## MIRAMICHI ADVANCE, CHATHAM, NEW BRUNSWICK, JANUARY 31, 1884.

wild only by the south side route. He	and it was in response to that request	t their position and found that they had not	compound to bell as			and the second se
ras of the opinion that when the constituents of certain Councillors were made	that he was here. Being here, he would present the facts as they avi ted facts	l legal status whatever. Other gentlemen	Acts of 1872 and 1883 and any future	e Peter Morrison, jr., (Church Point), Oliver Geroir David Drysdale, Bazile Gothro, Jule Savoy, sr. Peter Traux House Learne, Institution	THE LUMBER SHIPMENTS OF NEW BRUNSWICK & NOVA SCOTIA	Miramichi Adran
ware of the course they had taken here,	which could not be controverted by any	who were interested in the Railway, soon learned the same thing.	[legislation on the subject ] In closing he said, while the Legislature would, doubt	Augustus Al'ain, Gregoire Savoy, Stan ius Savoy Amesture Savoy, Ebenezer Vanadestine, James		
ney would not thank them therefor. A	fair, open statement and which he was	Instanning tid 11 10			- We published, during the early winter, lumber returns as they were re-	CHATHAM JINHIDY 9
					ceived from different ports in the Province, and are, this week, in a position to present a statement of the total shipments to trans-Atlantic ports for the	
	1 AND UN GITTER THE TALLES WITCH COULD THE	tor, Mr. Park, M. P. P., to Fredericton, to see whether they could get a contract	body to hesitate before giving its sanction	Constables - Charles Methtosh, John L. Gould	year from New Brunswick and Nova Scotia, compared with those of 1882	
					and 1881 for New Brunswick, and with those of 1882 for Nova Scotia. Be-	The election in York Sav
could be fairly met. The real company	In 1872 the Act of the New Brunswick				grining with the Miramichi, which, last year shipped only about one-sixth	
ad not an employee sitting in Council	Western RailwayCo wasuassed - and h m	netweath and met the Attorney-General and,	minor points which he would have liked	Collectors of Rates-Anonstas Allain Anthony	sind bit o onn, the export has been as follows	successful candidate, althou
					MIRAMICHI.	opponent, Mr. Gregory, was
					SHIPPERS. Sup. ft. deals, etc. Palings. Birch. Pine.	Liberal party, who, at the
		asked Mr. Park if the Company he repre- sented had been properly organized, and		Fence View r. William P. Laborton N.	R. A. & J. Stewart,	election in 1882, returned Mi
	I Company - it's Dr S dent, in msrance-	- I was told that he / Vie PI believed as		St. Couer, Honoree Robieheaux, Amateur Savoy, sr., John Bettie, Anthony Grattan, Michael	J B Snuthall 20 Interes 2 107 007	ard with a majority of 917 ov present Judge Fraser, who is
					D. & J. Ritchie & Co	very popular man. A gool
Act was	I VEL The month's room is at 11th and and			and r Sunta, John Di Kluson, Alexander Stuart	A. Morris n	money was, we learn, spend
5.000 per mile were available for the	rentlevan had wally have similar	up the required \$20,000. This Mr. Park	cillor in the employ of the 'ogus Company)	Revisors of Votes- A J. W. McKenzie, Romain Savoy, James Burchill		of Mr. Temple and, no doubt
				Bark Medsurers - Donald Ross, Gregoire Savoy, Alexander Go diellow, Jule Savoy, Peter Morri-	10,001,000 000,000 011 2.093	its influence. Mr. Temple, a
				, , , , , , , , , , , , , , , , , , ,		been the business partner of
The Dogus Company han.	I HANV WHEN TOPPO Was Poplar no such	any and and la al and the fit		By-Road Commissioners-John Doyle, John L. Robicheaux, John Robertson (James' son).	J B Snowball 23,477,719 842 362 148 1 107	member and, on that account,
		could not negotiate with it. He went away to consider the matter and had been			Guy Bevan & Co 17 505 916 9 657 954	many votes which another c
					D. & J. Ritchie & Co., 8,004,000 65,000 134 70	would not have received.
		had not reported back to the gentlemen	to the subject, and he had brought in the	(Portage.) Charles Coumo Koward Savar Louis	Geo. Burchill & Sons,	no getting around the fact. ]
						that the victory is as decisive
		he was not solicitor for the Company	1 1	Inspectors of Fish -Edward Vienno Poniamia	T 1001 1	Conservatives as it is une
seven years in all, and as they had de-	Al x. Gibson, Thos. Temple, T F Gill-	Mr Twoodie said he was Socratary	gentleman had advanced, and to make which he would have occasion to refer to	1 camp ett.	3,148,853 pcs. palings, 836 tons birch and 1,207 tons pine timber.	While Mr. Temple is a bet
ded that they could not build by the	espie, Hon. Wm. Munhead, Wm. Swim,	then, and had gone to Fredericton as he	papers which were in his office.	Ward Vienno.	C'A TOTAT	than the average member o
e provision for the other route restored	John McLaggan and others-to construct a line of Railway, from the Town of	Mr. Park said Mr. Tweedie had also	Adjourned until 2 30 n m	Surveyors of Lumber-Horatio J. Lee, Louis P. Roll heaux, A J. W. McKenzie, Ralph Fayle,	CLT1 1: LC 1000	ment, being naturally shre
the Subsidy Act would really mean no	Chatham, passing through the Counties of	stated other things that were incorrect	Council met at 2 30	son, (oak P int.) nobert Loggie, Romain Savoy.	1883. 1889	experienced in general
liway for at least seven years and per-	Northumber and and York to Fredericton.	Mr. Tweedle said the gentlemen who	Coun. Adams, after remarks charging	William Log ie (Peter's sun) Andrew Mai		affairs, besides holding a go
