THE

"MARITIME FARMER,"

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☞ The FARMER furnishes the very best medium for advertising in Central New Brunswick. Rates will be furnished on application.

Every variety of JOB PRINTING promptly executed

LORAN C. MACNUTT,
Editor and Proprietor

Maritime Farmer.

FREDERICTON, N. B., August 17, 1887.

The Premier's Visit.

Fredericton people are nothing, if not hospitable. They know how to cordially greet a deserving stranger, and when so distinguished a gentleman as Sir John A. Macdonald, the Premier of Canada, set his foot for the first time in our fair little city, no wonder the enthusiasm of the people was raised to the highest pitch. The civic address was in excellent taste, and Sir John's reply was delivered in his happiest vein. His sincere compliments to Fredericton were highly appreciated by the very respectable audience at the City Hall, and his remarks regarding Mr. Temple, M. P., at the corner stone laying, were neither forced nor undeserved. The torchlight procession Monday evening was most creditable to the firemen and, flattering to the Premier. While Frederictonians have always had cause to be proud of their firemen, it was with increased pleasure that they observed the fine display make by the department on that occasion. The demonstrations in honor of the Premier and his accomplished lady, from first to last, were hearty, spontaneous and, flattering, and we are assured that Sir John very warmly appreciated the honor done him. A visit to this locality would not be complete without a look at Marysville, and the Premier yesterday called on Mr. Gibson by whom he was very cordially received. This morning amid the regrets of the people Sir John and Lady Macdonald took their departure, leaving very pleasant recollections of their necessarily hasty visit to the capital of New Brunswick. We hope they may come again and, very soon, and we can safely promise them a cordial reception. We publish elsewhere, a complete record of the reception, which, we are sure, will be eagerly perused by the FARMER's large circle of readers everywhere.

A Just Recognition.

We think the action of the Local Government in passing an Order in Council at the recent session of the Executive Council, for submitting the proposal of the St. John Valley and River du Loup Railway for the continuation of the line from, Woodstock to Fredericton, to the House of Assembly is to be approved. There never was any doubt but that the claims of this Railway to a subsidy from the Local Government would be recognized, and since the Dominion Government has already subsidized forty-four miles with a certainty of the remaining twenty miles being provided for next session, it has been fully expected that at the next session of the Legislature, authority to enter into a definite contract would be duly obtained. The effect of the making of the Order in Council at this time will be most beneficial in many ways to the undertaking. It will enable the company to proceed with the construction of their road as soon as the spring opens, and in the meantime, ties and other lumber for wharfing, of which a large quantity will be required, can be contracted for, to delivered thus winter.

The Kent Elections.

The contest resulted as we anticipated, in the triumphant return of Messrs Phinney and LeBlanc, the vote standing, Phinney 1328, LeBlanc 1318, Sayre 932, Johnson 925. The result is a victory for the Government, and for the conservatives of Kent headed by Mr. Landry who gave the successful condidates a very strong support. Mr. Geo. V. Macinerney was the chief element in the opposition, and his efforts apparently were exerted more to prevent conservatives from being elected than as a protest against the local adminstration. The members-elect for Kent are both worthy men who can be counted upon to carry out the wishes of their constituents on the floors of the legislature. Mr. Phiney developed wonderful strength for a new man, and we hope his political career throughout may be as happy as the opening.

Says the Ottawa *Citzen:*—A gentleman who has just returned from New Brunswick, says he had the pleasure of enjoying a social chat with Sir John A. Macdonald. The vetern Premier is in excellent spirits, and has experienced much benefit from his sojurn "down by the sea." His presence among the people of New Brunswick has sent a wave of enthusiasm through the Province, and at no time since confederation has conservative sentiment been so strong as it is now.

The absence of our usual full budget of local and general news to-day, is explained by the length of our report of the Premier's reception.

A despatch to the *Telegraph* from Ottawa, states that "the petition of Fredericton Tories to have Senator Odell's seat declared vacant, because he did not reside in New Brunswick, but in Halifax, is not likely to be entertained, as senators are, by the British North America Act, practically made judges of their own qualification." [This is news to the Fredericton Tories. No petition has gone to Ottawa regarding Senator Odell, but the FARMER said that a petition to remove him from office would be signed by every man, woman, child, in this constituency. FARMER.]

WELCOMED!

Sir John A. Macdonald Accorded a Hearty Reception,

On his First Visit to Fredericton.

The Premier is presented with a Civic Address to which He Heartily Replies.

His progress through the City a Perfect Ovation.

Political Friends and Foes uniting to Honor Canada's Greatest Statesman.

Lady Macdonald lays the Corner Stone of the New Railway Bridge in presence of over Two Thousand People.

The Grand Old Man and his amiable lady witness a Theatrical Performance in the City Hall, and are greeted with the heartiest enthusiasm.

Escorted through the Streets to Government House by a Magnificent Torchlight Procession,

Sir John Visits the Leading Points of the City

And pays his Respects to the King of the Nashwaak.

