

and thence to Vancouver's Island through open country.

But there is another fact: This is not a grant or a guarantee: it is, in fact, a contract to a certain extent. You are to pay this company what you are now paying the American government for the transmission of your mails. It is a company which you can constrain by courts of law, and by means of which you can reach them as British subjects. You cannot constrain the Americans to the fulfilment of any treaty (I do not think it is in their power to fulfil a treaty, and I do not think they have the disposition to do it if they had the power,) but this is a company that can be constrained to do it. But there are considerations far beyond all that. There are ramifications and consequences which cannot be easily foreseen in the first instance,—one is the reduction of her Majesty's expenditure. If you have a railway from Halifax you need not keep troops in Canada for its defence; for in eleven days they can be sent from Chatham to any point of Canada; they would get to Halifax in nine days, and in two days the greater portion of Canada would be under protection, and that is as soon as the Americans could discipline, embody, and march their troops. Therefore you do not want to keep such a military force, and all the saving that is constituted out of that state of things must be put also to the credit of this railway. Now, during the last war it was the disposition of the Government to withdraw the troops. They wanted a regiment; they put it off for too long a time, and they had to wait for six months, as they could not come out; they wanted to get the stores, and they could not bring them through the United States, because it would be contravening the neutrality treaty.

You should look at it as a national and inter-colonial question, and not as colonial merely; and you should look at it for the postal communication, and also that it will (which is highly desirable) connect those colonies in a way that there shall be the same communion and the same confederation. You have now five different colonies there, and those five different colonies have five different sets of customs, five different tariffs and five sets of laws. We know as little of what goes on in Nova Scotia at Toronto, or at Kingston, as we do of what goes on at Dantzic or Hongkong. I can much easier go now from here to St. Petersburg, than I can go from Halifax to Quebec.

Sir E. Bulwer Lytton.—Indeed!

The Hon. Justice Haliburton.—I can do so much more comfortably, and at half the cost.

Lord Bury.—There is no road between the two—not even a track.

Sir E. Bulwer Lytton.—Where is the part of the railroad that has been already laid down?

Lord Bury.—There is a part from Halifax to Truro, and a part from Quebec to St. Thomas, and from St. Thomas to Trois Pistoles, that which is dotted on the map.

Sir E. Bulwer Lytton.—Is that all the railway?

Lord Bury.—As soon as you get into Canada there are 2,000 miles of railway.

Sir E. Bulwer Lytton.—Mr Cunard, I think you have some property in Prince Edward's Island?

Mr Cunard.—Yes.

Sir E. Bulwer Lytton.—Would that feed this railway at all?

Mr Cunard.—It would be a great facility to the island. It would pass very near, and would benefit it. You remarked just now that the Government were indisposed to make grants for colonial railways. Now, this is not a colonial railway, nor an intercolonial one, but it is a great national road—it is a great military road, and it should be viewed in this country as such, and not as a colonial one.

Sir E. Bulwer Lytton.—There are various ways of putting it; I should think it was a Great National Road.

Mr Cunard.—It really is so. For six months in the year you can have no access to Canada in a military point of view; you cannot bring troops from Canada, neither can you take troops to aid and assist them. That we saw during the last year or two; and therefore I think that we should view it as a military road, and as a great national road. You pay nothing for it. You become liable to pay £60,000 a year, and you get it back before you pay it. You actually get it back as a saving before you spend the money. Somebody has said that it cost £25,000 a year for the postage. I believe it is so. Then if you would have to convey troops, see what you would save! You would save three regiments in Canada and the provinces, because you could have them where you pleased at any one point. You might have troops at Halifax, and send them up the country if you wanted, or you might bring them home. You would save more than £80,000 a year in those different items which were mentioned.

Lord Bury.—Sir, would you recommend this deputation, then, to wait upon the Chancellor of the Exchequer with the view of hearing his opinion upon the subject?

Sir E. Bulwer Lytton.—It would be a very wise thing to do.

Lord Bury.—And we may say to him, as far as you are concerned—

Sir E. Bulwer Lytton.—That it has received my most favorable attention.