ps for all time. He believed misstate-	with necessary branches, etc. As a pre	composed the Northern and Western Rail-	that the Railway Company had been	John Robertson, (James' son).	TONS TIMBER. DUP. IV. TONS TIMBER.	position, Mr. Gregory won made the best Parliamentar
to route, such as the nonsense about	Company under the Act, the persons nam-	way Company recognized, in the failure of Mr. Park's mission, additional evidence of	plead their case, moved that Mr. Park be	BLACKVILLE.	1 h. A. & J. Slewart 25 038,459" 00 195 904	sentative, as he has few supe
and Lake, had been made and in or ler	ed therein and their associates were re-	the inefficiency and dallying policy of those	heard for half an hour. He said the Coan	W. T. Undernin Matthew Bergin.	W. M. Mackay 21,675,016 3,013 5,371 25 334.995 1,874 4,320	a public man, in the Provin
nave these authoratatively met and the	quired to subscribe and pay up in actual	who had been triffing with the matter for	cli, having made up its mind on the mat	Assessors of Rates,-Dennis Hogan, James S. Wilson, Nathan Morchouse	1 S. SChoneid 7.531 261 825 4 002 0 024 947 1 450 0 500	Conservatiues are to be cong
mpany's position explained, it was neces-	cash \$20,000 of the capital stock. Noth.	eight years, and they determined not to	ter, merely wished to afford Mr. Park a chance to reply to some of Mr. Tweedie's	Constables. James Campbell, James Weaver	IC & Chunch & Some A doc oro	on a marked victory, therefo
stative. If the leading Miramichi Direc.	ing was done in the matter until 1875 when a number of gentlemen formed or	with. They proceeded in a proper and	assertions.	namorook, ahan kennedy.	1 McLachlan & Wilson, 916.621 11 1.991	nearly everything seemed
, Mr. Show ball, were at home he was in-	thought they had formed, themselves into	legal way to organize subscribed the ne.	Mr. Park, speaking from the Clerk's		Carvill, McKean & Co G. McKean	their opponents' favor.
med that the Grand Lake and similar	a Company. This was done in consequence	nessary can tal neid un their \$20 000 met	(able, said he had not expected to address	Inspector of Grindstones,-John Mahoney.	Miller & Woodman 1,538 435	
ries could be contradicted by letters	of the legislature passing a facility or	l'at Fredericton and elected their Board of	the Council on the subject and would not	John Dunne, Patrick Whelan.	A Cushing & Co. 100.070	So far as heard from-retu
the company, which were in his	formed in 1875, and from that time until	Directors, who made Mr. Alex. Gibson their President, and, forthwith, secured	I'weedie had made assertions requiring	Collectors of Rates,-Matthew Kehoe, James Swith, James Morehouse.	Capt. Marrieo	two or three polling places
tody. Inat gentleman could also	1 1883 they did practically nothing for the	the contract from the Government	contradiction. The proper place for him	Surveyors o Lumber,-Edward Hayes, W. M.		reported-Mr. Temple les
te what the company's intentions were	great work they were supposed to be pro	Coun Adams-Then why don't they	to present his views on the merits of the	Elijah Donalds.		Gregory by 150 votes.
a he (Coun. Loggie) regretted that he absent in St. John. He must con-	moting-and he would show what oppor-	go on and build by their contract.	Railway question was in the legislature,	J., ar baci 9. ronovan.	15134 tons hireh and 1734 tong sin the	
s his surprise at finding the Councillor	tunities they had missed, how they utter- ly failed, when they had greater facilities	Mr. Tweedie said their contract was	where he intended to present them. Mr. Tweedie professed to have appeared be-	Inspector of Leather,-James Foley. Commissioners of By-Roads,-Thomas Vickers,		Snowball's annual Wood Trade
regersenne ranging themselves with	place at their disposal by the logiclature	and the best route was the one over which	fore the Council in response to the desire	maurice Hays, Ebjth Donalds.	DATHURST.	is at hand and it enables us to
be who were endeavoring to prevent	than the bong file company now possessed	the Company would build and no other	of its members, out as a matter of fact he	phy, George Dunphy.		our usual report of trans-atlan ber business, the shipments
conservation of the road, and to take	how they triffed with this Railway	The Company say they will build from the	had come as the Solicitor of Mr. Gibson	Surveyors of Dams, - John A. Hallihan, Jas. W. Underhill.		Province of Nova Scotia for
sition being an illustration of how far	which, compared with the Intercolonial,	end of the Chatham Branch Railway, run- ning near the shore of the Southwest, op-	and the Company headed by that gentle. man. Mr. Tweedie had failed to say that	Revisors of Votes,-Michael Whelan, John L. Schoffeid, James Donalds.	S. I. deals, boards Tons S. f. deals,	year.
and who were induced to vote for	ple of Miramichi and County of York-a	posite the Bark Extract Factory	the Chatham Branch had not Leen built	Pound Keepers, -John Tucker, James Vickars	R. A. & J. Stewart, 13.597,600 10.728.000	COUNTY & PARISH OFFICE
resolution, represented the interests	road which promised to develop the great	where there will be a bridge and	when the first Act was passed, and that	Chas Connors John F Dunnly Like Louise,	10,817,355 120 7,088,784	lish this week the full lists of