Sketch of the Premier's Public Career—A Reception at Government House—And a Full Description of every Incident of his Visit.

THE DEPARTURE AND FUTURE MOVEMENTS OF THE DISTINGUISHED PARTY.

A Pen Picture of the Railway Bridge.

Fredericton did itself credit Monday by the warm reception it gave to Sir John A. Macdonald, Premier of Canada, and his worthy lady. The enthusiasm, so general throughout the day and evening, was as sincere as it was spontaneous and must have delighted the distinguished pursons whose presence called it out. It was 12 15 P. M, when the special train from St. Andrews, bearing the Premier and Lady Macdonald, Private Secretary Pope, Sir Leonard and Lady Tilley, Major Gordon, A. D. C., Mr. Temple, M. P., who had gone out to Fredericton Junction to meet the party, and Mr. J. A. Vanwart who had been spending Sunday with his family at St. Andrews, rolled into the depot. A large crowd of people had assembled to witness the arrival: the R. I. S. Corps in command of Adjt. Young and headed by their band, formed a guard of honor, the 71st Batt. Band were on the ground, and among those who were present to formally receive the party were, His Worship the Mayor, City Clerk Beckwith, and Alds. Hazen and Macnutt on behalf of the corporation, Hon. Geo. E. Foster, Minister of Marine and Fisheries, E. Byron Winslow, Wesley Vanwart, John Black, C. H. B. Fisher and J. S. Neill, for the citizens committee, Judge Fraser, K. D. Wilmot, M. P., for Sunbury, Lt. Col. Maunsell, D. A. G. Surgeon Brown, R. I. S. Corps, Lt. Col. Marsh, Major Staples, Major Lipsett, Capt. Cropley, Capt. Boone, Lieut. Pinder, Lieut. Perkins, Lieut. McFarlane and Lieut. Miller, 71st Batt. The reception committees entered the car and were presented to the Premier and his lady who immediately afterwards disembarked and entered a barouche with Sir Leonard and Lady Tilley. When Sir John stepped from the platform to the carriage, he was

QUICKLY RECOGNIZED BY THE POPULACE

and every eye was strained to catch a glimpse of the distinguished statesman of whom so much had been heard, but who personally was a stranger to almost everybody present. Sir John was dressed in a nobby light suit with white tile, and looked as smiling and happy as if he had just won a general election, as happy indeed as he must have been on the evening of Feb. 22nd. 1887. With the exception of the liberal display of fur collar, the Premier looked like this.

Forty-three Years a Public Man,

Now that the people of Fredericton and York have had an opportunity of seeing Sir John A. Macdonald, a sketch of his long public career will not be uninteresting. The Premier is a Scotchman by descent, and a Canadian by birth. He was born at Kingston, Ontario, January 11th, 1815, and has therefore passed his seventy-second, birthday. He received his education at the Kingston Grammar School, studied law in the same city, was admitted to the Ontario bar in 1836, when only twenty-one years of age, and was created a Queen's Counsel in 1846. In his profession he early achieved distinction, but it was not long before he actively entered political life, being elected to the Canadian Assembly in 1844, for Kingston, when only twenty-nine years old. He sat for that constituency continuously, until confederation, in 1867, when he was returned to the first Parliament of Canada, by the same city. In the general elections of 1872 and 1874, he was re-elected, was unseated after the latter contest, but re-elected a few weeks later. In the general election of 1878, Sir Sir John met his first defeat, when he was beaten by Mr. Gunn, in Kingston, but he

SOON ENTERED PARLIAMENT

as the representative of Marquette, Manitoba, a seat he held for a few months only, having vacated it by accepting office in the new Conservative Government, formed that year on the downfall of the McKenzie administration. During the remainder of that Parliamentary term, he represented Victoria, B. C., and in the general election of 1882 he was elected for Carleton and Lennox, Ontario, choosing, however, to represent the former. In the last election, Feb. 22nd, 1887, Sir John was again nominated for Kingston, andhe blotted out the memory of his former and only defeat, by beating Mr. Gunn, who had driven him from the constituency in 1878, being re-elected also for Carleton by over twelve hundred majority. Sir John has held office during the greater of his political life. He first became a member of the Executive Council of Canada in 1847, three years after his first election continuing till, the following year; from 1854 to 1858 he was again a member of the Executive, again from 1859 to 1862, and again from 1864 till 1867, being out of power during the twenty years intervening between 1847 and 1867, less than nine years, and during these eleven years filling successively the offices of Receiver General, Commissioner of Crown Lands, Attorney General three times, Postmaster General, Minister of Militia, and Premier, succeeding to the last named position first, previous to 1858. Since confederation, Sir John has been

