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## THE LEGISLATURE.

### Debate on the Intercolonial Railway.

Mr. GRIMMER said he had listened with great pleasure to his hon. friend (Mr. Gray), but he did not think it all gospel which he preached. Oratory, lofty imagination, and finely rounded periods were pleasing to the ear, but as often led people into error, as truth. He remembered having read, in a very ancient and reliable book, of a certain people who had no doubt been blessed and were settling along very harmoniously; these people settled down in a fertile plain, which he would take the liberty of calling Shinar; they were not quite satisfied with their slow mode of getting along, and no doubt they had orators among them like his friend Mr. Fisher, who said to them:— "This is a land of great resources; we have plenty of clay for brick, and lime for mortar, and let us build up a city and a tower—a great city and a very high tower." He (Mr. G.) could imagine one of the company asking the question, "How high shall the tower be?" "Oh," says the orator, "We are a great people; I think we had better build it to heaven." These people were led on to the undertaking, in order to have a great name, but the work became too large, and there began to be confusion among them. Their language became confounded, so that they could not understand each other's speech, and it was most remarkable that when these ambitious orators wanted most—a name to go down to posterity, of glory and renown—was just what they did not get, as not one of their names is mentioned in history, except a distant allusion to Nimrod. There had been more or less Babel builders down to the present time. Several hon. members who had spoken in favor of the bill, had called those opposed to it "Old Tories," useful only to keep the wheels from going too fast down hill. His hon. friend (Mr. Skinner) had very wittily named them suckers, while those who went for the bill were smart fish, that would rise to the fly. Those fish would be easily mistaken when, in attempting to take this artificial fly, they became hooked. Imagine the sucker, which is a must, comes a rather poor fish, but too cautious to be caught by an artificial fly, yet when he saw his very smart neighbor in trouble, might venture upon just "far" enough to say, "You confounded fool, if you had taken my advice, you would not now be in your present unhappy position," and would add sarcastically, "I think it better to live upon sea-water than artificial flies—don't you?" There were four parties concerned in this Intercolonial Railway, the British Government, the Canadas, Nova Scotia and New Brunswick. As a national and military road, if necessary at all, the British Government ought to render more substantial aid than merely to act as endorser. It was true by that means the money was to be obtained at a low rate of interest than in any other way, but really not a dollar was to come out of the British treasury. From the earliest history of this affair, it had been strenuously argued that the British Government had interest in it both nationally and financially, and should contribute towards building the road. In 1855 delegates from the colonies stated, that to secure an object of such Imperial interest they should contribute £1,500,000, representing at 4 per cent. an annual charge upon the British treasury of £60,000. It was then urged that it would save \$25,000 paid to the United States for carrying mails to and from Canada, reduce an expense now performed by the Cunard line £35,000, Halifax being nearer Liverpool than New York, saving in transmission of troops and munitions of war at least £10,000. Add £25,000, which would be paid by the United States for the transmission of the mails by the railway; these added, make the sum of £95,000 per annum. In addition to these sums, the expenditure in the colonies, by England, for fortifications, &c., had been equal to £400,000 annually. A good deal of this, it was stated, would be saved in future, if the road was built. He (Mr. Grimmer) was willing to make great allowances for the delegates, while they were trying to make as good a bargain as possible, but admitting that what they said was half, or quarter true, how was it that the colonies now agreed to build the whole themselves? It was true that these calculations had been based upon the supposition that Great Britain would own the road; but if it were built, as at present contemplated, these might be considered as constituting business for the road. But who for a moment believed they should realize any very considerable sum from those sources? He (Mr. Grimmer) read several extracts from English Journals to show the interest the mother country had in this work. He also read petitions from merchants, bankers, &c., in London, to the British Government; also from Liverpool, and several other towns in England, and Belfast, in Ireland, setting forth the great

