Major Robinson and Capt. Henderson. If the opinon which is maintained by many persons well qualified to form a judgment, is correct, that a shorter and better line may be found through New Brunswick, it will of course be preferred, and there will be sufficient time for determining this question while the earlier part of the line is in progress. It is also to be understood that Her Majesty's Government will by no means object to its forming part of Henderson must however be subject to the approval of Her Majesty's Government.'

May, 1852, the expected aid was postponed for the reasonable expectations there are of the Road pay- a mere pleasure excursion. But the hon, member to read the bill. route through the Province, which, both by its dis- bave however made the calculations for myself, and referring to the proposition made by the Delegates Mr. M. Clelan said he felt unwilling to protract tance from the frontier rapidly duminishes, and the would be in 1871-327,600, in 1881-425,800, in terms to build them? For my part I think not, speakers. He would first allude lightly to the loco-operation of a fleet with the Railway which "its 1891-553,644, and in 1901-729,737. Each man and it has been so fairly stated by several hon. cal bearings of the question, and to the manner in proximity to the sea" seems to indicate, would be woman and child in the Province pays indirectly members. I find, sir, the line from St. John to which he, in common with his constitutents, had of no avail in winter, from the pack ice with which into the Revenue \$2,40. so that with the ordinary Shediac requires £70,000 from our means to meet hitherto viewed it. The representatives of Albert the Gulf shores in the winter time are enveloped increase in our population as here shewn and with the interest on 108 miles, and for half that amount had been ever on the side of Railroads, with slight Country to Canada. Canada and Nova Scotia con- our share of the Road. The first ten years will be twelfths of the deficiency. I am in favor of build- was termed —a proposition which involved twice John and the Canadian Delegates in their memo- increase of Revenue in that time from the expendi- country, as it cannot be denied that lands of an in- 2,000,000 acres of land. It may have been on acquestion of route is one which, in so far as Canada the very worst our share of the Interest for some of lands of a superior quality are unoccupied in conis concerned, might be left to the Imperial Govern- these ten years will amount to 2s. 9d. a head on sequence of their being inaccessible. But bring M.C.) supported the Bills of 1855, so far as to inthat which would probably be chosen may be as- bead for our present incomplete line, and with this travel of a good market, and we will soon see our and render available the portion then began; but the cost of the longest or coast route of 635 miles proportion. The Hon. member from Charlotte (Mr. rose. is £7000 sterling per mile, to which 10 per cent is Gillmor) says that "Great Britain being invested But, Mr. Chairman, in our further railway examples and we had no little experience in the working of added for contingencies; making the cost in round should contribute to it as a Military Road." I con- tension we should endeavor to make our present Railways. The effect of the St. John and the Shenumbers £5,000,000 sterling," and on 16th Au- sider she does this by enabling us to get the money railway available, by connecting the Halifax line at diac line has been, in many respects, injurious to gust, 1858, both Branches of the Canadian Legis- 21 per cent. lower than we can get ourselves. He Shediac, thence to St. John, bringing all the travel the interests of Albert; steamboat communication basis on which fature negotiations should be con- her population." Now Canada and Nova Scotia, or as much thereof as could be made available, and the North shore interests had given the Northern ducted and in the memorandum of the joint dele- however interested, certainly contribute very hand- so on to Canada. Perhaps some hon, members will Counties increased facilities for using the St. John despatch of April, 1862, recapitulates their propo- that Gold Country, to our new settlements in the sition thus: "The length of Railway necessary to forest in New Brunswick. complete the communication between Halifax and As to leaving our Estate to our successors unen-Quebec is estimated at 350 miles, and the cost after cumbered, as the hon. Gentleman says he prefers-

part as agreed on at the Portland convention.

great length to demonstrate that we need not expect any through freight from Montreal to Halifax, and any through freight from Montreal to Halifax, and the British North I agree with him on that head, but Mr. Chairman Colonies into one Federal Covernment. I agree with him on that head, but Mr. Chairman American Colonies into one Federal Government. the Herepath Journal, showing that there remained the Herepath Journal, showing that there is the Herepath Journal, showing that there is the Herepath Journal, showing that there remained the Herepath Journal, showing that there is the Herepath Journal, showing that there is the Herepath Journal t surring from the establishment of a Rahway such as this.—Look at Portland before she had a railway, MR. LINDSAY'S SPEECH ON THE RAILWAY. we consider the large salaries of some of the officers, bably disclose vast mineral treasures, was reasonated at this.—Look at Portland before she had a railway, and the cuttings for this track would pro-

