## The Exrnimg 思espately.



## Notice. ADVERTISFMEsts must be sent 

Oht Cutning dimpatch.
SAINT JOHN, N, B.:
WEDNESDAY, APRIL 1, 1863*
MR. TILLEY'S SPEECH ON TH
INTERCOLONIAL RAILWAY.
We should have preferred to publish this masterly speech in full, as it appear
in the Globe and Morning Neus: but regret that the space at our disposal is to limited for that purpose. Mueh agains our wish, we have been obliged to leav out many interesting stafements and references in illustration of Mr. Tilley' the most important portions on the pre sent occasion.
The Prov
would proceed to show why the Bail the in the Chairman's hands should not bo postponed for three months as propose
by the hon. member for St. John (Mr by the hon, member for St. John (Mr
Cudlip). The proposal to construct ai Intereolonial Raillway had been frequently
diseussed by the Uegislature diseussed by the Legislature of Nev
Brunswick, and carefully considered fron time to time by a large portion of the in habitants of the ${ }^{t}$ Province, and with
uniform result. He would proced trace these proceedings from 1846 dow to the present date, and he would firs
read the Resolutions pa sed by the House read the Resolutions pa-sed by the Hous The erst resolution was passed with but voices, and the third by a vote of 21 yeas
and 5 nays. and 5 nays.
"That the House, viewing the :"That the House, viewing the estab" of the greatest importance to these Co loniles, both pohitically and commercially
will not be behindhand with their fellow subjects, the people of Canada an Nova Scotia, in making such provisio
both from the public funds and land as the resources will warrant.
Mr. Tilley then read the resolutions re ferred to, and also a minute of counci from the journals of 1849 , recommendin the measure to the Imperial Govern ment:-
In 1850 an address passed the Assem
bly, and $\$ 20,000$ a year and $2,000,00$ 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
000 a year towards the Intercolonial Rail way. In $185 \Sigma$ the Legislature agreed to
assume five-twelfths of the cost of a Railway from Halifax to Quebee, Canada to pay four-twelfths, and Nova Scotia three-
twelfhs. The cost of the road was esti twelfths. The cost of the road was esti
mated at $£ 5,000,000$, making the portion of the expense to be borne by New Bruns wiek, $£ 2,083,333$, Canada, $£ 1,666,666$
Nova Scotia, $£ 1,250,000$, and the same time about five miles of the un granted land on each side of the Roid In 1858, an address passed both branches
of the L Lagislature, renewing former of the Lagislature, renewing former
pled ge; of asiit tine to the full extent of the means of the Provinee in money and
land, which addresses was also accompani land, which addresses was also accompani
ed by a strong minute of Council, pressing Majesty's Goverument. During the same year Messrs. Fisher and Smith were ap pointed in concert with delegates from Canada and Nova Scotia, to obtain assistance from the
wards this Railway. wards this Railway
Mr. Tilley then
topics, and stated that in 1859 a join address to Her Majesty was again passed by both branches of the Legislature, re
referred to the proceedings at Quebee, when the delegates were as embled there
in 1861, and to the subsequent negotiations with the British Government. H s onke in eulogistic terms of the spirit
ovin el by that government, and ovin el by that government, and of the of
liberal offer now made:-
ish If they were to build Railways under
any other arrangement, say by borrowing
money upon their own credit, they could money upon their own credit, they could
not construct over froun 50 to 60 miles by the annual expenditure of a like sum
In this case Canada paid five-twelfths of the cost. Nova Sotatia also built a por
tion of the Road in this province, and ticn of the Road in this province, and
with money a but little over half the in-
tarest they would Derest they would pay upon their own
Debenture, they would be enabled to get 240 miles of Railway at a very small cos
to the province. There was not a man in the House who. supposed for a moment that the link necesssary to connect the
Nova Scotia and New Brunswick Rail ova Scotia and New Brunswick Rail
ways would not one day be built. The
ompletion of that Road from the Nov Scotia boundary to the E . \& N. A. line
would cost $£ 350,000$, the interest a pon would cost $£ 350,000$, the interest upon
which at the rate the province now pay Wh chat the rate the province now pays
for money, would be £21,000. $£ 14,000$
arditiona, under the proposal of the additiona under the proposal of the
D lke of Newastle, and the arrangements
with Cone With the Canadian and Nova Seotia Gov
ernments, would giye not only the Nor sotia connection. .hut 200 miles addition in $N$ w Brunswick, and connection with
Canada also. Who, he asked, then could resist such an offer, To his mind, the arection was not debatable. It might be m ed this increresed liability of propose to and can it be done without oppressing
he people? He would show how it conl he people? He would show how it could
be done, and, he believed, without adding to the amount now colliected per head from the present inhabitants. Her head
went into calculatious upon that went into calculatious unon that subject
at some length. He said that five years at some length. He said that five year
would be required for the surveys and construction of the road, and he believed
the increased Revenue, caused by so larg the increased Revenue, caused by so large
an expenditure of money, and the increase of poppulation, during its and construction, to gether with the increased earnings of the
present road after the link was completel present road after the link was completed
between Truro and Shediac, would enable the governnent to meet the interest
during construction. The following are the calculations read by him :-
Average in
tor mosion
To mete th