advantage this road was going to be not only to the colonies, but to Great Britain. Now was there any reality in all this? If so, England ought to do more than endorse. While they were all attached to the mother country, they were willing to give her credit for having done much for their protection, yet it must be remembered, that if they were to get at loggerheads, with their American neighbors, it would be very likely or some cause over which the colonies had no control, and in which, as colonists, they had no interest, yet situated as these colonies were, they would be the first to suffer. Mr. Grimmer said, admit for argument's sake, that the colonies undertook it principally as a military line, ought not Canada to pay as much per head as New Brunswick? If so, New Brunswick with its two hundred and fifty thousand, would only pay one tenth as much as Canada, with her two and a half millions, which would be about £250,000. Soldiers could be got to New Brunswick any season of the year without this road, and they had the same advantage commercially, having plenty of ports open all the year round. They had all the outlet they wanted, and if their local position gave them an advantage, they should make something out of it. He (Mr. Grimmer) was of opinion that they should not have war with their friends across the border, from their state of civilization and advancement, and none could deny that they were in truth, a great nation—great in territory, in resources, and in their institutions. They were now passing through a very severe trial; they were trying to do and would do what other nations had done—put down rebellion. While every man had a right to his own opinion, he regretted that the disappointed party in the south should find so many sympathizers in New Brunswick. Our business relations and social intercourse had been for the most part with the North, and he should think our wishes would be for their success. Would the contemplated road pay as a commercial undertaking? No one, even the most sanguine, would contend that it would pay directly, and he felt satisfied that for ten or fifteen years to come it would not pay indirectly. Was there any branch of trade now suffering? Had this province commercial relations to any extent with Canada? The whole amount of their imports in 1861 from Canada was £29,168, and our exports in the same year amounted to £18,550. But hon. members would say, "Give us a railroad and we will increase it wonderfully." But they could get flour and pork now much cheaper down the St. Lawrence, six months in the year, than they could get it by railroad; and after the rivers were closed it could be sent to Portland, and brought from there to the province cheaper than they could get it over this contemplated road. If the road were built could it get any trade of the far west of any amount? It would be a competitor of the Great Western, of the Grand Trunk to Portland, as well as other roads. It had been estimated that only 7 per cent. of the trade of the west came to Montreal; of this 7 per cent., during the season of water communication a good deal would be transported that way, it being cheaper. Then the Grand Trunk to Portland had a decided advantage in distance. From Montreal to Portland is 292 miles; from Montreal to Halifax, by north shore, was 807 miles; greater distance to Halifax than Portland, 515 miles; from Montreal to St. John, by north shore, 683 miles. Add 108 from Shediac to St. John, making 791 from Montreal to St. John; take 292 miles from Montreal to Portland, leaves the distance from Montreal to St. John 499 miles further than to Portland; and by the southern route, 360 miles further. In case of war with the United States, parties would be compelled to send anything wanted to export in winter over British territory; but unless some occurrence of that kind forced the trade this way, it would and must seek the shortest and cheapest outlet. It was absurd to imagine that it could begin to pay working expenses, let alone any part of the interest on the loan. Only the counties along the north shore had trade with Canada, to any extent, and they could get their flour and pork down in vessels for less than half what it could be brought on a railroad. If Canada wanted to get to the Atlantic through New Brunswick, she ought to pay a larger proportion than that named in the Bill. Should the road go by the North Shore, so far as being an injury, and if New Brunswick gave even the right of way for such a route, she would, in his opinion, be doing quite enough. The Central would be a little better for St. John, but not much. The southern would be the shortest—that was, there would be fewer miles to build—and it would effect two objects, carrying the road to the frontier of Maine, continuing up the St. Andrews line to Canada. Most certainly that route would be the most likely to benefit the Province. But, if asked by his

constituents, "would the Southern route pay?" he would certainly say, in his opinion, it would not, and that no line to Canada would pay for some years to come. While these were his honest convictions, should the Government propose to build the line through Charlotte, it would benefit his country, and he would likely vote for it. At the same time he felt sure it would not pay, and they had better let it alone for the present. If any line was needed, or would pay, it was a continuation of the present road from St. John, by shortest route to Calais; but that was not the question. It had been argued that the road would tend to increase their population to an extent sufficient to meet increased liability. He believed no such thing. He would not say that it would not bring some people to the country but that it would turn the tide of emigration to New Brunswick he thought was a great mistake. Nearly two millions of pounds had, within a few years been expended on the two lines of road now built, but it had not brought the people. He would not say, however, it drove people out of the country. When the supporters of the Bill said that railroads were going to do so much to settle the country and increase their population, it was only necessary to look at the population in different periods to see that it had increased as fast and faster, before they had any such roads. Population in 1783 was 12,000; in 1803 27,000; in 1824, 74,176; in 1834, 119,475; in 1840, 129,009; in 1848 154,000; in 1851, 193,800; in 1861, 252,000. Even if population should increase would not their local wants for roads, schools, bridges, &c., increase also? Ought the people to be taxed without getting a return in some way? How was it now? The whole people of the Province were paying £84,000 interest on the present liabilities, about £70,000 of which was for the interest on the railway debt. Was it good policy: was it just to tax all the people to build a road from Shediac to St. John, to haul timber for them? This was very well for St. John, but was it just to other parts of the Province? His hon. friend Mr. Fisher said that Bangor had incurred large liabilities, and Portland also. That was right. They would not tax the whole of Maine for a road to build up Bangor or Portland. The cities that were to be built up had to pay for it. Ask the merchants of St. John, or the advocates of this Bill to take stock and invest their own money in any of these railway works, and he would venture to say they would not risk a dollar; but so long as they could meet all the interest by a little additional tax it was no matter. About half of all the revenue had been taken last year to pay the interest on our present debt, which amounted to \$5,639,991, and about as much, he thought as the Province was at present able to bear. At any rate it was enough until the money should be invested in a more profitable way than it had already been. He would advise hon. members to stop and think a little upon this matter. Not only the interest of the debt had to be paid but by and bye the principal also. Hon. members talked about this as a great country, with vast resources. He did not believe any such thing. The country was well enough, and industry, but it was a cold country, and a hard country to accumulate much wealth in; but there were better countries, and people would continue to go there for a long time to come. Talk, said he, argue in the West; those who went there chose to stay rather than come to New Brunswick to shiver. He did not wish to depreciate the Province, but when men talked about it as a land flowing with milk and honey, he felt satisfied it was not so. If immigration was so valuable, would it not be better to spend money to bring people here, and after the population became numerous enough, then build the roads? He was much happier out of debt than in debt, and he believed the majority of men felt so. There were men who were too slow and some who were too fast; a medium course was about the safest. He had read a remark that "just between where men freeze to death and burn to death," was about the healthiest climate to live in. In private affairs, there were many conveniences that it might be desirable to have, but if people's circumstances were too limited, they ought to do without them. It would be quite absurd for a man barely able to own a horse and wagon to attempt to own a coach and four, and to mortgage his farm for want of rails to be ashamed of their country. They would rather be able to say to any stranger, inquiring about New Brunswick, that "they had endeavored to live within their own income; their progress had been slow and sure; it was true they had not many railroads but they were not in debt and they had no interest to pay, and by and bye their population and wealth would increase, so