PREMIER OF THE DOMINION,

fifteen of the twenty years of our national existence. He was called upon to form the first Dominion Cabinet, July 1st, 1867, when he was appointed Premier and Attorney General, offices which he continued to fill till his ministry resigned on the Pacific Railway charges, November 6th, 1873. On the Mackenzie Government meeting Parliament, Sir John led the Opposition, and how successfully, all Canada knows. The Grits went out of power with the political tidal wave that swept over Canada on Sept. 17th, 1878, and on Sir John being called upon to form a new administration, he again became Premier, and Minister of the Interior, which portfolio he held but a short time, when he assumed control of the Indian Department, a position he now holds. A man of Sir John's great abilities and experience, naturally has left his imprint on the statutes of the Country, and among the numerous great measures he has carried through Parliament during his career, are the following: secularization of the clergy reserves, improvement of the criminal laws, the promotion of public education, consolidation of the statutes, extension of the municipal system, reorganizatoin of the militia, settlement of the seat of government question, establishment of direct steam navigation between

CANADA AND EUROPE

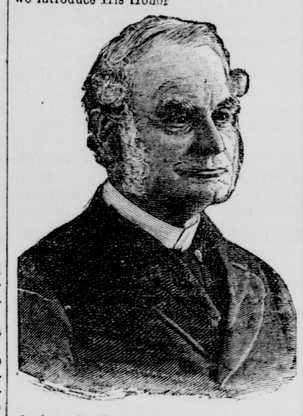
establishment of additional penitentiaries, criminal lunatics asylums, and reformatory prisons, and providing for the inspection thereof, the reorganization of the civil service on a permanent basis, the construction of the Intercolonial and Canadian Pacific Railways, the enlargement of the canals, the ratification of the Washington treaty, the confederation of the Provinces, the National Policy and the consolidation of Canada, of Sir John was President of the Colonial conference at London, when the Confederation Act was prepared for Imperial assent, and was the most conspicuous framer of that which is now the constitution of Canada. He has been a delegate to England and other countries on public business, very many times, and in 1871 was appointed by the Imperial Government to represent Canada on the commission selected to settle the Alabama claims, which resulted in the signing of the Washington treaty the same year. He received the honorary degree of D. C. L., from Oxford University in 1865, is also an LL. D., of Queens University, Kingston, and a D. C. L., of the University of Trinity College, Dublin. He was created a K. C. B., Her Majesty the Queen in 1867, a K. C. M. G., in 1872, and a member of the British Privy Council in 1879. Sir John has been twice married, first to Miss Clarke, a Scotch lady, and secondly to Miss Bernard, his present wife who was a daughter of Hon. T. J. Bernard, formerly a member of the Executive Council of Jamaica. We have thus hurriedly sketched the most striking points of the Premier's long and honorable public career, and to the historian we leave the duty of elaborating the details.

Escorted to Government House.

But to return to the Premier's reception. The procession was quickly formed, the 71st Batt. Band leading off, followed by the Premier's carriage, which was from John B. Orr's livery stable, and driven by John McLaughlin, a barouche containing Hon. G. E. Foster, Mr. Temple, M. P., J. A. Vanwart, Wesley Vanwart, carriages with the reception committees, the military officers. citizens. and the guard of honor bringing up the rear. Along York street, the procession moved through a perfect jam of people to King, thence to Church, around the Cathedral, up Waterloo to Queen, and to Government House, all these thoroughfares being blocked with people, and every window and other vantage ground being occupied. Hats were raised, handkerchiefs were waved, and cheers were given at all the principal points along the line of the procession, and to all these greetings,

SIR JOHN SMILINGLY BOWED HIS PLEASURE.

The display of bunting and other decorations was liberal. Across York streets a line of flags extended near Hume's Hotel; a beautiful green arch spanned the space in front of Mr. Temple's residence, on which was written the word "welcome" in natural flowers, the handiwork of Mr. John Bebbington, the florist. Two lines of flags were stretched from Mr. Temple's to Mr. J. L. Inches' residence. The Queen Hotel was beautifully decorated, every window displaying its quota of bunting, and a line of flags running across to the Central Fire Insurance building. At J. S. Neill's store, at Lemont & Sons, and the Barker House, flags were flung to the breeze, and at the latter point a magnificent arch spanned the street, bearing on one side the words, "Welcome to Sir John and Lady," and on the other, "Fredericton Welcomes Canada's Premier." The dates enclosing the Premier's public career, 1844 and 1887, were displayed on large shields, the groundwork of which was the Macdonald plaid. The word "Welcome" ran up and down each arm of the arch, and the whole was tastefully adorned with flags and bannerettes. From the FARMER OFFICE to the Post Office a line of flags spanned Queen Street, bunting was displayed from Fisher's Block, F. B. Edgecombe's, Chestnut & Sons, Thos. W. Smith's, Tennant, Davies & Co's., J. J. Weddall's, Johnston & Co's., the Orange Hall and many other places along Queen street Fred B. Edgecombe's building looking exceedingly fine in its dress of flags and streamers. The procession broke off at the foot of Government House lane, the Premier and Lady Macdonald accompanying Sir Leonard and Lady Tilley to Government House whose guests they were during their stay in the city. While the people were rejoiced thus to welcome Sir John and his lady, they were none the less glad to observe their respected Lieut.-Governor and Lady Tilley return to the city. To the FARMER readers who have never had the pleasure of seeing Sir Leonard we introduce His Honor



of whom the above is an excellent likeness.