benchments of their constituents. He	natural recourses of our enlandid since and	I after an air the Mine 11:11 D	1 19 Was 10 CONSCILLENCE OF the boulding f	I beephon motal hy, And ew Conord John Fire.		Lond Londob officient
Railway Company had just come into	which was now within reach of the peo-	tor's Island, at Bartholomew River, up through Blackville and Blissfield, crossing	i conce the intercontal hailway se a tar	Hoo Kreves - Michael Duffy Tobe TT	In 1881 the total Bathurst deal shipments were 16,160,371 s. f., and 161 tons timber.	late session of the Municipal
council chamber and he moved that	to build it were not hampered and defeat	the S. W. near Doaktown, and thence by	continue mention of Chatham in the Act	Michael Buygy, John Murphy, James Sturgeon, Chas. Connors, Nathan Donalds, John Dunne	DALHOUSIE.	In some cases the handwriting
oo noaru.	td.	the south side to Boiestown, and over to		(Bart.) Jam's Coughlan, James Porter, (2d), Alex. Set ofield, John Colford, John Brennan, William Lebling	Dalhousie shipments for 1883, compared with 1882, were-	they were made was so very b
Coun. Morrissey said what the Council	The Subsidy Act of 1874 provided	the Nashwaak Valley, and thence to St.	to that place. Mr. Tweedie had called the company bogus, and had said they	Boom Masters -Jacob Lavton Edward G	1883. 1882	render the deciphering of the quite difficult. We doubt ve
te and they had made up their minds	\$5,000 per nule for a line to run as laid	mary's or Fredericton. The Company	had done nothing. That, however was	Parish Clerk, Wm. T. Underhill	S.ft. Deals Tons S.ft. D. L. T.	
ut that. He for one would not allow-		had thoroughly surveyed both sides of the river. The greater cost and	with such members as Mesers Palant	1 Sturgeon Joseph Callahan, Alex Campbell Labor	Scantling, timber. Scantling, timber.	make them out.
would vote against Mr. Tweedie being	Parish of St. Mary's in the County of	other considerations were against the	Swim, John C. Miller, Geo. Burchill, Alian Ritchie. R. R. Call, John Sadier.	Jas. Vickers (Thos) Jos Cartis Poter (2nd.)	Geo. Moffat & Co.,	"SHERIFF DOUCET'S ACCU
rd.	York, passing through the Counties of	route through Derby Parish being chosen,	Hon Wm Mnirhead and att	Michael Mecarchy, Nathan Morehouse, John E.	R. A. & J. Stewart, 7.027,625 1,540 3,118,000 397	the title of a very plausible let
conner said as the Councillors	on the Intercolonial Railway either in	while, besides the Nelson side affording	these gentlemen heard of Mr Twoodie	McCarthy, D. G. Schofield, Jas W. Underhill John		Telegraph, which holds that pe
a rogersvine had been re erred to he	the Parish of Nelson or the Parish of	the easiest route, the facilities which the Chatham Railway would afford to con-	they might well say "save us from our	Hetherington, Patrick Hogen (upper)	George Dutch 415.899	ficer up as a person with a pa
st of their constituents, for the line	This showed that the intention of the	struction by saving the purchose of plant,	made a thorough survey and having the	Assessing of Rotas, R. D. D. N.	J. D. Sowerby, 422,934 55 5:8.184	mies hounding him-the ADVA
the north side of the river would be	promoters of the Miramichi Valley Rail.	etc., would be fully equal to the cost of	promise of necessary canital they work the	Donald Jas Moran	Carvill McKean & Co. 887,763 435	a principal offender. We hav
	way always looked to a terminus in Chat-		when they were told by the Government	Mathew Bowes.		say that it is amusing to read and then think of this Mr.
	ham, for in 1874 the Chatham Railway was under construction and the Junction		that it was not deemed expedient to enter	Maroney Alex Arbo	In 1881 the total Dalhousie shipments were 15,838,127 s f deals etc.	The whole trouble has arisen of
od deal more to get it to the factory	was provided for in Nelson, because of	the money actually lost while the alleged	Central and Miramichi Valley Companies	Tound Ree ers Edward Connell, Matt. Bowes,	and 5,021 tons timber.	fact that an incompetent and
as the Derby route was chosen, for it	the Junction of the Chatham railway and	Company was playing with the matter-	then that there was to be some kind of on	screau, George Donalds. By-doad Connuissioners - George Sutherland	RICHIBUCTO.	sible person was made Sher
a dollar a cord now to haul it from Derby Siding, besides the railway	I. C. R. being in that Parish. What was done by this protonded Com-	and no runds to waste on unnecessary	amalgamation between Mr. Gibson and	Collector of Rates-George Merserean	Richibucto, (including Outports of Buctouche and Cocagne), shipments for 1883, compared with 1882, were-	important County, and, three
the If the road want be the south	nany in 18759 He (Mr. Two die) me in	of fact there were but eighty miles left	Presidency was offered to Y h G	Hog Reeves-John McRae, Daniel A. Lyons,	1883. 1882	incompetency, he has brought and himself into contempt.
of the river the Rogersville people	the Legislature at the time and he remem-	not taken up, of the Local Government's	and Mr. Inches was asked to name York	McKenzie. Meaver, Joseph Dunphy, John	S. I. Deals, S. f. Deals,	VANCE made known the facts
		The second of the second secon	(Mr. Park) received no reply, and was	Constables Wm Robinson Alex Dools Take	George McLeod 6,849.800 2,150,060	stead of profitting in any way