that they could afford those things, which more populous and wealthy countries had." It had been said "let future generations pay the debts; we will contract them." He preferred to leave what little estate he might have to his children without an encumbrance he thought they would respect his memory and judgement quite as much as if he left it under mortgage. He admitted a government might go further than an individual, and although their investment might not pay directly, yet it might indirectly, so that the whole might be benefited by the outlay. But their experience in railroads had proved so far that neither directly nor indirectly had they paid them. Had trade increased? Look at the amount of imports and exports and see if the great railroad debt had done much in the way of increasing commerce. In 1850 our imports amounted to \$4,077,655; in 1854 to \$10,343,866; in 1856 to \$7,605,890; in 1859 to \$7,080,170; in 1860 to \$7,233,700, and our exports for the same year amounted in 1850 to \$329,090, in 1854 to \$5,321,075, in 1856 to \$5,366,755, in 1859 to \$5,367,110 and in 1860 to \$4,581,850. Now could any man argue consistently, from past experience, and from figures which tell no untruths, that the railway pays them indirectly. If not then why rush so hastily into a further liability, which in proportion to population and revenue was very large. The people of Charlotte were paying now in proportion to population about £6500 annually as their part of the interest on the railway debt to aid ship building in St. John to get their ship timber. The St. Andrews road was quite different, that had been built almost entirely by private capital, and the stock holders had lost their money. He was sorry for it; false representations had induced them to undertake it. Would the Government tax the people for a similar undertaking? If they would, he did not feel justified in assisting them at present. Hon. members had said it would increase trade. If any one wanted to go to Canada now, for business or pleasure, was there not plenty of opportunity? If they were so exceedingly loyal that they must travel over British territory they could go by land through this Province, or by rail from St. John to Shediac, thence by steamboat, (which had now a grant of £2,000 per annum) to Canada, or they could go to Portland by steamboat and from thence to Canada, so that there was quite facilities enough at present for business men, and, as for men of pleasure, he did not go for expending a very large amount to induce people to travel; he thought the Province would thrive quite as well if people remained at home and attended to their business; in his experience he had found the desire to be suddenly great and rich, had resulted badly; industry, prudence and economy, were the road to success. If he were favorable to this great undertaking now the present Bill did not meet his views; the whole proposal should have been plainly defined; he thought it was not The Legislature was asked to vote away a right of selecting a route to some party not clearly defined; was it the British Government, or a majority of the Colonies? So far as he could ascertain it was the British Government; an arbitrator he should not choose, as he felt satisfied from past experience they would choose the Northern route, which would be ruinous to St. John and consequently ruinous to the interest of the Province generally. He felt satisfied Nova Scotia would also select the same route in order to build up Halifax. Canada would want to build this company road as far through their own territory as possible, so they would go as far as possible through the district of Gaspé. If the road was needed for New Brunswick there should have been a clearly defined route, and if a majority could not agree upon it, that would have been evidence they did not want it. The Bill reminded him of a trick which used to be practiced when he was a child, "Open your mouth and shut your eyes, and I will give you something that will make you wise," and often times something was put into the mouth which was by no means palatable; hon. members favourable to all three routes had shut their eyes and opened their mouth most certainly two of them must be disappointed. He did not intend to run the risk; if left to the British Government, he felt satisfied the ten members from the north shore counties would get the prize. His friend Mr. Fisher thought it was sure not to go there, because only three millions of money could be got for the road. The Bill did not limit it, it only limited the amount the British Government were willing to guarantee; but under the Bill he thought the Colonies could borrow any balance required and if the road was commenced, if it took four or even five millions, it would have to be got, as it would not answer to expend three millions and then stop with the work unfinished. It was not agreeable to him to differ from his friends in the Government,

but a strong sense of duty compelled him to do so on this occasion. He was not very well informed as to the views of his constituents on this matter; he had received letters from men of good judgement and intelligent and experience favorable to the Bill, particular friends, he regretted that he was obliged to differ from them; he had also received letters from men of good judgement and intelligence opposed to it; he could not tell how his vote would satisfy his constituents but he would at least have the satisfaction of knowing that he had done his duty, and what he had conceived to be most for the interest of those who would in the event of the work going on, have to pay the bills. His speeches would answer very well to start this great scheme, but hard work in the field and in the woods must be done to pay for it. It was not necessary for him to say anything about loyalty; it had very little to do with the question, it was a question that had to do with plain practical common sense, and pounds, shillings and pence. If the road was built he hoped it might meet the expectations of its supporters, if it did he certainly was not entitled to any of the credit, as he should vote against it.