Social and Civic Festivities.

At 2 p. m. Sir John and Lady Macdonald were entertained at luncheon by Mr. Temple M. P., the other ladies and gentlemen sitting down to the table being Sir Leonard and Lady Tilley, Miss Scovil, Chief Justice Allen Judge Fraser, Judge E. L. Wetmore, Hon. Geo. E. Foster, Mayor Fenety, Rev. F. Alexander, R. D. Wilmot, M. P., Lieut. Col. Maunsell, Major Gordon, Mr. Pope, secretary to Sir John, Mr. Temple, M. P., Mrs. Temple and Miss Temple.

When the hour of 3.30 p. m. arrived, the time fixed for the presentation of the civic address to the Premier, every available seat in the City Hall was filled by a splendid representative audience of ladies and gentlemen of both political parties. The Fredericton Brass Band who were stationed in the gallery played a programme previous to the opening of the ceremony. At the entrance to the City Hall, Sir John, who was accompanied by Sir Leonard Tilley, Hon. G. E. Foster, Mr. Temple M. P., Lieut. Col. Maunsell D. A. G., Major Gordon and Mr. Pope, was received by Mayor Fenety and the City Council, by whom he was escorted to the platform, the large audience giving him a most enthusiastic reception. On the platform were seated

THE FOLLOWING GENTLEMEN:

Sir John McDonald, Premier of Canada and his Private Secretary, Mr. Pope, Sir Leonard Tilley, Lieut. Governor and Major Gordon, A. D. C., Thomas Temple, M. P. for York, Hon. A. G. Blair, Premier of New Brunswick, Hon. P. G. Ryan, Chief Commissioner of Public Works, Hon. F. P. Thompson, M. L. C., Hon. Geo. E. Foster, Minister of Marine and Fisheries, Lieut. Col. Manusell, D. A. G., His Worship G. E. Fenety, Mayor of Fredericton, Ald. Ritchie, Ald. Smith, Ald. McManus, Ald. Hazen, Ald. Macnutt, Ald. Limerick, Ald. Gilman, Ald. Tabor, C. W. Beckwith, City Clerk, John Moore, City Treasurer, J. F. McMurray, City Auditor, John L. Marsh, Police Magistrate, Chief Justice Allen, Judge Fraser, Judge E. L. Wetmore, Dr. Thos. Harrison, President of the University, William Crocket, Chief Superentendent of Education, Hon. A. F. Randolph, Chairman of the City School Board, Sheriff Sterling, W, T. Howe, Warden of the Municipality of York, Rev. Dr. McLeod, Rev. A. Taylor, Rev. G. G. Roberts, Rev. F. D. Crawley, Rev. A. J. Mowatt, Rev. W. Dobson, Rev. W. Kinghorn, Rev. H. B. Montgomery, Jas. S. Beek, and G. F. Fisher, ex-mayor's of Fredericton. When Sir John was seated, Miss Gertrude Fenety, the sweet little six-year-old daughter of Mr. W. T. H. Fenety, and grand daughter of His Worship the Mayor, was escorted to the platform by City Clerk Beckwith, and presented to the Premier for Lady Macdonald, a beautiful bouquet, generously donated by Mr. Bebbington, Sir John receiving it with evident pleasure, which he indicated by smilingly kissing the little one while the whole house enthusiastically applauded. The Mayor and Aldermen then came to the front, and through His Worship, presented

THE FOLLOWING ADDRESS:

To the Right Honorable SIR JOHN A. MACDONALD, *C. B., K. C. M. G., Prime Minister of the Dominion of Canada, &c. &c.*

SIR,—We, the City Council, on behalf of the Citizens of Fredericton, representing different shades of political opinion, desire to extend to you, as one of the leading statesmen of this Dominion, a hearty welcome on this your first visit to our city. As premier of Canada, you have held office, with the exception of a few years, since the federation of these Provinces in 1867—during which time great public works have been undertaken and finished, more especially the construction of the Canadian Pacific Railway—which in itself is sufficient to stamp the enterprise and public spirit of any Government that could conceive, undertake and carry forward to successful completion, amidst pecuniary and other difficulties, a highway over the continent, from sea to sea, embracing a stretch of country exceeding in length three thousand miles.

The opening up and development of the great West, must soon follow this grand undertaking, and insure a vast addition to our Canadian population. Nor are we unmindful of the other great public works begun, completed, and in the course of progress, during your administration—more especially those in reference to our Province, and this City so immediately concerned, viz: in the liberal facilities provided for the construction of the Short Line Railroad, so colled—the Central Road, now in course of construction—the Northern and Western Road—the Valley Road between here and Woodstock, on the western side of the River—and the aid given for the erection of a bridge over the Saint John River, the laying of the foundation stone of which, we rejoice to say, is to be made concurrent with your welcome visit to our City this day.

