

Election Cards.

CARD.

To the Electors of the County of Northumberland:

GENTLEMEN: I shall again be a Candidate for election to the representation of the County in the Local Assembly.

My political course shall be as consistent in the future as in the past, and my endeavours shall always be to advance the interests of the Province, and the County of Northumberland in particular.

I have the honor to be, Gentlemen, Yours faithfully,

E. HUTCHISON.

June 1, 1882.

Election Card.

To the Electors of the County of Northumberland:

GENTLEMEN:—On the 23rd of June next you will be called upon to elect four members to represent you in the Local Assembly.

Having had the honor of being your Representative for eight years, I will again be a Candidate for your suffrages. You can judge by my public acts in and out of the Assembly, if I am worthy of your confidence for another term.

If again returned I will use my best endeavors to abolish the Legislative Council and to do away with the expenses of Government House.

I will advocate more economy and efficiency in all the public Departments of the Government and many other reforms much needed in the Province.

I will look after and secure for our by-roads and bridges their full share of the public moneys appropriated for that purpose and will assist with my best efforts the construction of the Miramichi Valley Railroad and a bridge at Nelson. All measures introduced for the good of the Province generally shall (after due consideration) have my support, independent of party.

I will see as many of you as I can before the Election and will then more fully explain my views on public matters.

Hoping I may still merit your support, I am, Gentlemen, Your Obedient Servant,

T. F. GILLESPIE.

Chatham, May 27th, 1882.

CARD.

To the Electors of the County of Northumberland:

At the earnest solicitation of a large number of the electors of this County I have consented to allow myself to be put in nomination as a Candidate for your suffrages at the Assembly of the Province, for the Local Assembly of the Province.

I am strongly opposed to the present Administration and will, if elected, use my best endeavors to replace them with men who will pay more regard to economy and other needed reforms of administration.

Should I be elected, I shall do all in my power to promote the best interests of the Province in general, as well as of the County of Northumberland.

I have the honor to be, faithfully yours,

JOHN P. BURCHILL.

Nelson, May 31st, 1882.

Election Card.

To the Electors of the County of Northumberland:

GENTLEMEN:—At the solicitation of a large number of your body, like myself, are opposed to the administration of the present Local Government, I have determined to allow myself to be placed in nomination for the representation of the County in the House of Assembly.

I pledge myself, if elected, to assist in removing the present Government from office, in order that it may be replaced by a body of men who shall address themselves more earnestly and honestly than they have done to needed reforms of administration.

I shall also use my best endeavors to promote, in every way possible, the interests of the Province in general and those of the County of Northumberland in particular.

I have the honor to be, faithfully yours,

THOMAS TROY.

Douglstown, May 31st, 1882.

CARD.

To the Electors of the County of Northumberland:

GENTLEMEN:—At the approaching Election I will be a Candidate for the Representation of the County in the House of Assembly.

Should you honor me, by Election, it shall be my aim to advance the interests of the Province and of this County, to the best of my ability.

I am, Gentlemen, Your Obedt. Servt.

W. A. PARK.

Newcastle, 25th May, 1882.

Sir William Wallace.

The above Horse will stand in the Saddle on the following place, viz:—

Chatham, June 6th, 7th, and 10th.

Newcastle, June 8th.

Douglstown, June 9th.

Other dates will be arranged and announced in paper of other days.

Sir Wm. Wallace is a dark bay, s. by Thompson's Royal George, dam by Quilmore, and has a record made at Point Breze Park, Philadelphia, of 2:27.

WM. HAMILTON.

BUSINESS NOTICE.

THE "MIRAMICHI ADVANCE" is published at Chatham, Miramichi, N. B., every Thursday morning in time for despatch by the earliest mails of that day. It is sent by express in Canada, the United States or Great Britain (Postage prepaid by the Publisher) at the following rates:—

If paid in advance, per annum, \$1.00. If not paid in advance, per annum, \$1.50. If not paid in advance, per annum, \$2.00. Advertisements are placed under classified headings. Advertisements, other than yearly or by the season, are inserted at eight cents per line for the first insertion, and five cents per line for each subsequent insertion, and three cents per line for each subsequent insertion for each continuation.

Yearly, or season, advertisements are taken at the rate of \$6.75 an inch per year. The matter in space secured by the year, or season, may be changed under arrangement made therefor with the Publisher.

The "MIRAMICHI ADVANCE" having its large circulation distributed principally in the Counties of Kent, Northumberland, Gloucester and Restigouche (New Brunswick), and in Bonaventure and Gaspé (Quebec), among communities engaged in Lumbering, Fishing and Agricultural pursuits, offers superior inducements to advertisers. Address "Editor 'Miramichi Advance,' Chatham, N. B."