 Roand drom connection with Xo-
Yhs ontian durng three years of
that time, and addition
thateocad uring three years of
that ite. and aditionil busi-
ness upon balance, average
Leaving a balance of $\$ 10,130$ for general pur




$\qquad$ | Total, |
| :--- |
| for Roads, |
| \$220,622 | or the additional population, $\$ 53,000$ and he believed was a moderate estimate Some persons had asked, how can you

raise the means to raise the means to pay the interest out of
the country? Will you not have to send the country? Will you not have to send
gold out of the country for that purpose,
and thus impoverish it? That question gold out of the country for that purpose,
and thus imporerish it? That question
could be easily answered. Liabilitie were sufficent 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 mor
than be met by the increase of exports
and diminution of in and diminution of imports, the result or
the construction of the the construction of the proposed Rail-
way. way. T
of the government would be to induce people to come and settle along the line of the Railway, and mentioned a propo-
to purchase upon the line upwards of 500,000 acres for actual settlement. He eferred to the probable increase of agricultural produce, by reason of the increase
of the country population, - to the diminshing of the importation of what ot dimin now imported,-to the facilities the Rail vay would afford for gettinglumber from the woods to markets,- to the advantage which would acerue to New Brunswick from the opening up of an extensive trade with Canada and Nova Scotia ; and urged the inportance of free commercial, socia and political intercourse with our sister provinces. He then combatted, with rushing force, the objections urged in Suith 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 benefit the other
likely to
taking:-
He had but briefly referred to some o from anvantages that might be anticipated As yet he had not touched upon one that
he considered of vital importance to all the considered of vital importance to all
these Provinces. He referred to the He referred to the
means of defence that it would afford in
dee the event of a war between Great Britain
and the United States. He trusted that country, but the occurrences of the last two years had shown how suddenly the
peaceful relations between the two coun peaceful relations between the two coun-
tries may be disturbed. In the event of war what would the position of these Colonies be, with a dozen of Railways rom different points in the United States
terminating, on the borders of Canada and no Reilikay connecting these Pro,
vinces by which Troops can be transmitvinces by which Troops can be transmit
ted in winter, without delay, for the re
lief of the menaced points? The issue lef of the menaced points? The issue
connot be doubtful. If we wish to main tain ourconnection with the Parent State,
and who is there in New Brunswick he and who is there in New Brunswiek, he
would ask, that does not, then that connection will be most effectually secured hy
the construction of this Railway. We have had evidence that caunot be denied
that forthe preservation of these Colonies and for the protection of the lives and property of its inhabitants, England ha
slown her willingness to shed her best shown ner wilingness to shed her best
blood and scattuustintingly hertreasure.
Under such circuunstances, will this House say, will the country say, that we are not
to tax our abilitics to the ntmost, it ned to tax our abilities to the utmost, it need
he,
that carry to a successful issue, a work
thatees so many local, and at the same time secuses such large enational ad
vantages. He could not believe for vantages. He could
moment that the Legislature would pursue so suicidal a course.
He had heard it said $t$
this matter heard it said the that in atention ofsing House, the Government of New Bruns-
wiek were premature ; he thought differwick were premature; he thought differ
ently One part of the agreenent with
the Imperial Government was that Bills the Imperial Government was that Bill
should be immediatly submitted to the
severa several Legislatures. It was the duty
of this Governent of this Government to fulfil their part
of the contract, without waiting to see of the contract, without waiting to see
what course any one of the other colonies
pursued what course any one of the other colonies
pursued. He believed Nova Soctia
would take action upon this subject. The
and Would take action upon this subject. The
Governuent of Cannada had not aband-
oned it ; and legislation had in the Lower Provinces, he did not think that Canad would long remain the obstacle to the
completion of this to then all important means of connection with British territory with the sea. suppose Canada took no
action in this matter, what will it cost 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 Governuent, and our action will in the estimation of the friends of the
measure in Canada, aid them. The measure in Canada, aid them, Then what excuse can the frieuds of the meas
ure in this House give for opposing it
now? None whatever. The None whatever.
The Provincial Secr
The Provincial Secretary concluded by
urging the House not to reject the pre
ent offer. If declined they would pro-

## Business Stand


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MELODEON FOR SALE: $\mathbf{F}_{\text {perfect order. Warranted. }}^{\text {IVE octale }}$, mowe marh 31.
ust Received from Boston, 49 DOZ. OF THE
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No. 11 KING STREET.





CASTOROIL.

bably never have so good an offer madewith strong opposition in Parliament. These guarantees are far from ponular with a large portion of the people of Eng-
we concluded by moving as all He concluded by moving as and
amendment to Mr. Cudlip's Resolution
hat the Bill be read.