We have but one regret and that is that your stay among us is to be so short. Situated as we are in the heart of the Province, we feel that our geographical position justifies the belief that at no distant day, Fredericton is destined to become a great railway centre; and the facilities which our City furnishes for the establishment of public works, we feel sure will present themselves to your notice and approval on examination.

We rejoice to know that in this Dominion, we enjoy self-government in its amplest sense, and it rests with the wisdom of the people themselves, how and by whom they shall be governed. Moreover, we have equal cause for congratulation in the fact, that this Dominion contains within its respective party lines, statesmen equal to every need, so that whatever may be the future of Canada, we shall never be in want of the right men at the right time to direct and guide us through peaceful channels to our final destiny. As subjects of the Queen our loyalty is unimpeachable, and goes hand in hand with our love of country as Canadians.

We trust, Sir, that you will carry to your home in Ottawa, pleasant recollections of your too brief visit to New Brnnswick; and we have to express the hope, that now you have made our acquaintance, your visit will be repeated at no distant day.

We also desire through you to convey to Lady Macdonald, our hearty welcome on this her second visit to the Capital of the Province, and to assure her that her former visit is pleasantly remembered by the citizens of Fredericton.

On behalf of the citizens.

(Signed)

G. E. FENETY, *Mayor.*
C. W. BECKWITH, *City Clerk.*

Fredericton, N. B., 15th Aug. 1887

The Premier's Reply.

Sir John, who on rising was given an enthusiastic ovation, spoke as follows:—

Mr. Mayor and gentleman of the Fredericton Corporation, ladies and gentlemen:—

I can assure you that I can scarcely find words to express my thanks for the kind address which has just been read to me, conveying as it does such words of welcome on this my first visit to the metropolis of New Brunswick. (Applause.) I had heard much about the beauty of your city, but I can safely say, Mr. Mayor, ladies and gentlemen, that from what I have seen since my arrival, Fredericton has far exceeded my expectations. To rightly understand the beauties of Fredericton, one must visit the place for himself. I have been particularly struck with the beauty of your city. Your churches and other handsome buildings would be considered fine—yea, splendid—in cities even twice or thrice the size of this. (Applause.) In the near future, Fredericton must become a great railway centre, some of the lines yet to be built helping materially to bring about this result. You have been good enough Sir to refer to Lady Macdonald in your address, and to speak of her previous visit to your city. I may say that it was due to recollections of her former visit here, that I was prevented from hurrying back to that eternal treadmill at Ottawa, without coming here to see the beauty of your city for myself. She desired that I should come, and like

AN OBEDIENT HUSBAND

I obeyed (laughter and applause) and I am particularly gratified with the result of that obedience. It is most pleasing to me to be presented with this address, representing as it does the views of men of both political parties. At the same time of course I am sorry to know that there are those among you so blind politically, that you cannot afford me the political support which I think I deserve (Laughter and great applause.) It is not natural but desirable that there should be only differences of opinion on political questions. and that men should exercise their rights in that regard according to the dictates of their consciences, which I suppose they always do, (Laughter.) In the last election I need not tell you that the way in which the people of this constituency and throughout Canada exercised their rights at the polls, was not at all displeasing to me. (Renewed laughter.) The words of your address are very pleasing to me in many respects. For forty-three long years I have been actively connected with the politics of this country, and for twenty-seven of those long years I have been connected with the Government of the country. For fifteen years of the time since the Confederation of the provinces—since Canada became a Dominion—I have been

THE LEADER OF THE GOVERNMENT

and I suppose that in whatever has happened for good or evil, I am to a large extent responsible. I am glad to know, sir, that in judging between the mal-adminstration and the good since confederation, you are inclined to say that the good has outweighed the bad, and that in dealing with my public career you are:

"To my faults a little blind,
And to my virtues very kind"

(Applause)

Your allusion to the construction of railways is a striking illustration of what were the needs of our country. In the old days people were content with macademized roads and stage coaches, these are now obsolete and railways have taken their place, opening up the Dominion from one end to the other. The policy of the Government of which I have the honor to be the leader has been to encourage such railway developement, For this we are declared by the Reform press to be an extravagant government and the same charge is made against us by our friends of the opposition in parliament, Now, Sir, while I am not here to

MAKE A POLITICAL SPEECH,

I do not hesitate to deny that we are an extravagant government. We are liberal, but our liberality is not an extravagant liberality. (Applause.) To aid in the building of railways, is a matter of policy with our government—our deliberate policy—and whether it be one for good or evil, I may say that we will continue to devote part of the finances of the country to developing the Dominion by the construction of railways where most needed—at least such shall be our policy while we can maintain a majority in Parliament. (Laughter and applause.) As you here stated, sir, New Brunswick has not been forgotten in this matter of railway subsidies. I was pleased to hear lately from one who has correct statistics on the subject, that the Province of New Brunswick has more miles of railway in proportion to her population, than any other part of the world. (Applause.)