oun. Fish said the bark Factory busi-	ernment on the enhiest II.	pany applied for their contract, and there	alterwards informed by Mr. Inches that	McRae Michael Melanghlin John Dameni	Edward Walker 2 881 700 1,443,300	as the Telegraph's correspond
at to the read if it man hailt has the	ready to take hold of the work and put it	ing of the alleged Company been allowed	and others met	Tunher Drivera Taba T Mana	J. & W Brait 2,165.200 1,150,000	uates, it made a positive loss
h-side route. As the fact that the	through in two years for the subsidy of	longer to continue, but Mr. Gibson said	of the spherdy of @2000	Ferrymon_Jemos Botto Chas Warner	Smith & Barnes 837.000 1 500 570	fice to duty, as Sheriff Dou knows. The "heavy libel sui
line surveyed was a mile back of the	\$5.000 a mile. But these people who	chey would take the subsidy for the eighty	lesple was there, and made a speach in	Surveyors of Roads-Joseph Dunphy, Charles Weaver, Daniel A Lyons Jos B Mitchell Michael	J. B. Wright 828,000 1,908,360	ing against the ADVANCE, as re
	thought they were a Company telegraphed to the Government protesting against any	would himself mounds for the balance	Derby and Williamstown would not	Hogan, Cornectius Weaver, Peter Arbo	H. O'Leary 690.200	by the Telegraph's corresponde
ate that Mr. John C. Miller was pre	one but themselves being given a contract			Fence Viewers—James T Lyons, Nelson Betts, James Maroney, John A Bam ord Alex Matter,	R. A. & J. Stewart 309,000 946,000	be a very grave affair in the
d to build, at his own expense a	to build the read. They felt Mr. Gib-	erable canvass respecting the road being	Afterwards Mr. Gillesnie in the House	Joseph Arbo, Robert Arbo, David Ward	John McNairn 290 500 273,400	estimation, and, in that, also
ch from the main line, to the Bark	son was a strong man, financially, and	diverted to Grand Lake, he had a letter,	tried to have Nelson included in the Ast	D. Roblason, Roland Crocker, Henry Swim, Wm. Russell, jr., John T. Bamford, John T. Mersereau	Wm. Bowser 670.000	person who has entered it, bu
ory. He contended that the vote of			Afterwards this "bogus" Company ap- plied at Ottawa, backed by Mr. Mitchell,	R. Doak, David Y. Bunford		quite prepared to fight it thron
and an jees would be au	determined to block him. The men who did this were the President of that alleged		and got an additional subsidy for a past of	Freeze, Huram Freeze.	In 1881 the total Richibucto deal shipments were 15,541,053 s. ft. and	proper time and in the prop If we cannot prove all we h
ression of the sentiment of the whole oty. He had heard it said that Mr.	Company, its solicitor and others-gentle-	J B Snowhall Fac	the line. And yet this Company had doue nothing ! He (Park) was sent to Freder.		ou tons timber.	about Sheriff Doucet and his
son did not care which side of the river	men who professed, in 1875, to be anxious	DEAR SIRIn any conversation you	icton last summer to see about getting a	TO CONTRACTOR	Shediac shipments for 1883, compared with 1882, wor	viser in connection with their a
road was built on so long as the cheap.	to build by the route terminating in Nel-			The second second second we are second and the second second second second second second second second second s	1883. 1882	rage, we will be quite willin
oute was selected to bring it to Vark	son, but who, by their position to day.	the manual valley hanway, you will	be left in the hands of the Government as	CANADA.	SHIPPERS. S. ft. Deals, S. ft. Deals,	the damages. We are, really,
nty. If the Company made the con- t in the expectation of securing the	ture, Warden Robinson whispered a const	trai at the head of Grand Lake In fact	Next day he was asked if the company	PROVINCE OF NEW BRUNSWICK, CROWN LAND OFFICE,	Wm. J. M. Hanington 2 024 000 etc.	to learn what our Judges think
age of route now sought by them and	tion to Coun. Ryan, which he wished not	that idea was abandoned as soon as no-	had put up the \$20,000 required. He re-	21st January, 1884	H. R. Rannie 1,948,000	a sheriff and such a legal advise Narcisse Landry the sheriff's c
d to get the necessary legislation, they	to Mr. 1 weedle.	posed. Lou are also at moerty to repre-	ascertain. He was then toki that his		J. L. Black	on du voyare when he raided th
ld only have thewselves to blame.	Mr. Tweedie said he observed that the	Miramichi at or below Bartholemew River.	the \$20,000 and again anniv. This was	FISHING LEASES	T. McManus & Sons 1,065,000 1,184.000	peg in pure offices.
			o The States I has was I		Constill M. K. and C. 1,025,000 602.000	
it is just possible that the C			and, and, in the mean ine the new l	The exclusive right of Fishing (with	Carvill McKean & Co, 6,595 000	Municipal Comercia stat
it is just possible that the Company y not get the Dominion Subsidy, as	Councillor to be z-ked of him. Coun. Ryan-Who was that Company, Mr. Tweedie?	ALEX. GIBSON. The situation to-day is just this There	Company got out a little 7x9 circular from the ADVANCE office the night before the	The exclusive right of Fishing (with Rod only) in front of the ungranted Crown Lands on the following Streams, will be offered for sale at Public Auction at this	Wm. Richards, 6,595 000   T. Porrier, 164,000   T. Porrier, 122,000	Municipal Council Echo It was a little amusing to heat