Miramichi Advance.

CHATHAM, N. B., JUNE 8, 1882.

The Miramichi Valley Railway.

NO. V.

In previous articles on this subject, we have quite fully referred to the course pursued towards Northumberland by the Government of the Province, as a body, and to the inconsistencies and injustice of individual members thereof in their treatment of the whole question. We have shown that the claims of the road, while they have always been admitted as of greater weight than those of any other now projected, have only been made use of by certain politicians, great and small, in a provincial way, apparently for ulterior purposes, and that those who have put themselves forward most prominently and made efforts of different kinds, professedly in the interest of the work, have succeeded in doing worse than nothing. This may look like an overdrawn statement, but the facts bear us out in making it. These facts may be briefly presented as follows.

In 1876 gentlemen belonging to this County—identified with both sides of Dominion and Local politics—joined hands in an effort to secure the construction of the Valley Railway. They paid between three and four thousand dollars for a survey and after the profiles and necessary data were prepared by the engineers, a trip was made to Fredericton by some self-appointed "delegates," who, after laying the Engineers' work and what they had to propose before members of the Government, were put off with evasive answers and sent home. That delegation was not sent to Fredericton by the common voice of those who had contributed their money to pay the expenses of the survey. In fact, after the money was paid in and certain gentlemen had secured places on a provisional directorate, they acted without reference to those whom they assumed to represent, and made absolute wreck of the Railway's claims, through their want of ability to handle the question of which they had taken charge, and the fact—well known to the Government—that they represented only themselves, and that the most active of them were in Fredericton for the promotion of their own interests, had the result of damaging our railway prospects very materially.

Gentlemen of the political persuasion of Hon. J. W. Fisher and Hon. W. Wedderburn could not be slow in sounding the depth and capacity of the men who assumed to be the Miramichi delegates last winter. Mr. Adams really either did not know or cared little about the claims of the Railway—his chief care being not to make himself unpopular with his colleagues in Government by creating any inconvenient trouble over this or any other subject. Mr. Park who now appears as the candidate who desires to take Mr. Davidson's place as a supporter of Mr. Adams, was another member of the self-appointed delegation. The position in which we now find him is very good evidence that he would not do much in Fredericton to interfere with Mr. Adams' views. Then, Mr. R. Call seemed to assume the place of head of the delegation, but few will believe that, beyond talking outside in reference to the Valley Railway, he did much to promote its interests, especially as he was, himself, an applicant for subsidies for his two steamers. If this gentleman were one of the most correct-going politicians in the country, instead of what he is, is the very fact that he has received, as a free gift from the Province, a large steamer, costing the Government \$8,000—money paid by them in his behalf to Mr. Beveridge of Andover—besides \$2,000 a year for several years for the maintenance of said boat, in addition to the New Era subsidy, would render him a weak man to present subsidy claims in behalf of the public. The other gentlemen who were reported to be members of this delegation to Fredericton no doubt played some part, but as one of them claims he was deceived and misled by Messrs. Adams and Call in very important matters connected with the Railway, it can only be argued that his position now is evidence going to show that the whole matter was handled in a most clumsy, inefficient and insincere manner.

Many who paid their money towards the survey made six or seven years since, and even gentlemen who were members of the provisional Board of Directors, were entirely ignored in all these later alleged negotiations. No reports have been made to them either individually or collectively by "the delegates." They have not seen even a copy of the claims of the Valley Railway upon the Province, as presented by those gentlemen. It is believed that there was no formal claim for a renewal of subsidy presented to the Government, as such, but the matter was conducted in a kind of fragmentary, oral, free and easy style, very suitable, no doubt to the members of Government and very natural to "the delegates," but entirely inadequate and unusual, considering the importance of the subject.

What is the result?—The mention of the Miramichi Railway in a Subsidy Act with some seven other roads, most of which have never been seriously contemplated and some never even mentioned in the legislature or any newspaper until the Miramichi people, in public meetings, again pressed their claims last winter.