April 1.  
Mr. GRIMMER thought no measure so completely out of comparison with the resources of a country had ever been submitted to any legislature, at any time, as the Bill before them, that sought to pledge the credit to the Province to an amount six times beyond the revenue. All the speakers in favor of the measure had shown that they possessed a great amount of fervid imagination and had wrapped the subject in a halo of hallucination, conjuring up beautiful pictures, all unsubstantial as a "painted ship upon a painted ocean." But it was all important, considering they were there to protect the interest of the people, (to whom they owed allegiance, which they must not forget while paying allegiance to the throne,) to stick to hard facts, and look at the stern and forbidding aspect of the subject. He thought there was a large amount of error in referring the general resolutions and bringing forward the general resolutions and addresses passed in favor of the railway in former years, as an argument why the Bill before them ought to receive their support. Those resolutions were merely vague and general expressions of opinion as to the importance of the road; they embodied no scheme such as they were now to consider. In legislating on this subject they ought to look back upon their own experience, and profit by that of other countries. The conditions of climate and country under which the proposed railway would be built, would be analogous to those of the Grand Trunk, and Great Western lines of Canada, and what had been the experience of their directors as to their paying capabilities and the difficulties of working them? They did not pay working expenses, and it was almost impossible to work them in winter. Mr. Grimmer read a long account from the pen of a clergyman of the Church of Scotland, regarding the great obstacles in the way of working railways in Canada, in reference particularly to the transportation of the troops at the time of the front affair. The real difficulty began with the railways. He then depicted the misery and want the nonpaying character of the Grand Trunk Railway had brought on the widows of officers who had fallen in the service of their country, and helpless ladies who had, deluded by the glorious prospects set forth by sanguine speculators, invested their little means in shares that gave them no return. He then showed that the value of Grand Trunk stock was 20½ and 21½ per cent. on March 1863, and that Great Western stock was selling at from 12½ and 13½ per cent. Was not that a nice state of affairs and a cheering prospect for them? He was not opposed to railways, and he would not be indisposed to go for one, provided it was made clear to him that it would pay its working expenses. He then proceeded to read from a pamphlet as to the effect the expenditure of two millions of British capital, at the time of the construction of railways and other public works in Canada, had on the Province. During the time the money was being spent, an impetus had been given to its trade, but after the completion of the works there followed a great depression and collapse of credit, and from a state of great prosperity, reduced the country to one of comparative poverty. The fact to be learnt from these Canadian railways was one they would do well to ponder over—the money spent in their construction was absolutely lost to those who sunk it. He thought the Provincial Secretary had put forth a fallacy when he said New Brunswick would have the benefit of the expenditure of two millions, as a large amount would have to go out of the Province for iron, &c., and he thought, when their experience showed them, that the great railway had no increased population and revenue (as had the other had the