Lord Bury.—We are much obliged to you,

sir, for the courtesy and kindness with which you have received us.

The deputation then withdrew.

Our space will not allow us to go fully into the proceedings of the Deputation with the Chancellor of the Exchequer, to which we shall advert hereafter. In the meantime, we may briefly state, that the Deputation had a most favorable reception from the Chancellor, who promised to give the undertaking "an early and attentive consideration," and would communicate with Lord Bury on the subject.

The fact that the Hon. Samuel Cunard has taken a leading part in this movement; that he is one of the seven gentlemen who signed articles of association in order to enrol the Company under the Limited Liability Act; and that he has agreed to become a director of the new Company, after full conference with H. M. Government, is, of itself, almost sufficient guarantee that the work will now be carried on to full completion.

We publish a condensed report of what occurred between the Deputation, (nearly the same persons that waited on the Colonial Minister), and the Rt. Hon. Benjamin D'Israeli, Chancellor of the Exchequer, at his official residence, in Downing Street, on Tuesday, June 15, 1858.

In introducing the Deputation, Lord Bury said:—

"Sir, I am here to state to you the object of this deputation. The parties who are here, represent a large body who are very much interested in all ways, both by knowledge of the country and connection with Canada, that they have seen with very great displeasure and great anxiety, that we are entirely dependent upon a foreign country for communication with that Province, which may be at any moment cut off, if we are at hostility with the U. States. We have met together to discuss whether it will not be possible to obtain some communication entirely through British territory from Halifax to Quebec. This deputation met, as you are aware, by appointment, the Colonial Secretary yesterday, and he received us with the greatest courtesy, and with expressions of sympathy in our views, which were very cheering to us. We laid before him the position of matters; and in doing so, and as the spokesman of the deputation I thought it my duty rather to urge upon him the political value of this line, and its extreme importance in a national point of view, than to enlarge upon the commercial part of the undertaking. He perfectly agreed in the political importance of the line; but he said, as we asked for a Government guarantee or Government assistance, it would come within your province, and he dismissed us with a general expression of sympathy with the objects of the meeting, and, of course, carefully guarding himself against expressing any opinion as to whether H. M. Government would feel it to be their duty to recommend any such guarantee."

Lord Bury then went on to make explanations and statements, similar to those he had made the day previously to the Colonial Secretary.—Among other things, his Lordship pointed out to Mr D'Israeli, that the distance from Halifax to Quebec was 635 miles; but that the Railway in course of construction along the south bank of the St. Lawrence, from Quebec to Trois Pistoles, and another Railway now being built across Nova Scotia, from Halifax to Truro, together amounted to 170 miles, thus reducing the length of Railway to be provided for, to 465 miles. It was further stated, that the object of this Company was to build this 465 miles, thus completing an entire Railway from Halifax to Quebec, from whence perfect Railway communication already existed with the Westernmost part of Canada.

The following colloquy then took place:—

"The Chancellor of the Exchequer.—Is this Company just formed?"

"Mr Wyld, M. P.—Yes."

"The Chancellor.—For the specific purpose of forming a line from Halifax to Quebec?"

"Mr Nelson.—More properly speaking, that part of it which is not already made, from Truro to Trois Pistoles."

"Lord Bury.—I forgot to mention, that when the Colonial Legislature guaranteed £60,000 to Her Majesty, they granted it on condition that Her Majesty would undertake the work, either by the Government, or by a private Company. What we want is, to be recognised as that private Company, to carry out, as H. M. Majesty's instrument, the work. If we are so recognised, we instantly become possessed of those advantages that are held out."

"The Chancellor of the Exchequer.—There has been no attempt to raise capital for the Company?"

"Mr Wyld, M. P.—None, Sir. First of all they must ask whether H. M. Government would entertain this proposition, and if H. M. Government will entertain it, then immediately the capital will be raised."

"The Chancellor of the Exchequer.—What is the date of forming the Company?"

"Lord Bury.—The project was submitted to Lord Grey in 1849."

"The Chancellor of the Exchequer.—I remember that, but that was not a Company.—When was this Company first projected?"