It is stated and believed by many that so long as the Andover can be kept in repair at a small annual expense and made the means of securing

for her owner a subsidy of \$2,000 a year, just so long will there be no earnest and bona fide effort on that gentleman's part to assist the County in which he lives, to secure a sufficient subsidy for her Railway. Once the Railway is undertaken, the Steamer's subsidy will cease. Messrs. Call and Adams fully understand this, and their pulling together as they have done in each other's interest has worked against the Valley Road to a much greater extent than the people generally have realized. Here is, then, a gentleman, on the one hand, receiving, for one steamer alone, that makes almost a farce of accommodating the public, an annual sum representing a capital of \$40,000, from the Provincial Treasury. This steamer was, in the first place, a gift from the Province and has been the means of creating a monopoly in his hands which he will not let go of without a determined struggle. It is his interest to maintain Mr. Adams in power, because that gentleman, as a member of Government, sees to it that so strong a supporter should not lose his subsidy and neither of them, considering their political record, can be expected to do anything in reality for the Valley or any other railway that might interfere, on the one hand, with Mr. Adams' claims on Mr. Call, or, on the other, with Mr. Call's claims to the Andover subsidy.

In the past, when we have attacked such personal interests as these—interests which have seemed to us to be sapping the independence of men who, under other circumstances, might be capable of rendering good service to the public by means of their well-known energy of character and fair talents—we have been charged with personal motives and indulging in personal warfare. We are ready to see these charges reiterated, but our readers must bear in mind that the gentlemen to whom we refer have placed themselves before the people as public men in connection with the question we have been discussing. The World, for weeks, during the legislative session, made constant reference to their presence in Fredericton and their efforts in behalf of our Railway. Messrs. Call, Sadler, Tweedie, Park and others whose private business affairs take them to Fredericton several times every year, were represented as doing all kinds of things in the interest of the railway, including the conduct of negotiations with Mr. Gibson, Col. Greene and others, who were represented as being very anxious to undertake the work. It is now time that something was heard on the other side—something to impress upon the public the truth that all the telegrams they then read in that paper were probably sent or inspired by the gentlemen themselves, with a view of creating public beliefs which were misleading and unfounded, and giving to these gentlemen public credit to which they were not entitled. All they have done is to have a subsidy of \$3,000 a mile offered for a Railway for which \$5,000 was provided before and to thereby cause the undertaking of construction to be indefinitely postponed.

It is singular also that in his account of the revenue derived from New Brunswick, Sir Leonard should have wholly forgotten to mention that derived from bill-stamps, which in 1880-81 amounted to 13,634, or from weights and measures stamps amounting to \$4,952, or from gas and law stamps amounting in the same year to \$3,428. Or why should the \$4,695 received from New Brunswick fishing licenses, or the \$5,778 received from Customs seizures not be credited to the Province. Here we have sources of revenue derived from New Brunswick, amounting to \$22,487 in one year, which Sir Leonard wholly ignores. Now let us take the actual contribution of New Brunswick for customs and excise in 1880-81. The customs and excise revenue of Canada during that year was \$23,749,114. It is well known that New Brunswick pays duties on goods both in Montreal and Halifax which are used in this Province. Our population is a little less than one-thirteenth of that of the whole Dominion, so that our share of payments into the Dominion revenue under these heads in the year 1880-81 would be at least \$1,750,000. The account of Sir Leonard, however, for the Dominion would, therefore, stand as follows, mildly "re-adjusted":—

Our report of Monday night's meeting, being quite full, occupies so much space as to prevent a reply to Mr. Adams' attacks on the ADVANCE and its editor. We will let the matter pass until a more convenient season. We have made a few running comments in the course of the report of the hon. gentleman's speech, and will take occasion, hereafter, to correct any misapprehensions his Monday night's exhibition of vulgarity and backguardism may have created. He paid a poor compliment to the intelligence of the hundreds of men who heard him, when he devoted his time so largely to personal matters of his own creation, instead of discussing the questions at issue between the Government and the Opposition. Notwithstanding his complaints against the ADVANCE, he did not dare to mention one of the subjects on which he claimed it had abused him. He did not dare to quote a line because he knew those before him would have affirmed all we have said concerning him. We only hope the electors will do their duty in his case on 22nd inst.

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New Brunswick not a Pauper Province.

(The "Daily Telegraph.")

In a recent public statement Sir Leonard Tilley is represented as saying that the Province of New Brunswick, which has a tariff three or four times as oppressive as the highest which obtained before Confederation, does not pay its way, but in 1881 actually received \$80,000 more than it paid in, not including any sums due for interest on the Intercolonial Railroad.—New Brunswick, it appears, is a financial loafer, a pauper province, living on the charity of Canada and its people unable or unwilling to pay cost and lot with the other subjects of the Queen in Canada.