effect of depopulating some places, they should receive, with considerable abatement, *cum grano salis*, his statements that emigration and enlarged revenues would follow on the railway. He held that the railway would not be a commercial, but a military road and that Canada, from its inland and confined position, was much more interested in it than New Brunswick on the open seaboard, and that in comparison to its interests and resources, the latter Province would pay ten times as much for this railway as the former; and he did not see why they should tax "the men who bore the heat and burden of the day,"—the hard-working classes—for a military road in which New Brunswick was ten times less interested than Canada, but for which she would have to pay ten times as much. Mr. Grimmer then alluded, with some humor, to Mr. Fisher's glowing picture of Canterbury and gave the reverse side. He showed that the railway ran between two uninhabited houses, that hotels stood tenantless, grass grew on the streets, and disappointment and desolation brooded over the once hopeful settlement. The railways had not been the immediate cause of the rise of Canterbury—it had been settled by the people of Charlotte, who had been attracted by the fine tract of country between Eel River and Oak Bay. Instead of inducing settlement, the railway had rather retarded it, as more people would go and settle if the lands were not locked up by the St. Andrews Railway Company, who would not sell them under 20¢ an acre. The effect of that Company's holding lands was against settlement of the country by hardy pioneers. The town of St. Andrews—the terminus of the railway—had ten years ago a population of 2,400, now the fact is it has only 1700, a decrease of 50 per cent. The facts went to show that the effect of railways was not to increase the population of the country through which they passed. After alluding to some of the "fancy pictures" drawn by former speakers, of the effect that the St. Andrews railway would have in settling the country through which it passed, (so vivid were some of them that he declared he thought he almost heard the kind lowing and the sheep bleating on the fertile pastures spread out in green luxuriance on either side of the line,) he addressed himself to the hon. member from York (Fisher.) That hon. member had always been a railway prophet. No doubt he, when he uttered his prophecies, had done so in all sincerity of heart, but they, knowing how his past predictions had been falsified, might well have listened with some suspicion when he predicted glorious things of this railway. The hon. member then read from the Journals of 1856, to show what expectations he (Fisher) had entertained with regard to railways, and the mode of paying off the debt incurred by their construction. He had calculated that together with a fund raised from 800,000 acres of Crown Lands, 1½ per cent. of the profits of the road might be paid into a sinking fund for the extinction of the debt of 3 millions to be raised by loan for their construction. How different had been the reality. They had a road that hardly paid working expenses, while the surplus of 2,000 of Crown Lands sold, would not go a great way towards the extinction of the debt. He (Fisher) had said that 220,000 might be raised by a proper management of the Crown Lands. That showed he thought there must be something wrong in the Crown Land department. It was strange he should give his eulogium to a Government whose mismanagement lost 220,000 a year to the Province. He (Grimmer) was not disposed to look upon this offer in the same light as either the Provincial Secretary or Mr. Fisher did, or to think that they would never receive such another, and if they did not take it at once they would never get a railway for all time to come. He did not set so high a value on it, nor did he fear it would not be renewed, and thought this railway was not solely of Colonial importance—it concerned Imperial interests as well. The Provincial Secretary had himself set forth that proposition, and in heart no doubt he thought the British Government ought to contribute something. After all that had been said by the leading statesmen of Britain as to the necessity of the work for the preservation and the binding together the Colonies, what was the British Government going to contribute to the scheme? Their guarantee, but not one iota of capital. Their endorsement indeed might be worth money to the Colonies, but it cost the British Government nothing. The hon. member then, in reference to a quotation (made by Mr. Fisher) from Lord Bacon as to the three requisites to make a great country, in support of railways remarked, that before the third requisite—"means of quick transit"—were thought of, the Province should first have the second—"busy workshops"—manufactories, mills, thriving and trading towns and settlements all over the Province. It was necessary to have the trade, and traffic, and the population, before they had the means of quickly transporting them.—Mr. Grimmer then remarked of the Bill, that it was not an ingenious, plain, honest John Bull Bill; there was something beneath it the Government did not wish to let the people know. The question of route was seemingly left indeterminate on purpose with the intention of catching members from the north, east, west, and south. The hon. member then said that it had been asserted of those who would not vote for the Bill, that they wished to separate the Province from the Mother Country. There was no foundation for any allegation of that kind. The ties that bound them all to the Mother Country were as dear to him as to any other hon. member. Mr. Grimmer then concluded with an eloquent peroration, praying for the perpetual continuance of the glorious British Empire, and the long preservation, in God's holy keeping of Her Gracious Majesty to her loyal people.

#### COMMUNICATION.

To the Editor of the "Standard."

SIR,—Since the passage of the Civil List Bill, connected as it was with the Constitutional Responsible Government no measure of such importance has arisen as that of the Intercolonial Railway. Our population numbering only 13,000 at the erection of the Province, now numbers 252,000. For many years it was the policy of our Legislators to make the annual income and expenditure balance each other, and so keep out of debt—until at last the force of public opinion compelled them to borrow money, and commence a system of Railways. Since that time, 108 miles of the N. A. & E. Railway have been completed, and the Saint Andrews line has reached the valley of the St. John. It is about 16 years since Major Robinson's survey of a line for an Intercolonial Railway was finished, and that measure has been urged from time to time ever since until it came up at the late Session and passed into a law. It is gratifying that the Bill passed by such a large majority. Besides the long and able debate in the House of Assembly, it had been discussed in all the Provincial papers that I have seen, from your own temperate editorials, to the determined opposition of the Saint John's Freeman. Perhaps the greatest amount of nonsense connected with this most important subject, is to be found in the Colonial Presbyterian, a semi-religious paper, published in Saint John. The editor of that print labours largely, and lays about stupidly upon the members of the Govt., and on the Provincial Secretary in particular, in his application of the anecdotes of the three foxes, and *Patience the pig driver*. Warning as he advances, he charges Mr. Tilley with intentional duplicity, affirming, positively and directly, that the important Railway Bill just passed is "an insulting piece of fraud and deception." Meantime he pretends to be a great friend to the Government, and as he casts "arrows, firebrands and death," reminds one of the hero of Donnybrook Fair who "Went into a tent and spent half a crown. Came out, met a friend, and for love knocked him down. With his spring of sheldah and shamrock so green!" The man who thus presumes to speak of "dignities," has chosen the wrong subject, Mr. Tilley's character for honesty and sincerity has long been established, and is as the air invulnerable, and those vain blows, malicious mockery!" Sir, although I have no pretensions as a writer, I think I can make it appear, first, that the Bill in question, so far from being "an insulting piece of fraud and deception," is, in all respects, just what it should be, and secondly—that a large portion of the Reverend gentleman's Editorials against the same, are nothing but baldheaded and rigorous.

#### A BACKWOODSMAN, FROM THE STATES.

Bangor, April 24.