Lord Bury.—A few days ago.

"Mr Wyld, M. P.—Lord Bury has omitted to state to you a most important advantage

which will appear to you as a statesman, that if this Railway were completed, and war should occur, England would be the base of its operations, and Chatham would be only 13 days from Canada. You could run in nine days from Chatham to Halifax."

After some enquiries by the Chancellor of the Exchequer, as to the sums heretofore proposed to be granted by the Colonies, and as to the sum now paid for the carriage of the mails across the United States, the interview thus proceeded:

"The Chancellor of the Exchequer.—I quite understand. I have no hesitation in saying, as everybody must feel, that this is an object of the greatest importance, and most desirable to be accomplished. I should like very much to go into the financial part of it, before I could speak with any precision upon the recommendation I shall give. You say there are gentlemen in the room who could communicate with me?"

"Mr Schneider, M. P.—Sir, there is one thing you should bear in mind—that is, the present state of Railway enterprise in this country, especially after what has occurred with regard to the Grand Trunk Railway. If H. M. Government do not feel it their duty to grant this £60,000, the line would be practically hopeless, and you will not find a class of shareholders to subscribe shares, without there is a certain guarantee from Government. This guarantee would be £4 per cent., which would be little enough. A £4 per cent. guarantee upon the original estimate, would induce anybody to embark in it; and therefore, in this case, it is not a question of getting a guarantee of £4 per cent. for the sake of making a line pay, but really as the foundation on which the line itself can be made. You would never raise the money, without there was a certain guarantee of £4 per cent. upon the original capital."

"Sir Allan Macnab.—I think the estimate made of the quantity of land is 4,000,000 acres."

"The Chancellor of the Exchequer.—Have you a real estimate of the probable expense?"

"Lord Bury.—There is a detailed estimate of Col. Robinson, and there is a copy of a report of Capt. Menderson."

"Mr Nelson.—Sir, you have before you the plans and sections which are in the possession of the Colonial Secretary, which are most elaborate."

"Lord Bury.—You asked whether there was any gentleman in this country who would be prepared to enter into that; Col. Robertson is himself here, and he surveyed the whole line.—He would be the best man to refer to."

"The Chancellor of the Exchequer.—It is not an unfavorable time for undertaking these Great Works, if you agree upon any arrangement. I can only say, that I am duly impressed with the great importance of it; and your (Lord Bury's) very clear and lucid statement has revived my recollection. I remember a great deal on this point when Lord Grey was in office. It certainly is, in every point of view, a matter of the highest consideration, and I will confer with Sir Edward Bulwer Lytton immediately upon it. I will not lose any time. Perhaps I had better communicate with you, Lord Bury?"

"Lord Bury.—If you please, sir."

"The Chancellor of the Exchequer.—This resolution is signed, and I see the Directors of this Company will be formed chiefly of persons in this country."

"Lord Bury.—The Directors are not appointed; but seven gentlemen have signed the deed of Association."

"The Chancellor of the Exchequer.—Have you any deputation from Canada here?"

"Lord Bury.—A deputation has been here, but the Company was not then formed. Mr Cunard's name is amongst them."

"The Chancellor of the Exchequer.—Is Mr Cunard here?"

"Lord Bury.—No; he is so unwell that he could not attend to-day."

"Mr Nelson.—Mr Cunard is unfortunately too unwell to attend to-day. He attended yesterday at the Colonial Office, and he is only very sorry that he cannot attend here to-day."

"The Chancellor of the Exchequer.—I am sorry I have not heard him."

"Mr Nelson.—I may state, that Mr Cunard will be one of the Directors of the Company."

"The Chancellor of the Exchequer.—Does the Collins line of packets run now?"

"Mr Nelson.—No, they have ceased."

"The Chancellor of the Exchequer.—Well, gentlemen, all I can say is, that I will give this undertaking "an early and attentive consideration," and will communicate with Lord Bury."

"The Deputation having thanked the Chancellor of the Exchequer, then withdrew."

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.