It is a startling announcement; persons who pay 25, 30, 60 per cent. and more on goods on which a small revenue tariff was formerly levied, must feel amazed at such a statement. Suppose our present tariff were applied to the imports of New Brunswick before Confederation, and suppose we then had excise duties like the present, does any one believe that New Brunswick would not be able to make ends meet?—There is not the slightest doubt that the sums that would be thus paid into the Provincial revenue would be far in excess of the present revenue of New Brunswick. The calculation has often been made, both before and after Confederation, and with but one result, that which we have just stated.

How is the case made out? It is done in this way, he says:—

Table with 2 columns: Item and Amount. Includes Interest on debt, Subsidy on population, For the Government, In lieu of export duty, New Brunswick also receives: Administration of Justice, Customs officers, Postal service beyond receipts, Light houses, etc., Protection of fisheries, Excise officers, Revenue, Indian Affairs, Quarantine, Public buildings, Mills, Steamboat subsidies, Least Government's salary, Observers at St. John, Breakwater repairs, Breeding.

(Fractions are omitted.)

Receipts from customs and excise, average for three years:— \$1,223,188

Annual balance against New Brunswick: \$81,251

A very pretty statement truly.

The second set of items given above are estimated, and most unanswerable except

to be taken to some, which, are quite excessive, as we will show at another time.

The first item that we challenge in the above account is one of no less than \$150,000. That is the sum granted to New Brunswick under the Treaty of Washington in lieu of Export Duty. That was an interest which this Province sold to Canada. Dominion and even International interests, under the Treaty of Washington, required that the export duty on lumber should be removed; we were interested in it as a source of revenue, and the sold out our claim. It is true that the Province got more in return than it then received, but it did not get more than, being master of the situation, it could fairly claim; for if the views of New Brunswick had not been fairly met, the Legislature of this Province would not have given the indubitable assent to the Treaty of Washington. We gave Canada an equivalent for that \$150,000, and therefore it is not a proper charge against this Province.

The Union of the Provinces helped to free Canada, not only from political dead-locks, but from enormous deficits, and to thus obtain very large loans at low rates of interest. Mr. Tilley charges the entire debt of New Brunswick with interest at from 5 to 6 per cent., whereas as Confederation, in which this Province held the key of the position, and is an important factor, enables Canada to borrow money at about 4 per cent. there is no reason why New Brunswick should be charged more than that amount; certainly not more than 4-4 per cent., the average rate of interest paid by Canada. A calculation of the interest at the rates charged by Mr. Tilley against New Brunswick, as compared with that paid by Canada, makes a difference in favor of New Brunswick of \$82,932; we are charged with \$454,976 for interest, whereas as the charge should not exceed \$362,944; on this item alone the sum of \$80,000 debited against us, is more than wiped out.

Now we direct attention to a nice piece of manipulation. Sir Leonard's account relates to 1881. Had he made it out for 1880, what would have been the consequence? Why that the \$28,000 a year added to our subsidy on the bases of the census could not have been reckoned. Why does he not take the sums paid by New Brunswick for 1881, instead of three years last past? Simply because New Brunswick would, in that case have to get out of the \$284,634 more than on the \$5,778 received from Customs seizures for New Brunswick, or \$1,517,842, not, as stated by Mr. Tilley, the "average" sum of \$1,323,188. Even the larger sum comes far short of what New Brunswick pays for goods consumed in this Province, but not all entered in Custom Houses, to say nothing of the large sums paid to manufacturers in consequence of the very high tariff now in operation.

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The second set of items given above are estimated, and most unanswerable except

to be taken to some, which, are quite excessive, as we will show at another time.

The first item that we challenge in the above account is one of no less than \$150,000. That is the sum granted to New Brunswick under the Treaty of Washington in lieu of Export Duty. That was an interest which this Province sold to Canada. Dominion and even International interests, under the Treaty of Washington, required that the export duty on lumber should be removed; we were interested in it as a source of revenue, and the sold out our claim. It is true that the Province got more in return than it then received, but it did not get more than, being master of the situation, it could fairly claim; for if the views of New Brunswick had not been fairly met, the Legislature of this Province would not have given the indubitable assent to the Treaty of Washington. We gave Canada an equivalent for that \$150,000, and therefore it is not a proper charge against this Province.

The Union of the Provinces helped to free Canada, not only from political dead-locks, but from enormous deficits, and to thus obtain very large loans at low rates of interest. Mr. Tilley charges the entire debt of New Brunswick with interest at from 5 to 6 per cent., whereas as Confederation, in which this Province held the key of the position, and is an important factor, enables Canada to borrow money at about 4 per cent. there is no reason why New Brunswick should be charged more than that amount; certainly not more than 4-4 per cent., the average rate of interest paid by Canada.