It was a little amusing to hear Coun. Freeze, who is a land surveyor and can know very little of railway engineering, tell the Council, on the authority of "a competent railway surveyor," what a superior line he had found by the northside route, compared with those actually and thoroughly laid down by Messrs. Buck and Maxwell, respectively, whose reputation as competent and practical 230 railway engineers could, however, hardly suffer by Coun. Freeze's reflections upon them. We haven't the slightest doubt that if Coun. Freeze were to dispense altogether with the services of his "competent assistant," and subststute, say Coun. Jardine for him, a still cheaper route might be found, provided it passed somewhere between the latter jolly gentleman's well and barn and didn't interfere with the hen house.

notice was issued by the old Company, offered for sale at Public Auction at this calling a meeting of their own Luinne. Office at noon on is a properly organized Company-and it calling a meeting of their own. Iojune-

favoring the Northern route was able go on with the work. One gentleman the Council was willing to put \$20,000 it and others here and abroad were ready with the necessary capital, if the present with the terms of the Act.

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Coun. Adams said, the Solicitor was a lawyer and lawyers were pretty long-winded, the Company's Solicitor being no exception to the rule. He did not think the Council was susceptible to any change of opinion in the matter and he would therefore suggest that Mr. Tweedie, be allowed to address the council for half an passing through the Counties of York and hour only.

Coun. Tozer moved that Mr. Tweedie of Derby or the Parish of Southesk in the be heard for half an hour and the motion said County and thence, if advisable, to being put was carried.

Mr. Tweedie, who spoke from the Clerk's table, said it was gratifying to him to have a hearing before the Council on a matter of such importance not only to the people of the County but also to their children and those who were to follow them. The question of the Northern and Western, or Miramichi Valley Railway, had engaged public attention for a long time, especially in this County and the County of York. It was a question not to be approached or dealt with in a political sense, or with political bias, but on the principle of securing the greatest good to the greatest numviews met or their demands satisfied. other words, in order to prevent the road work forward without delay ? that he had not pushed himself before the it consistent with previous legislation and and petty canvasses and not to stand the proved and passed by the Municipal Council to be heard on this subject. He the Act incorporating the Company which way of the Company. It was for the was not here to represent himself, or of holds the contract.