The guarantee asked for involves no risk.—The Province of Nova Scotia is advancing in material prosperity at a rate which will compare favourably with any part of the Western World. Her taxes, the lowest in the world, her revenue

has always been equal to her requirements, and is rapidly increasing. From 1849 to 1854, with no material alteration in imposts, the revenue doubled in amount.

The population increases at a rate nearly equal to that of the whole United States, and much greater than that of the States immediately contiguous to our border.

Insular in its position, Nova Scotia largely engages in maritime enterprises. Her coasts, skirted by fisheries, the best in the world; her bosom filled with enormous deposits of coal and other minerals not to be found on the sea-board of the United States, the natural habits of a maritime population have in these sources unlimited scope for enterprise; while in the interior of the country, large tracts of the best land for farming purposes, reward the labour of an agricultural population not inferior in enterprise to any similar class in any part of the world.

Nova Scotians may, with some pride, refer to the various sources from which the prosperity of their country springs, and we allude to it now, and dwell upon it, because we wish the British Government to understand that we will incur no debt that we are not able as well as willing to pay, and to show them that what we now solicit may be safely granted; to us the boon will be large, but they may confer it without loss and without risk.

The course of events since 1851 has not weakened the claims of the Colonies, or diminished the obligations or interest of the Imperial Government to extend assistance towards the object in view. Within that period, all the three Colonies, and especially Canada, by embarking largely their own resources in Railroad enterprise, have earned a right to seek assistance which they did not possess before; while by this absorption of their own resources, they have diminished their ability to accomplish this great work.

Under no circumstances would they enter without assistance upon the construction of an Inter-Colonial Railroad from Halifax to Quebec. Neither of them, if possessed of the means, have a sufficiently large inducement, or separate interest in the undertaking, to justify encountering its hazards and burthens, and, were it otherwise, a work so large, and of so little remunerative promise, is beyond the compass of their own largely taxed resources.—Hence it may be truly assumed that, if the British Government do not afford essential aid, this great "national undertaking, calculated very greatly to advance the commercial and political interests, both of the British Provinces in North America and of the Mother Country,"—to use the language of the British Cabinet in 1851, will never be accomplished.

It will not, however, fail, because Her Majesty's North American subjects are too short sighted to comprehend its important national bearings, or too indifferent to the general welfare to care for its accomplishment, or too much occupied with their own immediate concerns, to be willing to contribute towards it. It is because of the higher and larger influences of the word, as much as in consideration of local benefits that we urge the undertaking on Her Majesty's Government.

In case of hostilities with the United States, the facility which a Railroad from Halifax through British territory would afford for the transport of troops and munitions of war, would be of incalculable advantage; and in a mere financial point of view would, probably, in a few months, repay all that the Government might have contributed. In connexion with large Steamers on the ocean, enabling the Government to transport in a few weeks, on any threatened emergency, an Army to any point of Her Majesty's North American possessions, it would render unnecessary the constant maintenance of a large Military force within them.

Nor is it the least of the advantages that would result from this facility, that the knowledge of its existence would tend to avert hostilities that otherwise might grow out of a sense of comparative impunity, attendant on aggressive movements. Not less than seventeen lines of American Railroads lead through the United States to the borders of Canada, and give the means of rapid hostile approach. Not a single line of British Railroad connects the Provinces together, or affords communication from the Atlantic shore through national territory. Of the three routes by which Canada is reached, viz., by the Saint Lawrence, by lines of Railroad that traverse the United States, and through the wilderness. The latter would only be available for the transport of troops or munitions of war, in the case of hostilities commenced or threatened at the beginning of Winter.

On such an event the spectacle might be presented of a large and prominent Colonial possession of the Empire, assailed by a superior force, and cut off, except at great exposure, expense, and delay, from effectual aid, not only from the Parent State, but from the adjoining Colonies.

None more than the inhabitants of Nova Scotia appreciate the advantages of peaceful relations with the United States. They, however, who are placed in closer proximity, are less credulous than others may be, as to the impossibilities of hostilities between the two powers, and yet it is apparent to all that the Foreign relations of no Government are so subject as those of the United States, to the influence of