Richmond papers contain telegrams from Port Hudson confirming loss of the Queen of the West. Over 100 private and oficers were captured. She got aground and was blown up by a shell from Federal gunboats. Also announcing loss of gunboat Diana, burnt by Confederates. Despatches from Berwick Bay, 15th, say Federal force is beyond Franklin, La., and still marching on. Richmond papers admit loss of battery at Suffolk. Rumored Marmaduke captured Cape Girardeau. Reported five transports ran blockade off the Yazoo and are now above at Haines Bluff. Federals occupy North and Confederates south side Goldwater. Flour very dull.

April 25.

The Pirate Florida captured the ship "Star of Peace" and bark "Lapping" putting on board the latter 2 guns and 18 men; also captured bark "N. J. Colcord." Steamer Dudley Puck from Newbern 24th confirms the report that Gen. Foster left for Washington, N. C., with reinforcements.

British Steamer, blockade runner, reported off Frying Pan shoal 14th, with Federal steamer four miles west in chase. World's despatch says that it is thought that the main body of the Confederate army in Virginia lies near North Anna River some ten miles from Fredericksburg and not more than 15,000 at Fredericksburg.

Reported that fifteen hundred colored men enlisted in Federal ranks in one day at Holston, Ark. Late reported movement in Charleston harbor turns out to be unimportant.

April 27.

New Orleans advices reports active operations in Banks' army in South West, having hard fight at Vermillion Bayou, driving enemy and capturing their works at Bethel place, reaching Franklin 15th.

Confederates destroyed 10 steamers and two gunboats, including Diana, to prevent their falling into Federal hands.

About fifteen hundred Confederates captured. Gen. Grover also defeated Confederates at

Irish Bend, Confederates numbering some 10,000.

Memphis despatch says more transports succeeded running Vicksburg batteries.

Confederate batteries at Warrenton silenced.

Four operators reported arrested at Palm-mouth working submarine telegraph across Rappahannock, by which enemy have long received communications.

Two hours fight reported at Cape Girardeau.

Confederates repulsed. No particulars. Marmaduke and Burbridge with eight thousand attacked Federals at Cape Girardeau and were repulsed with heavy loss.

Federals subsequently reinforced and ready for any emergency.

Deserters report sixteen thousand men from Vicksburg army arrived at Tullahoma and reinforced Bragg at Manchester, which Bragg occupies with a large army. This not fully credited.

Also reported Kentucky, Tennessee and Missouri troops in Bragg's army lately very mutinous.

Mobile Advertiser reports that a boat's crew from Fort Gaines captured Federal tug boat at Pass L'Outre and ran blockade into Mobile.

Fort Monroe letter mentions that Gen. Corcoran drove enemy from rifle pits on Edenton road.

Official news from Mexico to 1st inst. says French met with several repulses at Puebla; supposed Mexicans holding out.

## The Standard.

ST. ANDREWS, APRIL 29, 1863.

The Royal Gazette contains a list of the Acts passed during the late Legislative Session, forty-seven in number. The following are the local Acts relating to this County:

An Act relating to rules and regulations for the government of Pilots in the County of Charlotte;

An Act to repeal an Act intitled "An Act to provide for the more effectually repairing the Streets and bridges in the Town of St. Andrews;"

An Act relating to certain exemptions from Duty at the Port of Saint Stephen, [Reserved.]

The most important of the general Acts, is the one "to authorize a Loan, and for the construction and management of an Intercolonial Railway." The question was one which attracted the greatest share of attention, and was debated with an unusual amount of ability. Three of our Representatives, from a sense of duty, we believe, opposed the Bill,—we differed from them, and know of no reason to change our views, in fact we are more and more convinced of the propriety of passing the Bill, and from what we learn, and we speak advisedly, the measure is becoming more popular every day. In compliance with the expressed wish of many subscribers, have commenced publishing the best reports of the Charlotte Co. members speeches on the Bill; but owing to their great length, we could only insert Mr. Gillmor's and Mr. Grimmer's in the present issue, and hope to be able to give Mr. Boyd's and Mr. Stevens' next week.

The debate in the Nova Scotia Legislature on the Government Railway resolution was closed on the 21st inst. The resolution was sustained 28 to 24. Attempts to burk the measure shared a similar fate with those in our own Legislature.

The annual repair of the streets and bridges has been commenced under the supervision of our active Commissioner, Mr. Bradford; several of the streets which were raised last year, are now in proper condition to be travelled; the culverts at the crossings are well built, and will last for many years.

We learn from a gentleman at Letete that the English Company who have taken the Copper mines in that locality, have a number of men at work under Mr. J. W. Kay, their engineer, and that they are raising large quantities of the ore, which has long been known to exist there. That it will be a profitable enterprise no one doubts, as the veins are pure and abundant. The men work with a will, as they are paid punctually every month, through Messrs. Chipman & Bolton, of St. Stephen, who are the agents. That the parishes of St. George and Penfield contain valuable minerals is confirmed by geologists many years ago, all that is required to develop the great natural resources of the district, is capital and scientific knowledge.

FLAX.—Several farmers in this vicinity have prepared their ground for sowing flax seed, as the soil and climate have been found favorable to its growth. Many of them have had large experience in its cultivation and preparation for manufacture having been en-

gaged in the business in the North of Ireland.