gation of the three Provinces of 26th Oct., 1858, in somely to this undertaking. Canada who, will only think I am selfish in this, but, sir, by taking this market. A large proportion of his constituents rewhich the Hon. ex-Attorney General, now opposed by the Valley route, have 50 miles in her territory, route we will accommodate 197,000 of the popula-sided contiguous to the Bay of Funday shere, and to this Bill, bore a conspicuous part the valley route giving five twelfths of the whole, and Nova Scotia, tion; whereas by the northern route there would could not derive much benefit from the direct use and a connection with the United States railroads with but 69 miles to our boundry, giving as much be only a population of 55,000 served; and further, of the Railway. They were, however, as usual, must have been contemplated, as the Delegates say: as New Brunswick, while 230 miles or more will it should be the interest of all to keep the trade in disposed to be magnanimous on this question, and "It is estimated that the different sections required be in our Province. The Hon. Gentleman also an- our own Province. to complete the line from Halifax to Quebec, may imadverts on the war spirit prevading the whole And now, sir, do you think that goods forwarded North America would be conducted through Hali- of ours would have driven our Fishermen ashore or John, being two days' sailing nearer Europe. would reach their destination sooner through Hali- violated, searching after deserters and runaways, read from Mr. Light's report, showing the number fax, and over the Rail than in any other way." and were it not for the fostering care of our Mother of miles already built and what to build :-Now Mr. Chairman, £3,000,000 will only build Country and the knowledge that she cares for usthe valley road and the saving in time can only be we would, if alone, soon find that unless we became Portland in the United States. In all our later newould be plenty enough. The Hon. member says gotiations this is clearly pointed out, for in Dec. ours is a hard country to get rich in. I have trav-ley stating to the Duke of Newcastle, that "the would rather take my chance of getting a good liv- Dalhouse to Mouth of Metapediac River...... 30 out involving too much, the Provincial finances. I construction of about 360 miles more, will complete ing and even making a competence here than there. Metapediae to Naget River, branch of Metis...... 86

deducting the right of way, which the Provinces which is better, -to leave the Province unimproved will provide, is estimated at £3,000,000 sterling." and out of debt to our children, or a little in debt I hold there is no other route that this distance and greatly improved with facilities for trade travel Along European and North American Railway 22 the Western may be compassed in from 350 to 360 route as the one most conducive to the general inmiles, and Mr. Chairman it is in my opinion the terests of the whole Province, and as we progress best route. The Hon. ex-Attorney General, asks onward and get towards the accomplishment of our who selects that route. I answer for New Bruns- destiny building Railways westward until we reach wick, the Executive Government, and I for one the shores of the Pacific, as depicted by the elowould hold them responsible that they do select quent and learned member for Charlotte (Mr. Stethis route, which is the very best for this Province | vens) who looking with wrapt vision over the past, and so far as our sister Provinces are concerned, saw the migrations of the Anglo Saxon race as they can be constructed for the money proposed. It Mountains on their journey westward to aid in the Bay Verte to intersection of European and North people, will have more through and local traffic, passengers and mails, and with a small additional the Hop more for St. Teles. Yankee cousins time and opportunity to build their Briton, Norman, and Saxon race. We are power that route, and that the western line will most con- nealogy and antiquity of their respective clars, trathose members will not pursue such a dog in the Donald, to completely silence M'Lean, exclaimed in manger policy, as would give neither section this his Gaelic English, "Hach man te Mactonalls was

places westward, the result was comparatively un- The idea of connecting Halifax with the interior of was £5,000.

look at the change on the lakes and St. Lawrence North America, the expense and difficulty of ma- Pacific Ocean.

the whole or greater portion of the passenger trafto between the Old and New World would mass the Central Route, this would be an investment at an expense to the Province, and the line from motion of the vessel. The idea is entirely original, motion of the vessel. The idea is entirely original, motion of the vessel. The idea is entirely original, the between the Old and New World would mass the Central Route, this would be an investment at an expense to the Province, she and the pledge of Imperial Government at an expense to the Province, she are the Old and New World would mass the Central Route, this would be an investment at an expense to the Province, she are the Old and New World would mass the Central Route this would be an investment at an expense to the Province, she are the original at the central Route this would be an investment at an expense to the Province, she are the original at the central Route this would be an investment at an expense to the Province, she are the original at the central Route this would be an investment at an expense to the Province, she are the original at the central Route this would be an investment at an expense to the Province, she are the original at the central Route this would be an investment at an expense to the Province, she are the original at the central Route this would be an investment at an expense to the Province, she are the original at the central Route th fic between the Old and New World would pass the Central Route, this would be an important conthrough Halifax and over a great section of the pro-sideration, but the Valley route crossing at Wood- of route, and before final arrangements were made, stock would give us our long expected Bridge there, this Government resigned. Lord Aberdeen's Gov- man in Woodstock about building a steamer to ply agricultural district, now pays more than working man in Woodstock about building a steamer to ply agricultural district, now pays more than working On 10th March, 1841, Mr. Hawes, the Under and be of great service to any Iron works, as ores, ernment succeeded next, and the Colonial Secretary on the upper St. John. He replied it would not expenses, we have some right to assume that if and no of great service to any fron works, as ores, ernment succeeded next, and the Colonial Secretary on the upper St. John. He regret to see it announced in the wood, charcoal, and limestown would be conveyed was, in conjunction with the Colonial Government, pay, saying, See, the stage is not half loaded. But there were lines built over the intermediate spaces Wednesday's Despatch that both the daily and pay, saying, See, the stage is not half loaded. But there were lines built over the intermediate spaces would also pay: how states: You will observe, that I have stated that the line is to pass entirely through British territory is a very important branch of traffic and some little submitted to Parliament, when the Russian war ers running, and one hundred passengers, and more much better then must the whole line pay when idea may be formed of what it would be here from broke out and brought the matter to a stand still. freight than they could carry, with some fifty tow- connected, and the through traffic, with the transit the line should necessarily be that recommended by the fact of one Blast furnace making 50 tons pig Seeing the great pressure, at that time, upon the boats besides, without Provincial assistance, while of mails and troops, is united with the local busiiron per week, 2.500 tons a year, would require the resources of the Home Government, the Colonial the North must get £2000 subsidy, and complains ness. But suppose these new sections, by themhard-wood of 520 acres of land at 30 cords each. Government set to work and from their own unaid- at that. Our population is increasing rapidly in selves would not be remunerative, we have the ben-15,625 cords, from which 625,000 Bushels charcoal ed resources made 284 miles of the line, relying Carleton, and we have emigrants there from Nova efit of those parts of the Road built by the money would be made. As wood gets farther and scarcer upon the Imperial Government to fulfil its repeated Scotia, and there are more coming from the gold of Canada and Nova Scotia, over a settled an promuch of this would pass over the Railway, and with pledges at a more convenient period. At different fields, for we have a treasure within one foot of the freight of ores, &c., form no inconsiderable item of periods the Colonies have passed resolutions upon surface, unexplored, and those who seek will be which might arise over one portion of line built its traffic.—Now the production of the Iron is only this subject. They have offered £20,000 annually most certain to succeed. limited by the number of Furnaces, the Iron ore and ten miles of the ungranted lands on either side There are many things if time would permit, and The disastrous war among our neighbors, coupled the present proprietors of the works having happily troops. &c.; and scarcely a session of the Legisla- there is one remark I would make as regards rail- will stop the current of emigration to the States. charcoal pig iron, bringing as much in England as as well as by expensive delegations. Now the ques- and the lakes, and in the States along their canals, country. We have a better country and a more