I think, sir, that I have a right to say that the charge of extravagance cannot be truthfully made against the government of this Dominion. As an actual fact, the credit of Canada

NEVER STOOD SO HIGH

as at present and I do not fear that this state of things will be changed, by the statement that while we enjoy the confidence of the people, our policy will be to assist in the building of canals, railways, and by all other means that help in developing the resources of Canada. (Applause.) Speaking of the credit of Canada I remember when we could not borrow money for less than 6 per cent interest. Then it came down to 5½. The credit of Canada has reached its present proud position, and the rate of interest we are called upon to pay has been reduced from 6 per cent, to 4 per cent, and 3½ per cent, and this state of affairs is largely due to the labors of my old friend and colleague, the worthy Lieutenant-Governor of New Brunswick—Sir Leonard Tilley. (Great applause.) The credit of our country is so great that we will soon be able to borrow money, not at six per cent as in former time, but at three per cent. Under such circumstances £100,000 would cost Canada no more than £50,000 cost under the old state of affairs. As in the case of a nation, the amount of debt is not considered so much by the sum borrowed as in respect to the interest to be paid. I am glad to know that so far as railway subsidies are concerned this constituency and the province

HAVE NOT SUFFERED BY OUR POLICY.

We have felt it a duty to assist in your railway enterprise in the past and hope to be able to give further aid in the future.

Mr. Mayor I again return you thanks for the words of kindness contained in your address. The regard expressed in your non-political address I can assured you, is most gratifying to me, coming as it does near the close of my political career. From the bottom of my heart I thank you one and all on my own behalf and for your reference to Lady Macdonald. The visit to your city has been one of very great pleasure to us, and we hope for even still greater pleasure, as we glide down your magnificient river I trust to be able to again visit Fredericton, for my wife has partialy promised your Lieutenant Governor that we shall pay them another visit next summer. If I again be able to obey her wishes (laughter) I trust that when we again come I shall still enjoy your confidence and be worthy of the very kind feelings expressed by you to-day. (Long continued applause.)

LAYING THE CORNER STONE.

At the conclusion of Sir John's address, the Mayor and Aldermen, and all the gentlemen occupying seats on the platform were formally presented to him, and then he descended to the body of the hall, and for half an hour shook hands with three quarters of the audience, who filed up one aisle and down the other to greet the Premier, who received everybody as cordially as if they had been old acquaintances. This over, Sir John and party, and the corporation representatives took carriages, and being joined by Lady Macdonald, Lady Tilley, Mrs. Temple, Miss Temple, Miss Scovil and Mr. and Mrs. F. S. Hilyard, drove down Queen street headed by the Fredericton Brass Band, to the new railway bridge at the foot of Sunbury street, where fully two thousand people had assembled to witness

THE LAYING OF THE FOUNDATION STONE.

A temporary platform carpeted, had been erected, and the place was gay with bunting. The party was received by Contractor Hogan and Chief Engineer Brown, who were presented to the Premier and his lady, by Mr. Temple, M. P., and were shown to the platform, when Lady Macdonald, escorted by Sir Leonard Tilley and accompanied by Mr. Temple, Mr. Hogan and Mr. Brown, descended to the spot selected for the foundation stone to conduct the formal ceremony, which was opened by Rev. F. Alexander, with an appropriate prayer. Mr. Temple then presented Lady Macdonald with a handsome silver trowel, manufactured by Mr. Tremaine Gard, of St. John, and bearing the following inscription:—

Presented to Lady Macdonald by Alexander Gibson, Esq., President, and Thomas Temple, Esq., M. P., Managing Director of the Fredericton and St. Mary's Railway Bridge Company, on the occasion of her laying the foundation stone of such Bridge this day.
Fredericton, 15th August, 1887

A sealed tin box containing copies of the MARITIME FARMER the *Daily Sun* and the *Capital*, silver and copper coins, and a scroll detailing the circumstances of the foundation stone laying, and giving the officers of the Bridge Company, was then presented to Lady Macdonald by Chief Engineer Brown, and depositing this in a cavity in the stone prepared for it, the stone itself being lowered into position, the mortar was spread by Lady Macdonald, who declared the stone well and truly laid. Another prayer by Rev. F. Alexander, the ceremony was over and the party returned to the platform when three hearty cheers were given for Lady Macdonald at the call of Mr. Temple. The Premier then stepped to the front looking his happiest, a ripple of applause ran through the vast audience and Sir John doffing his tile briefly addressed the people.

A GOOD WORD FOR MR. TEMPE.

The Premier thanked them cordially on Lady Macdonald's behalf and congratulated the citizens of Fredericton, of York and the Province, on the auspicious commencement of so great a public work as the bridge, credit for which must be given Mr. Temple, the respected and zealous representative of York in Parliament. The county had done itself credit in electing Mr. Temple, who rested neither day nor night in his application to the Government for money for public works. But, said Sir John, don't send him to Ottawa too often, for he bothers us day and night pointing out York County's requirements, or else if you do send him again, put him under bonds that he will give us some rest. After again thanking the people for his reception, he resumed his seat.