## LECTURE

## ATTHE INSTITUTE.

DR. A. B. SPINNEY




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晚 $\mathfrak{E}$ erlegraph.
Bangor, March 31st, 1863. Times W ashington despatch says infor Confederate Government were movin from Richmondall military supplies, and were keeping only a show of strength at
Fredericksburg. Gen. Dix believes this, and so informed the Washington authori-
ties. Gen. Hooker. ties. Gen. Hooker affirms, however,
that with the exception of Longstreet's that whith the exception of Longstreet' encamped
A Hilton Head letter says that Beauregard, through a flag of truce, demanded
the surrender of the Mercidita and Key stone Stote, which, he says, were captured
January 3lst y 31 st
th Maine Reginents, arrived at Jack sonville to reinforce negro troops. The
neerroes drove the Confederates miles from their positions.
Three reginients of Georgians marching
on Jacksonville.

BY SPECIAL
TELEGRAPH TO THE
Evening Despatch. Wednesday, April 1.
The evacuation of Richmond is still sserted as probable
The Confederate officers having take he oath of allegiance, declare that it wil ment.
A
A Cairo despatch says that on Wednes ttempted to run Vicksburg: the forme was disabled, and the latter sunk.
Gen. Sherman's Expedition to the rea of Haine's Bluff, is reported to have re turned to Young's Point.
A Chattanooga despatch says that Gon Forrest captured eight hundred Fed Heay fring was hen He vicinity of Charleston, which was in osed to be from an attack on the bat eries at Stone Inlet.
The Confederates are reported fortify ing Chattanooga, and over fifty guns are in position.

BY TELEGRAPH.
THE LEGISLATURE Fredericton, March 31. afternoon.
W. J. Gilbert gave notice of a motion ocommending the Boarr of Agricultur point on the line of Railiboad.
point on the line of Rairroad.
Fisher esumed at 2.30. R.capulated
former arguments. Had deliberately come prosent chance, better let the the British
Government decide the Government decide the route. He woul: prefer that it had been defined in the bill
He dilated on the greatness of building a Road from our own resources At 4 Cudlip took the floor. He though if we got the railroad we would be like
the man and the elephant. We should
have had the selection of the route have had the selection of the route. We
should have more experience witb the blind " Parliament. It wousd be
dear way of colonizing the province.

multcum-in-Rarvo. -
The Ratlway Superintendent.Our contemporaries the Courier and Co tention to the fuet of the very efficien manner in which Mr Carvill discharge nanner in which Mr. Carvill discharges E. \& N. A. Railway. We heartily joi with the Courier and Prestyterian in comnendation of a faithful and hard worke official, and must with them express a re gret that his services should be so miserably requited: his ability as shown in th admirable management of the road-in the regular running of the trains especi-
ally,-is well-known mitted, and why should the sovernme pay him such an inadequate salary? But there are other instances in this province in which publie officers are under paid hrough a "penny wise and pound foolish" hould be a reform in this particular.
THe shock of the earthquake which oc curred on the North Shore a few day ago was very distinetly felt in Riehibucto A correspondent of the Gleaner says tha he was roused from sleep by the shoc about $4 \frac{1}{2}$ o'clock, and that "the hous was shaking and the stove in the roon made quite a clatter. I thought for moment that there was a heary gale o short time, and then all was"still."
Improvement of Chathum. - A list of new buildings in process of constructio in Chatham appears in the last Gleane The Freemasons have erected a capaciou housces are alrengly under way while othe are talked of as soon to be commere The congregation of St=Andrew's Kir belonging to the Established Church of Scotland have decided to build a new kirk in the course of next summer
WE observe that Mr. F. A. Jones, Instructor of Calisthenics, has returned to is on foot for the construction a movement nasium.
Those who read the extracts in the dint Woding lim descriptive of the Rosa! Wedding which Windsor, on the 10th March, must have experienced a glow of pride swelling within their breasts while they thanked Providence that they were subjects of that widowed Queen whose son they honour and love.
A furtier remittance of $£ 525 \mathrm{stg}$, was sent by mail to England yesterday by Wm.
Thomson, Esq., Treasurer for the Lancashire Relief Committee in this province.
W, P. DoLe, Esq., delivered the clos-
Institute on Monday evening. He reviewed the various lectures of the season, and, we hear acq
most creditab'y.
sEETE NTMWE.
 oaik timber,
ship $A$ msterdam, Merritt, Carthagena, William
Thomson, ballast.
March CLEARED


New English Books.



## CITY ROAD

 STORE HOUSE.5 For Sale at the Lowest Rates to7 tone Heary Fred. A uantity of BRAN, on consignment:-One car load SHip's Kxrrs.
march $30 .-(2 \mathrm{w}$ )
CHAS. H. WRIGHT:
PORTLANDINE OIL
 march 30,
Cloth Caps! Cloth Hats


 Aus. All to be sold low for Cashi. MAGEE,
A. King street.
march 30 .
it
Milk Pans and Butter Crocks.


Seeds ! Seeds ! Seeds! The subseriber has just reeeived and offers for $G^{\text {ARDE }}$ sile FIELD fill assortment of march 30, corner King and Germain ot's.

## GLOVES!

## MARCH 25 th.

Magee brotilers have on hand a good
 Butter and Cheese
 For sale by THOMAS HANFORD. NEW
SPRING GOODS!