the plating of Iron-clads ships. The hon, member ground to conclude we have been insincere, and the crowded. By a despatch from Sir John Packington 20th for St. John (Mr. Skinner) shewed very cleverly the Province to think that the Delegates went home on

now be made at a cost of £3,500,000 sterling; correspondence, and thinks there is no danger of us for Europe, if the road should be built by the North and again "The British North American Provinces getting into war with the United States. We all Shore, when they arrived at Shediac, 108 miles would thus be brought together and consolidated; can remember the Fishery disputes in the Gulf of from St. John and 160 from Halifax, they would the whole of the people of his parish were for the the postal communication between England and all St. Lawrence, when these very forbearing neighbors not be forwarded to Halifax in preference to St. the Inter-Colonial; another very respectable man fax, and that for the United States would thus first sailed over them with their large vessels, until The Hon. Attorney General said there was no pass through British territory, in as much as letters Great Britain sent a War Steamer or two to stop difference in the distance by North Shore or Central for Boston, New York, and other American cities them, and Canadian soil has been more than once or Valley route; but now, Mr. Chairman, I will

NO. 1 .- MAJOR ROBINSON'S NORTH SHORE LINE.

Truro to Riviere du Loup..... 470

ay Verte to intersection of European and North American Railway..... 24

Road to be made..... 396

to be wondered at that the amount is small, when Munro) that the cuttings for this track would pro-

a considerable amount of grain with the addition of line of Ocean Steamers be kept up, that with our line of Ocean Steamers line of Ocean line of Ocean Steamers be kept up, that with our British North America, in March 1851, pledged to, and am not afraid of the 2s. 9d. addi
Railway finished, these vessels would come to St.

Railway finished, these vessels would come to St. John instead of Portland in winter, as in our port tee a minimum rate of interest, on the capital new in the same ratio of former years the increase from the American scaboard.

the ordinary bar and boit iron does, which besides its fitness for fine iron purposes, has proved, on trials at Shoeburyness, superior to most Irons for the reject it the Imperial Government has just the expenditure of money on an Intercolonial Rail- filled and in this respect we take pleasure in recording the prosection of the passenger of the passengers, and railways at 12s. 6d. almost the stream of conjugation from the passenger car seemed to be well the expenditure of money on an Intercolonial Rail- filled and in this respect we take pleasure in recording the prosection of the passenger of the passengers, and railways at 12s. 6d. almost the stream of conjugation from the passenger car seemed to be well the expenditure of money on an Intercolonial Rail- filled and in this respect we take pleasure in recording the prosection of the passenger of passenger travel.—Stand-

tance from the American frontier, and its proximity as some difference exists in the figures mentioned by for the Colonies in 1858 the debt was referred to, the debate at this stage, after so many instructive figures mentioned by to the sea, might be peculiarily available for mili-tary purposes."—Mr Chairman, the Rt. Hon. Bart.

| As some unevence exists in the lightest mentioned by and the question now for this Honse to decide is, and eloquent speeches had been made, particularly do we want railroads or do we want railroads or do we want railroads or the population. This at the increase shewn by the last do we want railroads or do we not? did not seem aware that above R. de Loup, the disten years, without any aid from extra emigration road will we ever get money or assistance on better allude, had already been adverted to by previous 20 to 30 miles. Of course in summer the Railway is not needed for conveying troops from the Mother is not ne sented in 1858 to the route by the valley of the St. the hardest, but it is not too much to expect an ing railways in order to develope the resources of a the burden of the present one, beside the giving of randum to the Imperial Government state—" The ture of so much money in the Province, while at ferior quality are cultivated near to towns, when count of that vote of his colleague, that he was ment and the Lower Provinces; but the distance of our present population. We now pay 5s. 6d. a these same lands 100 miles distant within four hours itiate the building of Railways, or rather complete sumed at 600 miles. By Major Robinson's Report, further outlay might well expect greater returns in country settled and the wilderness blossom as the was then desirous of limiting the expenditure, because the money was not procured on easy terms, lature passed resolutions embodying the above as a says " Canada should contribute in proportion to through St. John; thence by the St. Andrews line, had been abandoned, while the subsidies granted to from all he had heard from them, he believed them generally favorable to this scheme; all the letters he had received on the subject were decidedly favorable. One of his correspondents assured him that writes, " the idea of refusing to proceed with Railroad construction, is revolting to a large majority of the people, without speaking of consequences.