Any one visiting the town of St. Stephen, after an absence of a few months, will at once notice the great improvements which are constantly being made in the appearance of that growing place. Several new houses and stores have been erected within a few months, many of them would do credit to much larger places. Mrs. Quinn's large building now in course of finishing and intended for an Hotel will add materially to the appearance of King street, if we remember rightly. The rooms are large, well finished and airy, and no expense is being spared to make the House all that is required. Clewley & Co., W. T. Rose & Co., and M. McElroy have also well finished and commodious stores, the latter is a brick building, situated at the end of the bridge, between St. Stephen and Calais. The merchants were busy, several vessels were loading, and lumber was abundant. The people are energetic, and possess a spirit of "go-aheadiveness" worthy of all praise; and we suggest to them to direct the street commissioner either to macadamize the streets, or cover them with coarse gravel;—particularly those in the vicinity of the wharves, as it is probable, that they will soon again be travelled over by teams to and from vessels discharging and loading, should Mr. Stevens' bill, which has passed the Legislature, exempting the Port of St. Stephen from export duty on lumber, receive the Royal Assent,—which it is generally believed will be the case. The merchants in that vicinity will then have their vessels loading in their own instead of a foreign port.—Messrs. Chipman & Bolton have a large ship on the stocks, which is to be launched this summer.

While at St. Stephen last week, we learned that our old contemporary, J. G. Lorimer, intends republishing a paper in that place, and that he would bring on a Press and type for that purpose from New York in a few weeks.

The weather during the latter part of the week was stormy. On Friday evening and Saturday rain fell with a strong gale from the South east. Early on Sunday morning snow fell to the depth of two inches, but quickly disappeared on Monday.

DROWNED.—A young lad named George Davis, was drowned on Tuesday last, while spearing flounders, in the river. The body was found this morning.

During the violent gale of Friday night last, the Steamer Queen was driven from her mooring at McAllister's wharf, below Calais. We are happy to say she was got off with but slight damage and resumed her trips on Tuesday.

The small Pox has made its appearance in Woodstock, four cases are reported, fears are entertained that the disease will spread.

The ice in the St. John river commenced melting last week, and the steamers commenced running to Fredericton on Saturday last.

We learn from persons who have lately returned from England that the prospects of the deal trade, our great staple, were never worse. Even at the present, non-paying price there is no demand, and but little consumption. Were it not for the ship-building, which bids fair to continue good, we might look for blue times ahead.

RECRUITING FOR THE STATES.—The Quebec Mercury of the 16th says that there are two or three persons, newly arrived in that city, who are inducing men to leave there, under a pretext of giving them employment in the sea-ports of the Northern States.

COMPUTING INTEREST.—A new mode of computing interest at six per cent., has been published, which appears simple. Multiply any given number of dollars by the number of days interest desired, separate the right hand figure, and divide by six; the result is the true interest of such sum for such number of days at six per cent. This rule is so simple and so true, according to all usages, that every banker, broker, merchant and clerk should post it up for reference and use.

The Canada Company announces a fortnightly independent new line to New York beginning May 16.

The expenditure for militia purposes in Nova Scotia last year amounted to \$21,681.54.

Prince William of Denmark, brother of the Princess Alexandra, has been proclaimed King of Greece. He is in his 18th year.

New Bedford, Mass., April 22.—Two sisters, Mrs. Rowe and Mrs. Rogers, and three children, were drowned this afternoon while on a sailing excursion in the "Lay." A child of one of the ladies fell overboard accidentally, a gentleman jumped in to save it, when the whole party rushed to one side of the boat, which capsized, and they all fell into the water. Two ladies and a gentleman were saved. The bodies of Mrs. Rowe and Mrs. Rogers and one child have been recovered.

The New York Herald affirms that "there is no form of fashionable extravagance which is not now indulged in to a surprising extent. India shawls and velvet cloaks are more common than calico. Everybody keeps a carriage, and many people keep half a dozen carriages. Diamonds of the first water sparkle in the ears accustomed to plain gold, and very little of that, or glitter upon fingers formerly unused to kid gloves and jewelry."

A man who has a brother in Congress from the State of New York, was caught stealing silver spoons from the Merchants' Hotel in New Haven, Monday night. He took them to a Jew store near by, and offered them for sale, with the name of the hotel proprietor plainly marked on the articles. Could anything better be expected from one so connected?

At St. Stephen, on the 23d inst., Josiah Rogers Webster, aged three years and 5 months, son of Henry and Mary E. Webster.

On the 28th March, at Belmont, near Bristol, in his 84th year, George Gibbs, Esq., principal in the firm of Gibbs, Bright & Co., of Bristol and Liverpool, and also of the firm of Bright Brothers, Melbourne.

## A CONCERT OF Vocal and Instrumental Sacred and Secular Music.

Will be given in Govt's building, near the Railway Depot, on Thursday evening, 7th May. Doors open at 7 o'clock. Concert at 8 P.M. Particulars in small bills. Proceeds to be devoted to wards the Baptist Church.

T. ALGAR, JAS. STAVENSON, E. LORIMER, E. E. LAW, JARVIS LAW, Committee.

## CARD.

Mrs. KENDALL, an English lady, late of Quebec, will open a School for young Ladies in St. Andrews, on Friday the 8th May; all the branches connected with a lady's education will be taught.