Mr. Temple followed Sir John in a few sentences. While he was very thankful to the Premier and his Government for the handsome grants his constituents had received at their hands, he did not propose giving them much rest till they voted another $150,000 which was necessary to complete the lines of communication now in course of constraction, This sum was much required, and he proposed pushing his demand until it was secured, and then he might give the government a rest. At this point, Sir John playfully thrust his hand into his trouser pocket, and pulling it out again, turned it towards Mr. Temple with the remark, "would you like the money now, Mr. Temple?" at which the audience laughed heartily. Hearty cheers were then given for the Premier, Mr. Temple, Sir Leonard and Lady Tilley, Sir John's cabinet and the Queen, the Band played the National Anthem, the ceremony was over and the people dispersed, the Premier and his party being driven directly to Government House,

A DESCRIPTION OF THE BRIDGE.

Starting from a point on the Fredericton Branch Railway, distant about 600 feet from where that railway crosses Sunbury street, the western approach to the Fredericton and St. Marys Railway Bridge, curves to the right and strikes Sunbury Street, near the residence of Mr. John Dohertv, thence it runs along the southern side of Sunbury in a straight line to a point opposite the Gas Works, here it curves slightly to the left, and follows the middle of the present carriage way on Sunbury street to a point near Mr. Wm. Wilson's house, where it curves to the right and strikes the river bank nearly on a line with the extension of the southern side of Sunbury street. At this point starts the bridge which runs on a straight line across the river at right angles to the current, striking Gibson's wharf about 150 feet from the inshore end. After leaving the bridge, the railway runs in nearly a straight, until it joins with the track of the Northern and Western, at a point on that road about 300 feet east of the passenger station. The substructure of the bridge consists of 8 piers, 1 pivot pier, and 2 abutments. These piers each rest on a foundation of 140 spruce piles driven in the bed of the river to an average depth of 17 feet. The bed of the river is gravel to a depth of about 8 feet, under which is a stiff blue clay in which the points of the piles rest. The piles go 3 inches at the last below from a hammer weighing 1900 lbs., falling 32 feet. After the piles are driven down, they form a foundation rectangular in shape, 58 feet long and 18 feet wide. Over this foundation a staging is erected, and a

SAW WORKING UNDER WATER

on a vertical shaft which travels back and forward over the staging cuts the piles off at the level of the river bed, leaving a perfectly level platform of piles as a foundation for the piers. Water-tight caissons are then built on the shore and launched into the river. These caissons are of the same dimensions as the pile foundations viz. 58ft. x 18ft. and are made of timber 12 inches thick, the bottom of the caisson being of two thicknesses of 12 x 12in. firmly secured by iron drift-bolts, the seams calked and made perfectly water tight. When these caissons are launched, they are in the form of a huge box whose sides are composed of 12 in. timbers and the bottoms of two thicknesses of 12 in. timbers. Masonry is then built in these caissons up to a certain height, when they are towed into position directly over the pile foundations before spoken of, more masonry is put in until the caisson sinks to the bottom of the river, and rests on the pile foundations, the bottom of the caisson forming the timber foundation on which the masonry rests. The building of the masonry is then continued in a perfectly water tight box up to low water level. The sides of the caisson are of no practical use after the pier has been brought above water level, and the top timbers will be taken away so that no part of the caisson will show above low water level. The pier will be a rectangular block of masonry 51 x 12ft. up to low water level where the cut water will commence. The cutwater will be carried up to within six feet of the top of the pier, or to the top of

ORDINARY FRESHET LEVEL,

and will run back at an angle of 45 degrees both ways, farming a sharp edge for the ice to break on. These cut waters will be of large granite, strongly dowelled together with iron dowels. The top of the pier will be 26 feet long and 7 feet thick. The piers will be built of Spoon Island granite and Miramichi free stone, the cut waters and quoins being entirely of granite. The best of English Portland cement will be used. When the work is fully under way, the piers will nearly all be under construction at the same time, staging being erected at each pier for the derricks and steam hoists to rest on. The pivot piers on which the draw span rests will be circular in shape, 26 feet in diameter. It is expected that these piers will be all completed before the first of 1888.

The bridge which rests on these piers will be a through truss of steel and will consist of 6 spans of 242 feet each, 1 draw span of 245 feet, and 2 spans of 165 feet each, total length of bridge 2027 feet. The draw will be the third span from the Fredericton side and the two 165 feet spans will be the first two from the St. Mary's side. The draw when opened will have a clear space of 102 feet on each side the pivot pier for vessels to pass through. The bridge will be 15 feet in width on the inside, 42 feet high in the centre of the truss, and 28 feet high at the ends. The different spans will be fastened securely to the piers at one end and the other end will rest on steel rollers so that the bridge will be

FREE TO MOVE HORIZONTALLY

to allow for expansion and contraction from heat or cold. The floor system will consist of Southen hard pine ties 8 inches apart in the clear on which the rails will be laid. Guard rails will be spiked on the ties immediately outside the rail, these guard rails will be of southern pine covered with iron.