Another writes that in consideration of the honorable position taken, and able statesmanship evinced by the Delegates of the Lower Provinces, they should be sustained by the people; a fourth, living Miles. in a remote district, one of the pioneers of the place, who by honest industry had gained a comfortable living in the forest, very intelligently Indiantown to Bathurst...... 56 writes as follows: "I think this a work that ought have always viewed it as a military necessity, and perhaps also a commercial one; should approve of the Central route, &c., and cannot see how we can honorably refuse to sustain the action of our dele-

He (Mr. M.C.) favored railroads abstractly considered, and he was not unwilling to yield to the pressure of his constituents in this instance. The present relations of the Colonies to the neighboring States, and to the mother Country, the depressed state of trade now existing, making an expenditure of money desired by the poorer classes, the magni-- isting on the subject, giving rise to repeated ad-418 dresses, bills, delegations, &c., from 1839 to the Deduct road already made 22 present time, all unite to give this Bill an importance greater than can arise from merely personal or local considerations. On this subject he felt himself representing the interests not of Albert only, greatness of British North America. From Halifax, the nearest Atlantic harbor on our coast to the to St. John...... 102 Pacific, is a distance of less than 4.000 miles, by the circuitous routes of proposed railroads. When road so soon as this unfortunate war gives our Anglo Saxon, mean the whole mixed Celtic, Danish Vanken coursing time and opportunity to build their Reiter Norman and Saron and ir Briton, Norman, and Saxon race. We are powerful united, and would not be much singly; unless Looking at the hon. Northern members, he was indeed the Hon. member, like one of two Hilandgraphic communication thence to Vancouver—thus cial program to all advanced state of civilization. A new impetus is given to commerce, to so- James River, near Fort Darling. and seeing that the money will not build a line on M. Lean and a M. Donald were disputing on the general seeing that the money will not build a line on the general seeing that the western line will most con- nealegy and antiquity of their respective class trathat route, and that the western line will most con- learning the bad just been reading in Hansard, a debate in the had just been reading in Hansard, a debate in It was stated by the hon. member for St. John, the House of Commons, on the subject of Canadian (Mr. Anglin) that our taxes were higher than in defences, and it seemed the concurrent opinion that railway, but considering the facilities which the ex- in te Ark wis Noah." M. Lean instantly replied England. But that is not so. The indirect tax of the independence of these Colonies, which had been isting Railway and steamboats give their section of "Te Ark wis Noah be tam, hoo ever see Maclaine the United Kingdom is £2 13s. 4d., sterling, per so long protracted and fostered by England, was a the country be content for the present and help but had poat of his own." We should be all proud head, while in New Brunswick it only amounts to manifest destiny, and only a question of time. How pass this Bill, looking forward perhaps 25 years of the position among the nations which our mixwhen a Railway from Shedisc to the Restigouche ture of races and unity has given us, and without if there is no increase of population, it will only the nations to which our immense area and resourwhen a rankay from Shediac to the first and up that river would intersect the present pro- further taking up the time of this Committee, I be 14s. 9d., and in addition they are taxed directly ces entitle us! On each ocean shore, the auriferand up that river would interests of posed Railroad and forever blend the interests of this whole Province.

At or immediately before the end of each unpaid to keep up the roads and bridges. It has likewise been stated by that same hon, member that our debt the interests of the posed Railroad and forever blend the interests of the posed Railroad and forever blend the interests of the world.—

Will only add that this is my second session in the to keep up the roads and bridges. It has likewise to keep up the roads and bridges. It has likewise been stated by that same hon, member that our debt the posed Railroad and forever blend the interests of the posed Railroad and forever blend the interests of the posed Railroad and forever blend the interests of the posed Railroad and forever blend the interests of the posed Railroad and forever blend the interests of the posed Railroad and forever blend the interests of the posed Railroad and forever blend the interests of the posed Railroad and forever blend the interests of the posed Railroad and forever blend the interests of the posed Railroad and forever blend the interests of the posed Railroad and forever blend the interests of the posed Railroad and forever blend the interests of the posed Railroad and forever blend the interests of the posed Railroad and forever blend the interests of the posed Railroad and forever blend the posed Railroad and fo It is asked if we build this railway how are we to as a Representative here, but I consider that I is larger than that of England in proportion. This copper and iron, and the Lower Provinces have pay for it and what traffic will sustain it or even stituents and the Country to negative the country the negative the country to negative the country the negative the country the negative the nega pay for it and what traine will sustain it of even stituents, and the Country, to postpone this Bill, in Canada 6s.; in New Brunswick about 5s. I and oil-producing rock in abundance. Albert make it pay working expenses. The non, member from St. John (Mr. Anglin) has endeavoured at great length to demonstrate that we need not expect