The most satisfactory references can be given to parties interested. Particulars as to the course of study, can be obtained by application to Mrs. Kendall, or the Rev. W. Q. Ketchum, Rector of St. Andrews.

## ARRANGEMENT FOR 1863.

THROUGH ROUTE FROM AROOSTOOK, FRESQUE ISLE, HOULTON, AND WOODSTOCK, N. B.

NEW BRUNSWICK & CANADA RAILWAY AND International Steamship Co., To New York, Boston, Portland, ST. JOHN EASTPORT, AND CALAIS.

TRAINS will leave St. Andrews for Woodstock Station each day from MONDAY to FRIDAY, at 9 a.m., and on Saturday at 6 a.m. Returning will leave Woodstock Station every MONDAY at 3 a.m.—(Tolins Express by this Train can take Boat same day for the States)—and the following days at 9 a.m.

Through Fares each way as follows:— Woodstock Station to Boston, \$7.00 do. Portland, 6.00 do. St. John, 3.00 do. Calais, 2.50 do. Eastport, 2.50

O. JONES, Sup't, HENRY OSBURN, Manager.

## ASSESSORS NOTICE.

NOTICE is hereby given, that the undersigned Assessors of Rates and Taxes for the Parish of St. Andrews, in the County of Charlotte, will receive, until 27th day of May next, statements in writing, from all who are liable to be assessed for the current year in the Parish of St. Andrews of the real and personal properties and income they possess.

J. LOCHARY, B. R. FITZGERALD, JAS. McFARLAN, Assessors. St. Andrews, April 28, 1863.

## FLOUR CORN, &C.

To arrive Ex "Harriet" from New York.

150 BLS superfine & Ex state flour, 100 Bags Corn, Barrels Beans, 6 Boxes No. 1 Tobacco, &c. &c. Apl. 28. J. W. STREET & SON

## TEA, TOBACCO, &C.

Just received by the Subscribor.

A choice lot of Tea, Tobacco, and Groceries, For sale low.

H. W. BARNARD.

Calais, April 29.

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H. W. BARNARD.

## SUGAR AND MOLASSES.

Ex "Juliet" from Hall St. John.

25 HDS prime Muscovado Molasses, 10 do Bragato Molasses, For sale low. April 21st 1863. J. W. STR

## MESS PORK.

100 BLS heavy Mess Pork. For sale low. April 21st 1863. J. W. STR

## Box "Utica" Boston.

10 BLS illuminating Rock Oil. For sale low. April 21st 1863. J. W. STR

## DENTAL NOTICE.

D. R. MACKAY has arrived and is obtaining the undersigned month of June next, issue a Week voted chiefly to Agriculture, to be "Farmer," a specimen number of which will be sent to all who send a subscription price \$1 per annum. As "The Farmer" will depend a vital support, it is hoped all interested parties will immediately contribute. The columns of "The Farmer" by the contributions of the writers in the Province.

CHAS. S. Publisher and Editor. For sale low. April 1, 1863.

## Iron Steam S.

Admiral Du

WILL leave Boston Monday April 28th at 8 a.m. for St. John touch at Eastport, leave St. John Thru at 8 a.m. touching at Eastport & Lunenburg.

## STEAMER QUEEN.

Will connect at Eastport for freight, all particulars of WARREN H. Eastport, April 6th, 1863.

## Ambrotypes.

THE Subscriber would respectfully citizens of St. Andrews and has opened a room in PAUL'S H. is prepared to take Pictures in most improved style. Ambrotypes and Melanotypes, from Daguerreotypes, Melanotypes, types, also Pictures taken of individuals, and Landscapes residence.

Pictures taken in cloudy weather as in fair. The public are invited to call and examine specimens in town but a few days. Per warren ed in all cities.

L. W. OUTI

## Valuable Fa

FOR sale by the Subscriber his 37 acres of land, with a mill, with and Barn, on the premises. T. watered, with pasture and good soil, and contains a suitable place. The premises are situated on the thin a mile and a half of St. Andrews, apply to St. Andrews, April 14, 1863.

## APRIL, 1863.

## Spring Cam

## FIRST NEW

this Season.

NEW HATS, NEW BONNETS, NEW

## AT THE ALBION

JOHN I.

## Surrogate Court, County

In the matter of the Estate of late of the parish of St. Andrew of Charlotte, deceased, WHEREAS James Russell Junior of St. Andrews, in the said, a creditor of the said deceased, has presented a petition for letters of Administration of the said estate to be granted to him.

Notice thereof is therefore hereby cited to appear before me, the undersigned, on Tuesday the 1st day of May, at the hour of eleven, to take out Letters of Administration of the said estate, and to show cause why the same should not be granted to the said James Russell Junior, or to any other person as the said Surrogate may think fit to appoint.

Given under my hand and the seal of the said Court this 1st day of April, 1863.

JAMES W. GEO. D. STREET, Register of Probates.

B. R. STEVENSON, BLANKS FOR 8

At this Office And Printed to C







