by which such an interchange of opinions may be obtained.

The Legislature of this Province will meet in the early part of February.

We have now under contract all that portion of the Railway which is common to the Trunk Line, and the branch to Pictou, and it is very important that we should know whether there is a probability of an Inter-Colonial line being arranged before we expend the means at our command, in carrying the road to Pictou.

Should the improbability of the Trunk Line being carried through compel us to accept the latter policy, by which we open communication with the Gulf of St. Lawrence, we see no reasonable prospect of our being able to construct a Railway to the New Brunswick border for many years.

A copy of this Letter, as also the enclosed, will be sent to the Governor of New Brunswick, and their co-operation invited.

I have, &c.,

CHARLES TUPPER.

The Honorable the Provincial Secretary of Canada.

2 Suffolk Place, Pall Mall, Aug. 20, 1857.

Sir,—In preparing, agreeably to your desire at our late interview, a statement of the considerations on which we solicit, on behalf of Nova Scotia, subject to the approval of the Legislature, Imperial assistance towards the construction of a Railroad from Halifax to Quebec, through British Territory, we beg to recall the fact that the application is not now made for the first time.

2. The policy of connecting the Provinces of British North America by a line of Railways, extending from the Sea shore of Nova Scotia into the interior of Canada, was first suggested by a British Statesman of great sagacity and political foresight. Lord Durham saw the immense advantages of this great work, not only to the Provinces, but to the Empire.

The idea, once suggested, was not lost sight of. Earl Grey, when Colonial Minister, felt the importance of the question; and in a Dispatch to Lord Elgin, dated December 31, 1846, he referred to a Convention, to be composed of Delegates from the Governments of the different British Colonies, the consideration of "the mode in which the Provinces should co-operate with each other and with Her Majesty's Government in promoting the construction of the proposed Railway."

3. The Provinces thus invited by Her Majesty's Ministers to the consideration of a question of deep interest, entered eagerly upon it, and from that period to the present have done everything in their power to promote this great work.

Up to 1850, various modes of carrying it out were suggested from time to time, and the different Colonial Legislatures readily gave to each scheme that was brought forward, such offers of assistance as their resources enabled them to afford. In the summer of that year, however, their hopes of success were frustrated by a Dispatch from the Colonial Secretary, informing the Government of Nova Scotia that the British Ministry, receding from their original position, would afford no assistance to carry out a project too great for unassisted Colonial resources.

4. Disappointed in her original hopes, Nova Scotia turned her attention to the construction of such local Railways as were required for the development of her own commerce and industry, and shortly afterwards sent to England a Delegate charged to endeavour to interest the British Government in the question, so as to procure such a guarantee of the Provincial Bonds as would enable her to borrow the money she required upon favorable terms.

The Delegate, upon submitting his propositions, was informed that the Government could not undertake to furnish any aid to projects of merely Provincial importance, but he was invited to a renewal of the Inter-Colonial scheme. This was again deliberately considered by Her Majesty's Government, and Earl Grey communicated through Mr. Hawes, in a Dispatch dated 10th March, 1851, a formal decision on the part of himself and his colleagues, to afford a guarantee, or advance the money from the Imperial Treasury, upon the express condition of provision being made by the three Provinces for opening a complete line of communication from Halifax to Quebec or Montreal, through British Territory; and in a communication to Lord Elgin, then Governor of British America, written four days afterwards, he put forth, as

the ground of the guarantee, the importance of the work to the interests of the Empire.

We refer to the correspondence on that occasion, and to the engagements given on the part of the Government, as expressed in Earl Grey's Despatches to the Governor General, and to Mr. Howe, through Mr. Hawes, before alluded to.

The principles upon which our present application is made, are stated with so much significance in these documents that we beg permission to quote a few passages.

In Mr. Hawes' Letter the delegate of Nova Scotia is told—

"You are already aware, from the repeated conversations which you have had with Lord Grey, of the strong sense entertained by his Lordship and colleagues, of the extreme importance, not only to the Colonies directly interested, but to the Empire at large, of providing for the construction of a Railway, by which a line of communication may be established on British Territory, between the Provinces of Nova Scotia, New Brunswick, and Canada; and the various plans which have been suggested for the accomplishment of this object, have undergone the most attentive consideration."

Mr. Hawes is directed to state in very distinct terms, the conditions and considerations on which the aid was granted. His language is—

"As Her Majesty's Government are of opinion that they would not be justified in asking Parliament to allow the credit of this country to be pledged for any object not of great importance to the British Empire as a whole, and they do not consider that the projected Railway would answer this description, unless it should establish a line of communication between the three British Provinces, it must be distinctly understood that the work is not to be commenced, nor is any part of the loan, for the interest on which the British Treasury is to be responsible, to be raised, until arrangements are made with the Provinces of Canada and New Brunswick, by which the construction of a line of Railway, passing wholly through British Territory, from Halifax to Quebec or Montreal, shall be provided for to the satisfaction of Her Majesty's Government."

The language of the Colonial Secretary is not less emphatic. He says—

"From the correspondence which I have already had with your Lordship on the subject of the projected Railroad from Halifax to Quebec, you are well aware that, although Her Majesty's Government have not hitherto been enabled to take any steps towards the execution of that work, it is an undertaking which they have long earnestly desired to see accomplished, as they believe it to be one calculated very greatly to advance the commercial and political interests both of the British Provinces in North America and of the Mother Country. It is therefore with great satisfaction that I have now to acquaint your Lordship that I have reason to hope that the time is at length come, when this great national enterprise may be undertaken with advantage, if there still exists, as I am assured there does, as strong a desire to promote it on the part of the inhabitants of Canada and New Brunswick, as they formerly expressed, and as the people of Nova Scotia have recently manifested."

The three Provinces accepted the proffered assistance on the conditions announced to them; and agreed upon a line of Railroad along the northern shore of New Brunswick, acceptable to the British Government. The contemplated enterprise was only abandoned in consequence of a misunderstanding as to the extent of the guarantee proposed by Earl Grey, which, on the one hand, was supposed to include a Railroad through New Brunswick, along the Bay of Fundy, towards the boundary of the United States; while on the other hand, it was held to be confined to the direct line to Canada.

Subsequently this obstacle was attempted to be removed by an arrangement among the Governments of the three Provinces, that the line through New Brunswick to Canada should be transferred from the northern shore to the valley of the St. John. Her Majesty's Government declined to accept the latter line, on the ground that it defeated a material consideration on their part, by bringing the line of communication through the British Provinces in too close proximity to the American frontier.

The positive pledge of the British Government thus deliberately given, has never been withdrawn; the conditions upon which that pledge was given, Nova Scotia has faithfully complied with; and her people, whose policy to a large extent has been moulded by that pledge, feel that they have a strong claim upon the consideration of Her Majesty's Government.

On the failure of the Inter-Colonial scheme Nova Scotia has resorted to her former policy but despairing of Imperial assistance, has borrowed money on the credit of her own Bonds, and is pushing forward her local Railways as rapidly as her resources allow. Already she has put 100 miles under contract, one fourth of the whole is in operation, and the remainder approaches completion.

Of these lines, the only part available for the Inter-Colonial Railway, is the section between Halifax and Truro. From Truro to the New Brunswick border, the Inter-Colonial line presents less prospect of remunerative return, and