

NOTICE.
ADVERTISEMENTS must be sent in to the Office of this paper before one o'clock, to ensure their appearance the same evening.

The Evening Despatch.

SAINT JOHN, N. B.:
WEDNESDAY, APRIL 1, 1863.

MR. TILLEY'S SPEECH ON THE INTERCOLONIAL RAILWAY.

We should have preferred to publish this masterly speech in full, as it appears in the *Globe* and *Morning News*; but regret that the space at our disposal is too limited for that purpose. Much against our wish, we have been obliged to leave out many interesting statements and references in illustration of Mr. Tilley's arguments, and we can but give a few of the most important portions on the present occasion.

The PROVINCIAL SECRETARY said he would proceed to show why the Bill then in the Chairman's hands should not be postponed for three months as proposed by the hon. member for St. John (Mr. Cudlip). The proposal to construct an Intercolonial Railway had been frequently discussed by the Legislature of New Brunswick, and carefully considered from time to time by a large portion of the inhabitants of the Province, and with a uniform result. He would proceed to trace these proceedings from 1846 down to the present date, and he would first read the Resolutions passed by the House of Assembly in 1846, which he read. The first resolution was passed with but one, the second with but two defaulting voices, and the third by a vote of 21 yeas and 5 nays.

The following is the Resolution:—

"That the House, viewing the establishment of such Railway as a measure of the greatest importance to these Colonies, both politically and commercially, will not be behindhand with their fellow subjects, the people of Canada and Nova Scotia, in making such provision both from the public funds and lands as the resources will warrant."

Mr. Tilley then read the resolutions referred to, and also a minute of council from the journals of 1849, recommending the measure to the Imperial Government:—

In 1850 an address passed the Assembly, and \$20,000 a year and 2,000,000 acres of land were appropriated. This land was worth at least half a dollar per acre, in value £250,000. The interest on this sum would be £15,000 per annum, with the grant, making a contribution of £35,000 a year towards the Intercolonial Railway. In 1852 the Legislature agreed to assume five-twelfths of the cost of a Railway from Halifax to Quebec, Canada to pay four-twelfths, and Nova Scotia three-twelfths. The cost of the road was estimated at £5,000,000, making the portion of the expense to be borne by New Brunswick, £2,083,333, Canada, £1,666,666, Nova Scotia, £1,250,000, and offered at the same time about five miles of the ungranted land on each side of the Road. In 1858, an address passed both branches of the Legislature, renewing former pledges of assistance to the full extent of the means of the Province in money and land, which addresses was also accompanied by a strong minute of Council, pressing the subject upon the attention of Her Majesty's Government. During the same year Messrs. Fisher and Smith were appointed delegates to proceed to England to act in concert with delegates from Canada and Nova Scotia, to obtain assistance from the Imperial Government towards this Railway.

Mr. Tilley then enlarged upon these topics, and stated that in 1859 a joint address to Her Majesty was again passed by both branches of the Legislature, renewing the former pledges. He then

referred to the proceedings at Quebec, when the delegates were assembled there in 1861, and to the subsequent negotiations with the British Government. He spoke in eulogistic terms of the spirit evinced by that government, and of the liberal offer now made:—

If they were to build Railways under any other arrangement, say by borrowing money upon their own credit, they could not construct over from 50 to 60 miles by the annual expenditure of a like sum. In this case Canada paid five-twelfths of the cost. Nova Scotia also built a portion of the Road in this province, and with money at but little over half the interest they would pay upon their own Debentures, they would be enabled to get 240 miles of Railway at a very small cost to the province. There was not a man in the House who supposed for a moment that the link necessary to connect the Nova Scotia and New Brunswick Railways would not one day be built. The completion of that Road from the Nova Scotia boundary to the E. & N. A. line would cost £350,000, the interest upon which at the rate the province now pays for money, would be £21,000. £14,000 additional, under the proposal of the Duke of Newcastle, and the arrangements with the Canadian and Nova Scotia Governments, would give not only the Nova Scotia connection, but 200 miles additional in New Brunswick, and connection with Canada also. Who, he asked, then could resist such an offer? To his mind, the question was not debatable. It might be asked, however, how do you propose to meet this increased liability of £30,000, and can it be done without oppressing the people? He would show how it could be done, and he believed, without adding to the amount now collected per head from the present inhabitants. He then went into calculations upon that subject at some length. He said that five years would be required for the surveys and construction of the road, and he believed the increased Revenue, caused by so large an expenditure of money, and the increase of population, during its construction, together with the increased earnings of the present road after the link was completed between Truro and Shediac, would enable the government to meet the interest during construction. The following are the calculations read by him:—