and even when connected with Boston and other Mr. Lindsay spoke substantially as follows: - when the reduced salary, so called, of one official ble. Our coal field in British North America important, compared with the increase of trade and British North America, originated with Lord Melvalue of property which the railway to Montreal bourne's administration, on the establishment of ferred to, and it has been stated that two gentlemen of those of all Europe. If we take Hugh Miller's and subsequently to Bangor brought about. So the Translantic Steam Navigation Co. is 1848; and get a subsidy for running the trains. This is true; appreciation of the value of these coal fields, in rewith our city of St. John, the traffic caused by the the construction of a Railway was strongly recomroad to Shediac without a water terminus is noth- mended by Lord Durham. Here let me read a por- ing to take the road and keep it in repair, without prospects as colonists are hopeful. In piscatory any subsidy, hereafter; but the Company is not advantages, in lumber and ship material, the Colowill ensure. Look at other Railroads; the gross rewill ensure. Look at other Railroads; the gross rewill ensure. Look at other Railroads; the gross rewill ensure advantages, in families excel, while the fertile lands of Canada West, willing to do so. Now, when the connection from nies excel, while the fertile lands of Canada West, willing to do so. Now, when the connection from nies excel, while the fertile lands of Canada West, willing to do so. ceipts of the Milwaukic and Detroit Railroad last cation between Halitax and Quebec, would in fact Truro to River de Loup is made, there will be some to say nothing of the Red River and other territory constitution of the Red River and other terr year was \$876,726, a sum more than our provincial produce relations between the Provinces that would 16,000 miles of railway to Lake Huron, in Upper ries, capable of sustaining a population of 40,000,revenue, leaving after expenditure an excess of render a general union absolutely necessary. Sev- Canada, and the 1000 miles of water communica- 000 of people) raised in 1860, 24,620,426 bushels \$385,546, and yet Milwaukie is only a city of some eral surveys have proved that a railway would be tion. And I believe, Sir, the day is not far distant of wheat, being over 16 bushels to each inhabitant, 15 to 20 years. Facilities for traffic beget traffic; perfectly practicable the whole way; indeed in when we will have a railroad from Halifax to the leaving a surplus for exportation of 17,600,000 speech was of the usual description. Some forty- one-half discount. bushels. All these resources will aid the re- five bills were assented to. Further we will not New York correspondents of Times and Daily canals, caused by the taking off the tolls on Cana- king a railway bears by no means the excessive prograin exported from Montreal was 853,000 Bushels Europe. It appears to be a general opinion in the grain exported from Montreal was 853,000 Bushels Europe. It appears to be a general opinion in the square rules, or one eighth of the habitable globe, tualities, not now foreseen, the supplies from the square rules, or one eighth of the habitable globe, tualities, not now foreseen, the supplies from the square rules, or one eighth of the habitable globe, tualities, not now foreseen, the supplies from the square rules, or one eighth of the habitable globe, tualities, not now foreseen, the supplies from the square rules, or one eighth of the habitable globe, tualities, not now foreseen, the supplies from the square rules, or one eighth of the habitable globe, tualities, not now foreseen, the supplies from the square rules, or one eighth of the habitable globe, tualities, not now foreseen, the supplies from the square rules, or one eighth of the habitable globe, tualities, not now foreseen, the supplies from the square rules, or one eighth of the habitable globe, tualities, not now foreseen, the supplies from the square rules, or one eighth of the habitable globe, tualities, not now foreseen, the supplies from the square rules, or one eighth of the habitable globe, the square rules, or one eighth of the habitable globe, the square rules, or one eighth of the habitable globe, the square rules, or one eighth of the habitable globe, the square rules, or one eighth of the habitable globe, the square rules, or one eighth of the habitable globe, the square rules, or one eighth of the habitable globe, the square rules, or one eighth of the habitable globe, the square rules, or one eighth of the habitable globe, the square rules, or one eighth of the habitable globe, the square rules are rules. Flour 604,000 Bels., 1860— Grain 3,639,146 United States, that severe snow storms and frosts or a territory equal in extent to the Russian Em-Bushels: Flour 608,000 Brls., showing an increase of that continent very slightly impaired, and did pire, with coal and iron in New Brunswick and of 400 per cent, on the article of grain alone. 1861 not prevent the travelling on railroads, and if I am Nova Scotia in extent and richness equal to the products of the emigrants within adopted British -Grain 10,264,148 Bushels; Flour 991,694 Brls., rightly informed, the Utica Railroad, in the North- whole of Europe, and our fisheries are unequalled. homes. Halifax is nearly 300 miles nearer Galway showing and increase of 300 per cent over, 1860 ern part of the State of New York is used through- We have 11,000.000 acres of ungranted lands in than-New York; and it can be shown, by a careful and 12 times over 1859. 1862—Grain 11,163,695 out the winter. It this opinion be correct, the New Brunswick, and all we want is inhabitants to calculation, that grain can be sent to Liverpool over Bushels: Flour 1,143,752 Barrels. On taking the formation of a railroad from Halifax to Quebec make a great nation. There are plenty of our own this road as cheaply as by way of Portland, or by totals of '57, '58, and '59. Grain 5,139,500 would entirely avoid some of the leading character- race in the mother country, the descendants of the Bushels: Flour 1,821,046 Barrels; and 60 61 istics of the Canadas. Instead of being shut out the Great highway for the companion of the Canadas. Instead of being shut out the companion of the Canadas. Instead of being shut out the companion of the Canadas. Instead of being shut out the companion of the Canadas. Instead of being shut out the companion of the Canadas. Instead of being shut out the companion of the Canadas. Instead of the Canadas of the C and 62, Grain 25,064,989 Bushels; Flour 2,744,- from direct intercourse with England during half those races are destined to give laws and civilization Pacific would become the great highway for the 755 Barrels-showing an increase in grain of 19,- the year, they would possess a far more certain and to the world. We have now about the same popu- commerce of the world, may not be visionary. 925,487 Bushels; Flour 823,709 Barrels, an enspector and speedy communication throughout the winter than lation they had in the United States when they achieved their independence, and what have they had attempted to prove that none of the trade of done. The weather has been fine and promising, by the St. Lawrence, Erie Canal, and other routes "The passage from Ireland to Quebec would be not accomplished; and surely we are not lacking Canada would pass over this road. But their figbesides the Railways, the people of Illinois, Michi- a matter of ten or twelve days, and Halifax would in energy or enterprize. See what railroads have ures were all based on the assumption that the first pesides the Ranways, the people of indices, and the first of the United States. Cities of 20,000 incomplain that much of the great port by which a large portion of the done for the United States. Cities of 20,000 incomplain that much of the produce be the great port by which a large portion of the loan were going to the of the West is blocked up and unproductive for trade and the conveyance of passengers to the whole habitants, some 15 years back, were the habitations the annual interest payable on the loan, were equal want of an outlet, and, it was obvious, that outlet of British North America would be carried on." of the bear and the wolf. Some say settle the in the case of the Grand Trunk to Portland and the week.