Mr. Tweedle said he would tell him be- is the only Company in existence legally tion followed, but did not stop the meetfore he had done all about the Company authorised to build the road-which holds ing. Then the Gibson Company asked for and did not, at all, object to questions | the contract for the construction of the and obtained a contract to build the road for he was quite at home on the whole Miramichi Valley Railway from the Gov- that contract. That was the stand he subject and ready to ventilate it in all its ernment. That Company has two years was prepared to take, and would accept company would not build in accordance phases. In 1882 an election was pending in which to commence the work and seven the consequences. The reason the road smoothly for the Government a Subsidy whether it builds or refrains from building build it for \$3,000 per mile. It was all thereon, will be payable annually, during

for a number of railways-including the work for that seven years. This Company Miramichi Valley-was passed. The is ready and anxious to proceed with conprovision for our railway stipulated that struction, and if it can obtain the small it was to runmatter of legislation required, men will be

"From the city of Fredericton or Parish at work next spring and during the sum of St. Mary's in the County of York, mer on thirty miles of the line which will be finished and have trains running that Northumberland to some point on the Intercolonial Railway, either in the Parish

Beaubear's Point, so called."

At the same time they amended the Northern and Western Railway Company's Act stipulating that-

In lieu of the lines of Railway which the said the Northern and Western Railway Company are authorised to construct for the County that Mr. Gibson was in under the Acts relating to said Company, | carnest about the railway and to-day he | bably, if it is not eaten off lying there for | shall be a line of Railway from the town had received this telegram from him on of Chatham, or from the Parish of Nelson, his hearing of this obstructive resolution, or in the Parish of Southesk in the County of Northumberland, passing through request that would not cause unnecessary the Counties of Northumberland and outlay, but if work is wantonly interrupt- name is on the instrument and when it 10 From Patapedia River up to York to the Parish of St. Mary's, in the ed whole road will be jeopartized." said County of York or to the city of

ALEXANDER GIBSON. Fredericton. Rails were already purchased in Eng. It would, thus, be seen that the gentle- land by the Company in anticipation of ber of the people. Like all other important men who were then in power and were the Legislature's disposition to act fairly public undertakings, it was not to be suc- engineering this matter, left authority with by the undertaking and the Company's cessfully carried out to the satisfaction of the Company to build to Nelson or Chat- money had gone forward for that pur all interested and it was, therefore, not to ham, but, in the Subsidy Act, they said, chase, and he would ask if that looked be wondered at that in planning it so as practically, "You shall only have a sub like a want of interest on the part of Mr. to secure the best results, generally, one sidy if you build through Derby-you shall Gibson, or as if the Company was not or two districts could not have all their have none for Nelson or Chatham. In making every preparation to carry the den-18.

But it was necessary, at times, in the gen- from being built to Nelson or Chatham It was, therefore, important that noeral public interest, that individual inter- they provided the subsidy only for the thing should be done by any man or body ests, and even individuals, must be sacrifi- north side. Now, all the Company pro- of men in Northumberland to further deced, and, so, it must be remembered, in poses to ask is that the present Subsidy lay this important work. It was to the dealing with this question, that one man Act shall be made to 'treat both sides of interest of every man in the County that or one locality must not be considered as the river alike, that the provision, as to the hands of the Company should be against the interests of the people of two route, of the Subsidy Act of '74, shall be strength ned and not weakened. It was counties. He would remark at the outset, restored to the present one, so as to make the Council's duty to rise above prejudices County and Parish officers for 1884, ap-

