

Minister

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From the Quebec Gazette.

HALIFAX AND QUEBEC RAILWAY. One of the largest Meetings we have ever seen in this city was held on Wednesday evening the 14th inst. in the City Hall...

After my return to London, I began to study the effect of the projected lines of railroad running from the Atlantic ports to the interior...

That, until the feeling of the respective Colonies is ascertained with regard to the Acts for the Incorporation of the Company the Prospectus shall not be issued to the public in Great Britain or North America...

Having this been pledged to this project, by recommending it in a national point of view, I returned to the provinces with the determination to enquire into its commercial statistics...

Before touching on the resolution which Mr. Colborne has introduced so ably, but in terms which I have not understood as regards my own country, I would say that Halifax is a city which has long been a practical obstacle to the great project...

Before coming to figures, I pause for an instant to state that I look upon this enterprise as independent of any London Committee or other extraneous influences. I view it as a colonist as a subject of the empire...

not there. No—we feel that our city is safe, because England is supreme in the congress of nations, and that this is part of her defence...

But let me not be misunderstood. I am no advocate for hostilities—I raise no voice like Sempronius, for war—I will not forget, either the duty we owe to God or humanity...

How different are our—how different are my feelings here. In Quebec I am at home—I feel that I am in the midst of fellow citizens...

I propose this opinion, Sir, with no shrinking or timid delicacy. It has been a practical question of grave state necessity—no theory, no chimera, no speculation; all considerations of doubt have passed away...

First, then, as to the practicability of the line; upon that all doubt has been removed, for the testimony of every eye and every ear...

"In the Province I have no doubt you may reduce the cost at least \$4000 per mile, by saving the cost of iron, land and labour, and may in some cases pay for the land, and in some cases for parliamentary enquiries...

Calculating the interest on this sum at the rate of 3 1/2 per cent, which the capital can be obtained for, if the anticipated assistance from Government is obtained it would be equal to £36,250

Total annual expense, £261,250. This estimate is made for iron rails and a single track. One object I had in view in the States was to ascertain how far the cheap wooden rails...

Next, late I ascertained that the Government of Massachusetts had granted, and ion millions remain at the disposal of the Government...

These considerations, Sir, applied to a state of peace; in war the traffic of this line would be beyond all calculation, and no policy could be more wise or consistent...

Mr. Young here described two journeys he had lately made in England, and stated that the established speed on the Great Western and by the mail line from London to Liverpool was 40 miles an hour...

There is the line from Oswego to Albany also. I think my aged friend for the suggestion; it escaped me at the moment. The branch from Burlington up to St. Johns; that projected from Montreal through the Eastern Townships...

respective capitals of the three provinces. Next, it was anticipated that the railway would embrace large returns from the conveyance of light goods, from Great Britain via Halifax...

Had Lord Ashburton called to his councils of Washington as ought to have been done, the leading men of the colonies, who had spent their lives in defending their interests...

Having this placed before you, Mr. Mayors these details, but imperfectly illustrated as compared with the deep and commanding importance of the subject itself...

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