reasons therein states, chief ing over running expenses, and I will not take up for westmortand card times had enabled at Halifax, part amongst others "the effecting a safe and continuous the time of the Committee further on this head. I We had built railroads and incurred debts; but in ressions would probably be prevented by a connectracks, and commenced an indiscriminate attack upon tion with the trade of the other Colonies.

A great saying of time is effected by the speed of railways compared with ordinary modes of travel. hurt on both sides, and much excitement prevailed. The Postmaster General intimated that war was We have since been informed, that the difficulty imminent, and the road should be built for military originated at the torch-light procession in honor of purposes. He (Mr. M.C.) did not expect to hear the Prince of Wales' marriage, when the firemen this from the John Bright of our Assembly; but beat two soldiers. The company to which the solhe hoped this road would promote peace, by our diers belonged, hearing of the circumstance, overbeing prepared for defence, and by the peaceful re- powered the sentry, broke out of the barracks, and lations arising from a great work of this kind, pro- commenced an indiscriminate assault upon all citimoting trade, progress and international sympathies. zens they met .- Courier. He was willing to act as heretofore cautiously in the construction of great public works. But after all that had been said and done in this Province on | the subject of Railways, there cannot be a question that the people wanted this road bailt, and the By Telegraph to the 'Carleton Sentinel'. present offer was much too good to lose. The position of individuals in entering upon commercial speculation is hardly applicable to a Province or a meeting in Indiana; one man killed and several woundnation. In the former case, the aggregate of en- ed. all come after the originators have passed away, taken, principal ones held out. and in legislating on this subject we have a duty to perform to the country in which we live, and to its

Nelson's compilations respecting Colonial Railways Blackwater reached there, but nothing reliable to shew that in 1858, the hon, ex-Attorney General (Mr. Smith) when a delegate to England advo- Confederates withdrawn to line of defense on Blackwater. vocated this line as the beginning of a road to the Pacific, and that he virtually offered to accept the present terms, by consenting to forego his proposal of £20,000 a year, with right of way, and free conveyance of mails and troops, provided the British Benton, Tuscarora Laffayette, Pittsburg Carondolet, Gen. Government would loan the money, and pay for said services, the very thing now proposed. He open fire for over an hour when nearly all had passed. was sorry that hon member had not remained Reported that \$130,000 on way from army of Potomac more consistent, but he had given a true test of his home, had been stolen between Acquia Creek and Washsincerity, by resigning his office and salary-a sac- ington. rifice rarely made by public men in this country, and one which would no doubt be considered by his constituents as covering a multitude of sins. He Bayou Trebe. Confederates retreated from neighborhood could not understand how his hon. friend, (Mr. of Washington N. C. and abandoned batteries on Tar Riv-Gillmor) could possibly discover anything in Nel- er, Federals under Gen. Doyle at Corinth, drove Confedson's pamphlet to justify his position-the whole erates from Bear Creek to Cane Creek, lossing 100 in tenor of it was the other way, -but even the scriptures have been quoted and perverted in justifica-

If differences arise about the route, the only feaarising from a desire to promote the common good. No man who has confidence in the justness of his case ought to fear the decision of an impartial umpire. The British Government will no doubt decide for Emperor of China,

correctly as regards the route. He (Mr. M.C.) would oppose the postponement of the bill, but would consider the details as they