Average interest per annum during construction, \$86,100
To meet this the average increase of population based upon the increase of the past ten years will, at \$2.25 per head, give \$18,230 per an.
Additional imports paying 15 per cent duty on, say \$400,000, 60,000 "
Increased net earnings of the Road from connection with Nova Scotia during three years of that time, and additional business upon balance, average 13,000 "
\$86,230.
Leaving a balance of \$10,130 for general purposes.
The interest when the Road is completed will amount to, say, \$147,000 per an.
At a low estimate, the population will at that time have increased 62,500, that, at \$2.25 each, give 140,622 "
The net profits of the present road as the result of the connection with Canada, and Nova Scotia, can not be less than 60,000 "
Total, \$230,622
Leaving for Roads, Education, &c., for the additional population, \$53,000. This he believed was a moderate estimate, and would be so considered by the House. Some persons had asked, how can you raise the means to pay the interest out of the country? Will you not have to send gold out of the country for that purpose, and thus impoverish it? That question could be easily answered. Liabilities abroad were paid in exports. If these were sufficient to pay for imports and interest on the debt there could be no difficulty; and he was prepared to show that this additional interest would more than be met by the increase of exports and diminution of imports, the result of the construction of the proposed Railway.

Mr. Tilley then stated that the policy of the government would be to induce people to come and settle along the line of the Railway, and mentioned a proposition he had just received from England to purchase upon the line upwards of 500,000 acres for actual settlement. He referred to the probable increase of agricultural produce, by reason of the increase of the country population,—to the diminishing of the importation of what produce is now imported,—to the facilities the Railway would afford for getting lumber from the woods to markets,—to the advantages which would accrue to New Brunswick from the opening up of an extensive trade with Canada and Nova Scotia; and urged the importance of free commercial, social and political intercourse with our sister provinces. He then combatted, with crushing force, the objections urged in the previous day by the ex-Attorney Gen. Smith, especially those relating to our roads and to education, and showed, on the other hand, the numerous benefits likely to ensue from this great undertaking:—

He had but briefly referred to some of the advantages that might be anticipated from the construction of the Railway. As yet he had not touched upon one that he considered of vital importance to all these Provinces. He referred to the means of defence that it would afford in the event of a war between Great Britain and the United States. He trusted that such a calamity might never befall either country, but the occurrences of the last two years had shown how suddenly the peaceful relations between the two countries may be disturbed. In the event of war what would the position of these Colonies be, with a dozen of Railways from different points in the United States terminating on the borders of Canada, and no Railway connecting these Provinces by which Troops can be transmitted in winter, without delay, for the relief of the menaced points? The issue cannot be doubtful. If we wish to maintain our connection with the Parent State, and who is there in New Brunswick, he would ask, that does not, then that connection will be most effectually secured by the construction of this Railway. We have had evidence that cannot be denied, that for the preservation of these Colonies, and for the protection of the lives and property of its inhabitants, England has shown her willingness to shed her best blood and scatter unstintingly her treasure. Under such circumstances, will this House say, will the country say, that we are not to tax our abilities to the utmost, if need be, to carry to a successful issue, a work that guarantees so many local, and at the same time secures such large national advantages. He could not believe for a moment that the Legislature would pursue so suicidal a course.

He had heard it said that in pressing this matter upon the attention of the House, the Government of New Brunswick were premature; he thought differently. One part of the agreement with the Imperial Government was that Bills should be immediately submitted to the several Legislatures. It was the duty of this Government to fulfil their part of the contract, without waiting to see what course any one of the other colonies pursued. He believed Nova Scotia would take action upon this subject. The Government of Canada had not abandoned it; and legislation had in the Lower Provinces, he did not think that Canada would long remain the obstacle to the completion of this to them all important means of connection with British territory with the sea. Suppose Canada took no action in this matter, what will it cost us? Nothing but the time spent in discussing it, and that will not have been time lost. The advantage of legislation this Session in Nova Scotia and New Brunswick is, that we will preserve the offer made by the British Government, and our action will in the estimation of the friends of the measure in Canada, aid them. Then what excuse can the friends of the measure in this House give for opposing it now? None whatever.