Council to consider whether, in passing

his own accord as he did not think his Look at the record of this alleged com- the resolution before it, it might not be Allain, Wm. H. Brown. necessary-for whatever pany, which is doing its best to defeat working a great and permanent injury County, 50 00 the brighter the prospects of the road Town Clerk-Isaiah P. Savoy. 23 Kouchtbouguacis River. action the Council might take could not this Railway ! With the \$5.000 a mile to the County. Councillors were not sent do 50 00 Gu District Clerks-James W. Robertson, Thomas 2.112 being built become, the more destate Hickey, Benoit Russell. 24 Richibucto River, 50 00 Ha do affect the merits of the question one way provided by the Act of '74, and all their here to deal with the question, for it had 25 Green River and Branches, are the efforts of those who have so Commissioners of Highways-Prudent Robi-50 00 or another. The question had not been talk about inducing Mr. Gibson to join not been brought up at the polls and they cheaux, John Robertson (James' son), Angus 26 Tobique River and Branches, 50 00 Jor 000 long stood in the way of the work. discussed at the polis in connection with them, they practically threw away their should hesitate before putting on record Morrison Any further information that may be Lise 000 Pound Keepers-Michael Kenna, John Strenach. When railway trains can be run up the the Municipal elections, and its being chances and for eight years had done brought up at the Council was, he nothing. He (Mr. T.) had felt a deep Too much time had been lost already and John Murray, (North), Edward Breaux, Eubulus and the Poter Medward Breaux, Eubulus and the Report of Parsborn. required by intending purchasers may be Mus 000 river to distribute supplies and afford the people facilities for passing back thought, unneccesary, and somewhat out interest in the matter all along and he, opportunities not to be again within the 543,000 1,680 .... 797,000 1,996 rick. Peter Morrison, jr. and forth, and generally promote their of place. But members of Council and finally, became fully convinced that the County's reach had been allowed to slip. (Church Point), Frank Breaux. the Government Commissioner regarding Shelburne, .... 489,000 944.000 .... .... .... others who were not in possession of alleged Company were only "playing [Mr. Tweedie here read a portion of the these Streams may be obtained on applica- Weymouth. interests, there will be no need of a 1,030,000 Assessors of Rates-James Burchill, Louis P. .... .... .... 145 steamer on the same route and, theretion. 1,140,000 the facts had asked him to present them railway" and, as a lawyer, he looked into Company's contract, showing that it was Hickey, Wm. Scott. Amon Ross, John Hamilton, Robicheaux, John McKenzie. Yarmouth, .... .... 820,000 JAMES MITCHELL .... 1,229,000 fore, no chance for a pull out of the Surveyor General. Tutale .... 77,918,000 6,176 .... .... 85,752,000 4,253 | public treasury in the shape of a steam-

Thursday, the 20th day of March next.

published. and in order to make matters work years in all in which to finish it, and had not been began sooner was that no at the upset prices mentioned below.

Act, by which \$3,000 a mile was provided no other contract can be made for the bosh to say that the old Company had the term of the Leases. been eight years doing nothing, as it was not till the Dominion subsidy was granted No. that anyone would undertake the work.

Coun. Loggie-Which side of the river was the Dominion subsidy secured for. Mr. Park-it will apply to other side. of course. He did not believe the rail story, but if they had bought them it did not tally with the assertion that the Comdistance from Chatham by this time next pany would not go on if the Act were not year. Gentlemen opposed to the conchanged. Let the Company go ahead and build where they pleased, and they would, struction of the road had put forward the like the Chatham Branch contractors, go idea that Mr. Gibson took little interest where it could be built cheapest, even in it, but if they knew as much as he (Mr. though the read went through such bogs

T.) did of that gentleman's attitude in the as one of Buck's surveyors on the south matter, they would be silent on that side lost his ustruments in. Coun. Saunders-I know of no such point. He considered it a fortunate thing bog. What was the man's name ?

Mr. Park-It is on the instrument, proeight years.

Coun. Saunders, -- I think the gentleman ought to give his authority for his "Am willing to concede any reasonable statement. Mr. Park .-- I have no doubt the man's

is dug up the Councillor will have the information he seeks. [laughter] Conn. Paldwin,-Did not Mr- Gibson offer to build the road in 1875 by the 12 From Quatawamkedgwick Nelson route? Mr. Park said he never heard of such an offer from Mr. Gibson. The resolution was now put and the

names recorded as follows .---Yeas-Pond, Bamford, Freeze, Scofield, Whelan, Jardine, Parks, Tozer, Adams, Ryan, Fish, Morrissy, Savoy, McKenzie, Cormier, Sullivan, Thibedeau, the War-

Nays-Loggie, Flanagan, Saunders, Baldwin, Rainsborrow, Cameron, Williston-7.

[We are obliged to hold over the remainder of this report until next week. -EDITOR.

## Parish and County Officers.

Council, -ALNWICK Overseers of Poor-William Murray, Augustus

Leases of these Fishing Rights will be timber. governed by Regluations to be hereafter LEASES FOR THREE YEARS. will be offered on the following Streams SHIPPER.

NEPISIQUIT RIVER.