One result of the present sad and sanguinary | Gen. Hurlbut telegraphs from Memphis that Confederconflict now raging on this continent may be a great ates are evacuating Vicksburg. Heraid's New Orleans opposition made to their introduction, and the conare being constructed, it requires a degree of bold- leston. ness in opposing the wishes of the people regarding

travel have been provided than had been before since supplies; Confederates admit less of 90 killed. the creation of the world. The tendencies of the additionally iron-plated. Attempt has been made at Charhe dared not refuse his support to a scheme calculated to aid this onward march of improvement.

perannum, \$180, cash payment in advance. \$2 if paid within 6 mps. Clubs of 11,\$15, and one to the sender of the club. Advortisements must be handed in on Thursday. At or immediately before the end of each unpaid amount of \$3, which is the price when not paid No specie.

SATURDAY, APRIL 25, 1863.

The Legislature.

dance of members in a previous similar occasion, London owing to suspension of J. B. Spence of ernment and the Speaker it only left seven lay memnor connected with him, except by family ties bers to attend the summons of his Excellency. The nevertheless Loan closed on 2nd at two-half and

The chief topic of public observation during the week has been the running of the ice, which has cause it was perceived whole Southern people were Mills and Bridges along the river, but thus far we Zealand; one hundred and eighty officers and men

was the noble valley and waters of the St. Lawrence. Now will it be considered too much for us to
without making any progress in the matter. Sir without making any progress in the matter. ence. Now will it be considered too made to us to state, that a meeting of the langiewicz conveyed from Cracow into Moravia.

expect a portion of this trade? At present much Robert Peel's administration followed, and now a without making any progress in the advocates of this trade? At present much Robert Peel's administration followed, and now a without making any progress in the advocates of this trade? At present much Robert Peel's administration followed, and now a without making any progress in the advocates of this trade? At present much Robert Peel's administration followed, and now a without making any progress in the advocates of this trade? At present much Robert Peel's administration followed, and now a without making any progress in the advocates of this trade? At present much Robert Peel's administration followed, and now a without making any progress in the advocates of this trade? At present much Robert Peel's administration followed, and now a without making any progress in the advocates of the language of t grain and Flour, &c., is shipped at Quebec, but survey was first made for a military road, and sub- if I was elected I would be an obstructive, and pensation for wear and tear be received the road above Society will be held at Mr M Laughlan's Daily News publishes manifeste of Polish insurgrain and riour, &co., is support at School House, Woodstock, on Saturday, the 2nd of gents. It occupies several columns.

Merchants are chary of bringing it there late in the sequently in 1846, Mr. Gladstone, the then Colombia and the sequently in 1846, Mr. Gladstone, the then Colombia and the sequently in 1846, Mr. Gladstone, the then Colombia and the sequently in 1846, Mr. Gladstone, the sequently in this Drophy in this D merchants are enary of pringing it there late in the fall for fear of being locked up by the leet till Spring, but with a Railway from there to St. John, that fear would vanish, and we might reasonably expect.

The report then made fear would vanish, and we might reasonably expect.

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The report then made fear would vanish, and we might reasonably expect.

The report then made fear would vanish, and we might reasonably expect.

The report then made fear would be converged.

The report then made fear would be converged.

The report then made fear would be represent to progress.

The report then made fear would be represented by the resonable to the report that the Coronal reports are for which on the whole expenditure in this Propagate.

The report then made fear would be represented by the resonable to the report then made fear would be represented by the resonable to the report then made fear would be represented by the report then made fear would be represented by the resonable to the report then made fear would be represented by the resonable to the report then made fear would be represented by the resonable to the resonable to the report then made fear would be represented by the resonable to the resonable to the report then made fear would be represented by the resonable to the report the report the resonable to the report the resonable to the report the resonable to the report t s considerable amount of grain would be conveyed was so favorable to the project, that the Govern-

lantic to New York may be shortened by three days besides goods and passengers there would always be cessary for its construction, or to advance the mo- that source will meet all the deficiency and more. The hon, member from St. John, (Mr Skinner) Novel Invention. Mr. 1. H. Stoddard of this nearly in Steamers, it is not any or the formal of the construction, or to advance the mo- that source will meet all the deficiency and more. nearly in Steamers, it is not improbable that when deals for all or part of a cargo. Put this Railway ney from the British treasury.

Before the arrangethe branch Railroad to St. John is completed, and through the Province, and many more blast furnacments could be completed, and the line from the through the Province, and many more blast furnacments could be completed, and the line from the through the Province and many more blast furnacments could be completed, and the line from the part of a cargo. Fur this heart with the top of it is not through the province and many more blast furnacments could be completed, and the line from the part of a cargo. Fur this heart with the line from the part of a cargo. Fur this heart with the completed and the line from the part of a cargo. Fur this heart with the completed and the line from the part of a cargo. Fur this heart with the completed and the line from the part of a cargo. Fur this heart with the completed and the line from the part of a cargo. Fur this heart with the completed and the line from the part of a cargo. Fur this heart with the ca

> DISCONTINUED .- We regret to see it announced in weekly journals have been discontinued. The want of adequate encouragement has induced the Proprietor to take this step. None but those who have had actual experience know how hard is the labor, and how poor the remuneration connected with newspaper publishing. A fact overlooked by the great majority of those who read them. We are

