

at present, depending upon hopes never to be realized, and looking for aid from whence it can never be derived.

" But we hope for better things; and assuming that our value and importance as British Colonies are duly appreciated at Home, and that the Government is desirous of ascertaining how far we can assist in the completion of the Trunk Line, we think there should be an expression of opinion on the part of the Legislature on this subject, and we respectfully recommend that the following offer should be made:—

" To secure to the Government or to any Company that may construct the Line, the ungranted Lands to the extent of ten miles on each side: To purchase the right of way and the necessary stations on improved and private property: and, if nothing less will suffice, we would respectfully recommend that the House should consent to such modification of the present protective Duty on our Pine Timber as the British Government may deem advisable, if, in consideration thereof, they will undertake to make the necessary advances to complete that portion of the Line running through this Province.

" On our part we are willing to make every reasonable sacrifice for the security of British interests on this Continent, and we believe the neighbouring Colonies will join with us in the effort; if a corresponding feeling exists at Home, the work will be done, and not otherwise.

" In the event of the Trunk Line from Halifax to Quebec being constructed, it is very obvious that a Branch Line will be laid down from Shediac to Saint John, in order to secure to this Province a share of the Commercial advantages derivable therefrom; but even without the Trunk Line, we are of opinion that no part of the Province presents so eligible a site for a Railway, or promises so certain a return for the investment of Capital, as the Line recently surveyed by Mr. Wilkinson, from Saint John to Shediac, a distance of one hundred and eight miles.

" Being unanimously of opinion that a work of this kind should be forthwith commenced within the Province, we respectfully recommend this Line as preferable to any other, for the following reasons:—

" First—Because it will open up a Commercial communication between Saint John and the Gulf of Saint Lawrence:

" Second—Because of the extent of population and the fertility of the soil throughout the whole Line:

" Third—Because, when twenty miles at either end of the Line is completed, great Commercial advantages will immediately result therefrom:

" Fourth—Because it must lead to the construction of a Line from Halifax to Shediac, and from Saint John to the American Frontier, which would make it a part of the great highway from Europe to the remotest States of the Union:

" Fifth—Because it will unite and identify the interests of the Lower Colonies:

" Sixth—Because no Line of equal extent can be found in the Province, which can be so easily and cheaply constructed, or which can present such prospects of immediate advantage to every department of industry, whether connected with the Fisheries, the Agriculture, or the Commerce of the Province.

" We believe that no Line of equal extent has been discovered which presents less Engineering difficulties.

" Mr. Wilkinson, in his preliminary Report, remarks, that ' the ruling gradient is between level and seven feet per mile, with two maximum gradients, each of only thirty feet per mile,' and he is of opinion that ' by a slight variation, and some increase of expense, the rise of thirty feet may be reduced to twenty two feet, which would be a very little more than what is termed the angle of repose.'

" Contrasting the gradients on this Line with those on the Line surveyed by Major Robinson over the Cobequid Hills, Mr. Wilkinson states that ' the same tractive force which would convey twenty two and a half tons to Halifax, would transport forty six tons to Saint John.'

" As we have thus selected this Line as the preferable one for immediate operations, the next question for consideration is, in what manner can the funds be raised for its construction.

" It is admitted on all hands, that the capital must be obtained from abroad: if left to private enterprise we are sure the work would not be undertaken, unless a Legislative guarantee were given to secure a high rate of interest, and even then the management and control of the Railway would be principally in the hands of strangers, who being sure of the guaranteed interest, would have little inducement to economise, and would have but little regard to the public accommodation by the establishment of low rates.

" Some other and more effectual course must therefore be adopted. The crisis is extreme, and the remedy must be equal to the emergency. Our trade is stagnant—our people are emigrating—our real estate is rapidly depreciating; and we are called upon to take a bold and decided course, irrespective of local claims and sectional jealousies. Providence has given us a country rich in all the natural elements of wealth, and we must turn them to account; the talents have been generously bestowed, and we are now to decide whether we shall bury them in the earth or multiply them by profitable employment.