C

100 00

200 00

200 00

200 00 Am

do

Upset Price 1 From the mouth of the River up to the Indian Reserve, \$300 00 2 From the Indian Reserve to

the Head of the River, 300 00 JACQUET RIVER. 3 The whole Stream and Branches

thereof. 130 00 UPSALQUITCH RIVER. 4 From its mouth up to the Forks. 200 00 5 From the Forks to its Head, including all Brauches, 200 00

QUATAWAMKEDGWICK RIVER. 6 From its mouth to the Quebec\* Province boundary,

RESTIGOUCHE RIVER. 7 From the mouth of Upsalquitch River up to Toad Brook, 500 00

8 From Toad Brook up to Tom's Brook, 9 From Tom's Brook up to Pata-

Tracey's Brook. 500 00 11 From Tracy's Brook up to Quatawamkedgwick River, 500 00

River up to Madawaska County line, 250 00

LEASES FOR ONE YEAR Will be offered on the following Streams Sh at the undermentioned upset prices :-13 Patapedia River on the western bank thereof from its mouth

up to the Quebes Province boundary, \$200 00 14 Middle River; Gloucester County. 100 60

15 Little River, do do 100 00 16 Tattagouche River, do do 100 00 17 Big Tracadie River, do do 100 00

18 Tabusintae River, Northumberland County, 19 Dungarvon River, do 20 Renous River, do 21 North West Miramichi River

and Branches, Northumberland County, 22 Kouchibouguac River, Kent

122,000 Totals.... 9,049,000 11,378,000 In 1881 Shediac shipped 6,953,000 s. ft. deals, etc., and, in 1882, 5 tons CARAQUET. Caraquet shipments for 1883, compared with 1882, were-1883. 1882. S. ft. deals. Tons S. ft. deals, Tons boards, etc. boards, etc. Timbr. Timber. K. F. Burns & Co..... 4.513,194 40 3,312,804 In 1881 Caraquet shipped 3,750,000 s. ft. deals, etc. SACKVILLE. Sackville shipments for 1883, compared with 1882, were-1883.

SHIPPERS.	S. ft. Deals, etc.	S.ft. Deals, etc.
E. C. Gooden & Co	754.000	819,116
M. Wood & Sons,	1,035,000	1,030,966
Copp Bros	590,000	698, 594
J. Johnson, J. L. Black,	375.000	
J. & C. Cathoun,	410.000 281,000	383,142
J. M. Hicks,	201,000	266,741
m		

Totals..... 3.445,000 3,198,559 In 1881 Sackville shipped 3,380,749 s. ft. deals, etc.

[We have omitted from all the above lists small lumber, such as palings, 1000 00 staves, etc., and also the number and tonuage of vessels, as not essential in a general statement.]

## NEW BRUNSWICK SUMMARY.

The shipments of deals, boards, ends and scantling, and of timber from 500 00 New Brunswick ports to the United Kingdom, Continent, Africa and Aus-500 00 tralia for the last three years, were, therefore, as follows,-

	1881.		1882.		1883.	
Ports.	Sup. ft.	Tons	Sup. feet	Tons	Sup. feet	Tons
iramichi,	Dea s, etc. 128.290.875	2,043	Deals, etc. 117,006,935	2,714	Deals, etc. 148,994,306	Timbr. 3.316
t. John,athurst,	<b>203</b> ,714.000 16,160,371	6,868 161	193,769.100 17.816 784		181,517,932	15,661
albousie,	15,838,127	5,021	15,552,566	4,011	24,414,955 18,726,737	120 7,869
ichibucto,	15,541,053 6,953,000		13,829,650 11,378,000	5	21,090,150 9,049.000	
araquet,	3,750 000		3.312,804	230	4,241,368	40
	3,380,749		3,198,559		3,445,000	
Totals	393, 628, 175	14,143	375,864,398	17,666	411,479,448	27,006

NOVA SCOTIA SHIPMENTS. 1883

	18	1882.	
PORTS. napolis nherst, including Pugwash, Tignish )	S.f. deals, boards etc. 686,000	Tons Timb'r.	S.f. deals, boards, etc. 7 2,000,000
and Northport, ysborough lifax, including Margaret's Bay, Sheet )	13,094.000 6,171,000	2,737	15,705,000 2,600,000
Harbor and Ship Harbor,	33,549,000	1,759	34,000,000
comb,	5,244,000		3 000,000 4 000,000
ton including Tetemagenet	17,322,000		3.000,000 16,307,000

It has been stated, time and again, both by Mr. Gibson, President of the Northern and Western Railway Company and those legally authorised to speak for him in the matter, that he had no intention, whatever, of diverting the Miramichi Valley Railway in the direction of Grand Lake. Mr. Gibson sent his Attorney last summer to the President of the bogus company, Newcastle, with the assurance, "in black and white," that he proposed to have the Valley Railway line cross the 15,661 Miramichi below Doctor's Island, run 120 thence to Doaktown, thence to Boiestown, and thence to and down the Nashwaak Valley to St. Mary's or Fredericton. The bogus President, however, refused to receive the assurances thus proffered. Yet we find Mr. Freeze, Councillor, and employee the bogus Company, repeating the Lake canvass in his place in the Mou cipal Council. It is only such a "Company" that would resort to such pal. bable misrepresentation in the face of the contrary assurances of a gentleman of Mr. Gibson's position and reputation etc. Timb'r. for honorable dealing. The fact is that

als, Tons