The bridge will be built to sustain a load of 3000 lbs. per lineal foot, with two excess panel loads placed two panels apart sufficient to provide for two engine driver loads of 96,000 lbs. each on 14 feet wheel base.

The contractors are M. J. Hogan and the Dominion Bridge Company of Montreal, of which Job Abbott is President and Chief Engineer.

The officers of the Fredericton and St. Marys Railway Bridge Company are, Alexander Gibson, President, Thomas Temple, M. P., Managing Director, Wesley Vanwart, Secretary-Treasurer, Gilmor Brown, Chief Engineer.

Though only ten days at work Mr. Hogan has made great progress with the bridge. He had to bring all his plant from a distance, but is now well equipped, having 12 to 15 derricks ready to put in position, seven steam hoisting engines and 3 or 4 horse power hoists with large quantities of granite, cement and other stock on hand. The pile foundations of two piers are completed and other piers are in progress and in a short time three gangs will be employed working night and day.

THE EVENING'S DEMONSTRATION.

Mr. J. F. McMurray with his usual enterprise and consideration, last week tendered by telegram, an invitation to the Premier and his party to witness the production of "the Midnight Marriage" by the Remond-Barry Dramatic Company in the City Hall Monday evening, the company being under Mr. McMurray's direction, and Sir John promptly wired his acceptance. The word soon got abroad that the Premier would be present, and the seats sold like hot cakes. When the curtain went up, Mr. Redmond and his support saw the most distinguished and representative audience ever assembled in the City Hall, an audience that filled nearly every seat, and they were nerved to their best effort. The Fredericton Brass Band played a programme in front of the Hall before the entertainment commenced, and afterwards occupied seats in the gallery, reserved seats being tendered them by Mr. McMurray. The people were early in their seats, and shortly after 8 o'clock Sir John entered the Hall accompanied by Lady Macdonald, Lady Tilley, Mr. Pope, and Major Gordon. The audience, as soon as the Premier was recognized, enthusiastically applauded him, rose to their feet and remained standing while the orchestra under Prof. Cadwallader of Marysville played the National Anthem, Sir John bowing right and left for the compliment. It was the most popular reception of the day. The distinguished visitors occupied the second row of seats in the centre of the Hall, and were in evening dress, the Premier looking happy and youthful in his cutaway and broad shirt front. The play was well presented, Mr. Redmond and Mrs. Barry especially coming in for a large share of the applause. The cornet solos of Mr. Crean, leader of the Marysville Brass Band, were heartily received, his rendering of "Annie Laurie" and the "Last Rose of Summer" completely captured the house.

ESCORTED TO GOVERNMENT HOUSE

When the Premier and his party emerged from the City Hall, a dazzling and pretty sight met their vision. They saw the entire fire departments of Fredericton and St. Mary's drawn up in the front of the Hall under command of Chief Engineer Lipsett and Assistant Chief Geo Hatt Jr. with Mr. David Stockford acting as marshal, and every man bearing in his glittering helmet a torch. Colored lights were burning, at the same moment and a ballon fifteen feet long on which were the words "Hurrah for Sir John" was sent up from the square. The firemen formed in two lines along either side of Queen Street, with the Fredericton Brass Band at their front, the St. Mary's brigade next, then the Hook Ladder and Protection Companies and next the City Hose Companies. The men looked splendid in their new uniforms and evoked the most favorable comment from every body. The premier himself was charmed with their appearance, and so expressed himself. The procession was broken for a moment in the centre to allow the Premiers carriage an entrance between the lines, and the men closing up again, the Chief Engineer gave the command "forward" the band struck up a lively march and the procession started on its route. There was great enthusiasm all along the line of march the people crowding from all directions to get a look at the Premier and his magnificent escort. Sir John was cheered almost continuously and was kept busy lifting his hat in response to his enthusiastic reception. There were some very pretty illuminations along the route. The Barker House and Queen were lighted up from turret to foundation, and the arch opposite the former hotel, was brilliantly illuminated.

When the procession reached Parliament square a fairy-like scene was spread out to view. The handsome Parliament Building were beautifully illuminated, wax candles burning in every window even to the cupola and stretched from tree to tree on the grounds were lines of Chinese lanterns, giving a very pretty effect. The illuminations at this point were made under the special direction of Hon. P. G. Ryan Chief Commissioner, Premier Blair, and Mr. T. B. Winslow Secto the Board of Works, and the compliment to the Premier was marked and appreciated. The procession made a detour of the parliament grounds followed down Waterloo Row to Shore Street thence accros Sunbury and up Brunswick passing the residence of Mayor Fenety, Mrs. Black and Mr. C. H. B. Fisher, which were very prettily illumated, the Mayor's beautiful grounds showing off to advantage. Up Brunswick street the greatest enthusiasm was displayed, hundreds of predestrians following the procession from start to finish but the acme was reached at the foot of Government House lane when a number of Sir John's