The Provincial Secretary concluded by urging the House not to reject the proposition

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sent offer. If declined they would probably never have so good an offer made again; as it is, the proposition will meet with strong opposition in Parliament. These guarantees are far from popular with a large portion of the people of England. He concluded by moving as an amendment to Mr. Cudlip's Resolution that the Bill be read.

LECTURE AT THE INSTITUTE.

DR. A. B. SPINNEY

WILL lecture at the MECHANICS' INSTITUTE, on Tuesday evening, April 7, upon the subject of "ELECTRICITY." The lecture will involve an explanation of Electricity as connected with the mineral and vegetable kingdoms, Planetary Electricity, Atmospheric Electricity, and Animal Electricity. Also, its Mental and Physiological relations.

Doors open at 7. Lecture to commence at 8 o'clock.

Tickets 25 cents, to be had at the Colonial Book Store, at J. Chaloner's Drug Store, and at the Door.

P. S. —There will be no postponement on account of the weather. april 1.

TO LET.

THE BRICK BUILDING on Water street lately occupied by Capt. Thos. York. A Store in Brick Building, No. 82 Water Street. The House and Premises lately occupied by C. E. Luckie & Co. in Brick Building, on Merritt Wharf. And the SAIL LOFT at present occupied by Mr. S. H. Fought. Apply to C. MERRITT, No. 60 Water street.

VALUABLE

Business Stand

TO LET.

THAT well known Shop and Premises lately occupied by Thomas R. Jones, Esq., in the Brick Building owned by Mrs. M. Johnston, on the west side of Dock street, near the corner of the Market Square, suitable for either a Dry Goods Store or Grocery. Possession can be given immediately. Apply to W. WRIGHT, Esq., Office, 13 Princess-street. march 31.

MELODEON FOR SALE:

FIVE OCTAVES, PIANO STYLE, and in perfect order. Warranted. JOHN S. ROWE, 94 Prince William street. march 31.

Just Received from Boston, 49 DOZ. OF THE CELEBRATED PATENT FLEXURE SKIRTS!

AND FOR SALE BY F. A. COSGROVE. THESE SKIRTS have now been brought to such a state of perfection that the manufacturer unhesitatingly offers them to the public, believing that they possess more of the desirable qualities sought for, than any other Skirt in the market, and is confident that they will give entire satisfaction to all who wear them. By the use of Joints in the Hoops of the Skirt, a heavier and better quality of steel can be used, giving to, and retaining in the Skirt a more Graceful and Elegant Form; while the Flexibility of the Joints permits the Skirt to assume an Easy and Graceful Position when the Wearer is Seated! prevents the breaking of the Hoops under pressure—also that permanent flattening of the Skirt so objectionable and universal—always allowing the Skirt to return to its original form when the pressure is removed. The quality of Braid and the peculiar construction of the Skirt adding so greatly to its durability, particularly commend it to the favour of those who desire to unite in their purchase, elegance, convenience, and economy. march 30. F. A. COSGROVE.

No. 11 KING STREET.

Just received by the subscribers—A SPLENDID assortment of Carriage HARDWARE, consisting of the following, viz:—Side and Elliptic Carriage Springs, manufactured to order; Hickory and Oak Carriage Spokes, assorted, 1 1/2, 1 3/4, 1 1/2, 1 3/4; Wagon Hubbs, assorted sizes; Axles, long and short bed, and 1 to 2 in.; Mal Castings, Carriage Bolts, Enamelled Clothes, Patent Dasher Leather, Carriage Mats, Carriage Trimmings, &c. The above comprises the best assortment to be found in the City. Carriage makers will find it to their advantage to give us a call before purchasing elsewhere. march 30. W. H. OLIVE & CO.

CASTOR OIL.

JUST RECEIVED—5 cases—100 gallons of the best Cold Drawn CASTOR OIL. For sale by J. F. SECORD, King's Square. march 30.