ST. ANDREWS RAILWAY .- LARGE TRAIN .- One of limited by the number of Furnaces, the fron ore and ten miles of the ungranted lands of the line; promising the conveyance of mails and I was able to continue (I feel rather unwell), but with the horrible Indian outbreaks in the West, the largest trains that has as yet passed over the being inexhaustible for generations yet to come, and of the line; promising the conveyance of mails and I was able to continue (I feel rather unwell). the present proprietors of the works having happily troops, &c.; and scarcely a session of the Legisla- there is one remaind a war, a fearful sisting of 31 cars heavily freighted with tamarac overcome the difficulties with which the old comshould include a provision for establishing a communication between the projected Railway and the pany had to contend, manufacture a very superior pany had to contend pany had t Railways of the United States. Any deviation from the United States. Any deviation from the Indian to the state of the United States. Any deviation from the United States and United States and United States and United States and United States. The United States are united States and United States and United States are united States and United States and United States are united States and United States and United States are united States and United States are united States and United States and United States are united States and United States are united States and United States are united States are united States and United States are united States are united States and United States are united States are united States are united States are un

> By special telegram to the Evening Globe, pub Our staple article of export is lumber, and when lished last evening, we learn that a serious riot octhe citizens. who, assisted by pickets, drove the mutineers back into their quarters. Several were

American News.

"Knights of Golden Circle" attempted to break up union

ovment, in a worldly point of view, is confined to Advices from Mexico state French bombarded Puebla one short life; but in the latter, the returns may ten days, and were repulsed, a portion of fortifications Great excitement at Nashville by rumor of proposed at-

tack by VanDorn. 3000 Confederates attacked Fayetteville Ark., and were repulsed with censiderable loss. uture occupants. The hon, member read from Richmond despatch of 17th says, news of hot work on Suffolk letter of 17th says, movement in front indicate Secret organization to join Confederates at favorable moment discovered in Maryland.

BANGOR April 22, Advices from Vicksburg via Memphis say gunboats

safe except a transport which was burnt, batteries did not Active operation progressing near New Orleans. Small gunbeat Amite being surrounded by guerillas, was fired by per officers. Movements on foot against Confederates in

killed and wounded. Besides capture of battery and 200 Confederates on Nasemond, reported another battery has LATTER .- Running of 7 gunboats and several transports

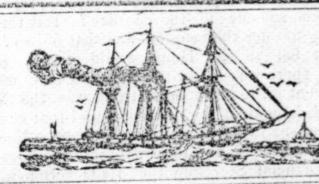
by Vicksburg batteries, confirmed. Considerable portion sible way of settlement is by a reference to another of Grant's army on board, and now ready to co-perate party, whose interest cannot be partial, but only with Bank's in attack on Port Hudson or assult Vicksburg from the south.

Farragut reported blockading mouth of Red River. Capt, Parker arrive at New York, suspected being engaged to bring over to confederates one iron-clad building

Reported that Confederate gunboat Webb, was destroyed in Port Hudson fight, Federal fleet doing great damage to Batteries: 25 Confederates being killed in one.

change in our present peaceful relations with the letter says, important movements progressing in vicinity States. An Intercolonial Railway will help to pro- but are enclosed between Gen. Grovers forces on one side tect us from the effects of invasion, and will greatly and Gen. Emory and Wertzel on other. Recapture of facilitate an interchange of products in case the steamer Diana regarded certain, also ram Queen of Wespresent channels of trade be obstructed in any way. been taken. World's Washington despatch says Cabinet When we look back at the history of railways, the meeting held on Peterhoff case, impression is majority for holding her and opening mails; N, Y. Despatch says mail has been delivered to British Consul. Washington stantly accelerating ratio of increase by which they letter to Post says there is to be a second attack on Char-

Munfordsville expedition to Celina, has returned, hav-Dr. Lardner, a good authority on this subject. ing destroyed the town and large quantity of stores, besays that within the last century greater means of sides 400 boats used by Confederates for transporting



Arrival of the "Arabia."

HALIFAX, April 16th. The Arabia left Liverpool at 9 A. M. 4th, Queensuch bills may be regarded as an intimation that stown afternoon of 5th, and arrived at Halifax at unless immediately attended to the paper will be 6.30 P. M.; has 183 passengers for Halifax, 135 stopped, and proper steps taken to recover the emigrants, sent out by Miss Coutts; 35 for Boston. News almost blank, little more than duplicate of

hat taken out by Hibernian and Kangarooo on

Further particulars of destruction of Star of Peace and schooner Aldebarren by. Florida are furnished by the Runnymede, which brought 11 of their crew to Greenock. Star of Peace was bound from Calcutta to Bos-

ton with general cargo, was encountered lat. 15., long. 52 and burnt; Aldebarren, from New York

England on account of fitting out Confederate vesfor the restoration of the Union at any price. Says European sympathy has been witheld simply be-

POLAND - Affairs again threatening. Insurrection increasing. It had broken out in Depart-

The news that Warsaw Committee had ordered insurgents to lay down arms is pronounced un-

steamer at Malvero, which was carrying Polish de-Times has editorial on seizure of steamer Peter-