

tion to the General Government on the subject of the short term prisoners the responsibility of the charge of whom the Government believes should rightfully devolve upon the Dominion.

The judgment of the Supreme Court of Canada affirming the right of the Province in the Fisheries, and other judicial decisions recently rendered upon questions involving the powers of the Local Legislatures, justify the hope that we may rely upon the Court of final resort preserving the political autonomy of the Provinces against the dangers which threaten it from Federal encroachments.

Mr. Speaker, and Gentlemen of the House of Assembly, I have directed the Accounts of the Income and Expenditure for the past year, as well as a Statement of the Receipts and Payments of the current year, up to the opening of the present Session, to be laid before you.

Estimate of the probable Income and Expenditure for the current year will be submitted to you; and I think you will find that the Estimate of Receipts and Expenditure is a fair and equitable one, and that it is a public service.

Mr. President and Honourable Gentlemen of the Legislative Council, Mr. Speaker, and Gentlemen of the House of Assembly, I have the honor to acknowledge the receipt of your letter of the 2nd inst., in relation to the proposed amendment of the School Law.

After the members had returned to their chamber, and some routine business had been transacted, the House proceeded to the consideration of the Address, paragraph by paragraph.

Mr. Wetmore objected that the course was unusual. The Address contained a large amount of words, but as to its matter he was unable to speak.

Mr. Adams thought there might be more courtesy between the leaders. The government, secure in a majority, and being happy in that security, should give the opposition some show.

Mr. Glazier, in moving the Address, asked the members of the House whether he made his maiden speech, and professed his remarks with complimentary references to Canada's last, and her present, Governor General.

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considered there was anything in the remarks of the leader of the Opposition simply out of courtesy.

The Government was formed independent of Dominion politics. His course in the last election in York had been referred to, but it became necessary in the exercise of his rights of citizenship as an elector that he should cast his vote.

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Well, to assist them a Board of Agriculture was established one part of whose duties it was to conduct exhibitions. But in the last Exhibition held at St. John the Board was treated by the Government in a severe and cruel way.

It was stripped of its power, deprived of its rights and sent home in disgrace. It was stripped of its power, deprived of its rights and sent home in disgrace.

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Another act was passed last year by the Dominion which he believed was beyond its powers. We have for years been passing laws incorporating railways, giving them subsidies and contracting liabilities that may add from \$500,000 to \$750,000 debt for the Dominion.

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THE RAILWAY QUESTION. The question of most interest to Northumberland that will be before the Legislature this session is the proposed change of the Railway Act so as to make the Dominion Railway Act available for a railway terminating at Chatham Junction.

The company having the contract to build the Northern and Western Railway is ready to build it from the Junction, but will not build from any other point. The reason of this is that, by being to the Junction, the Chatham Branch may be incorporated into the Northern and Western, thus giving the latter an independent deep water terminus.

The promoters of the Northern and Western, the gentlemen who are to form the railway, are not content with supplement the subsidies, consider it essential to the success of the railway that it should have access to deep water.

The idea is that, by bringing the St. John at Fredericton, the Northern and Western will become an important section of a new international through line, which will give a percentage of the production of Prince Edward Island to the North Shore to market and bring back the goods that are required in exchange.

There is nobody there, nothing there—no wharf, no buildings, no roads. There is water here, but it is too shallow for the purposes of the railway. The water is only two or three feet deep, but that is all. No one can seriously assert that there is the necessary depth and breadth there to give any permanent dependence to the shipping that may reasonably be expected at the terminus of a great through line of railway.

It is not until 1882 that any one seriously thought of the railway being located on the Southern side. He goes on to tell us that he did not refer to those Acts because they had expired. The Subsidy Act of 1874 had expired, but the Northern and Western Railway Company's Act has not, but both Acts were in force when, as he alleges, "the Miramichi Valley Railway Company was first formed."

It is however, almost a waste of time and space to discuss a question of such importance with a writer who seems to know so little about it and is so reckless in his assertions; and we may add that this characteristic fault is the cause of the untenable position occupied by those for whom "Com." speaks. As he refers to the petitions which have been so largely signed up-river, we may remark that the people there seem to understand the Company's intentions just as we do. They set forth that they are "assured by the said President and Directors that it is their intention to cross the Miramichi below Doctor's Island, near Bartholomew River, and thence by the north side of the South-west, and thence to a point at or near 'Bois-tout, and thence to the south side of said river to a point at or near 'Bois-tout, and thence to St. Mary's."

We observe, by an official report sent to the Advocate, that a Ratepayer's Meeting, presided over by Councillor Adams, of Northesk, was held in that Parish on Tuesday. The meeting passed resolutions, charging that "false statements," "deliberate and gross misrepresentation," "rascally and unscrupulous means" were employed in obtaining signatures to petitions in favor of "changing the present route of the Northern and Western Railway."

The meeting also expressed its "surprise and shame" that men would so "delicately" themselves, etc. It does not appear from the report that any person who signed the petitions made any statements calculated to justify the strong language of the resolutions, though it is stated that the Chairman and Messrs. J. F. Harley and R. P. Whitney made "remarks." From the tone of the World article of Saturday, however, we assume that Mr. Whitney, who has been published as a director of the Company owning that paper, would deprecate both the strong language and anything that might tend to hinder the construction of the road. It is to be regretted, however, that some person of responsibility had not the courage to make the charges set forth in the resolution, so that the gentlemen alluded to might have an opportunity of seeking redress in the proper quarter.

The Opposition at Fredericton has succeeded, we understand, in mustering twelve trusty men. That would indicate a Government majority of sixteen. A MIGHTY WARRIOR is out in full "whoop" on the trail of the Local Government. It is no less a scold than the terrible Advocate at Newcastle. Let the Government tremble!

The representatives of the Snowball-Gibson Company do not hesitate to promise the delegates of the Northern and Western Railway Company, that if the latter would give way, the line would be built on the Northern side of the river. It was not long, however, before the organ of the Snowball-Gibson party, plainly speaking on behalf of its patrons, that there was no intention of building the line by any other route than the Southern one.

Messrs. Park and Adams, M. P. P., are reported to have asserted that they had an interview with representatives of the bona fide Company at St. John at which an arrangement such as that referred to in the above was made. It is to be hoped that, for their own credit sake, as gentlemen, Messrs. Park and Adams are not responsible for the statement, as we have the assurance of the gentlemen referred to as representatives of the bona fide Gibbon Company that they had no interview and made no arrangement whatever with Messrs. Park and Adams or any other persons representing the Derby or other interest. Messrs. Park and Adams had an interview with certain members of the Government at St. John in which they, on behalf of what was known as the Valley Railway Company, offered to give up their plans, etc., to the Northern and Western Company provided they would build by the Derby route, but their offer was, of course, only listened to courteously by the gentlemen of the Government who, when they mentioned the proposition to the Gibbon Company's representatives, neither required nor received any assurance that it would be entertained. The Company did not need the plans offered, while they never, at the time, pretended that they had the last intention of making their junction with the Intercolonial in the parish of

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Ready-Made Clothing. Customers will find our stock complete, comprising many articles, it is impossible here to enumerate and all sold at moderate prices.

Derby. Statements of the character of that quoted above are, therefore, only foolishly untrue, as the Government, the Directors of the Company and Messrs. Park and Adams well know. If the Advocate writer has been impudently responsible, but if he still adheres to his statement he ought to give the names of those who "did not hesitate" to make the promise asserted as well as those to whom it was made.

The Advocate writer, for whom that paper disavows responsibility, and who appears—as he ought to be—ashamed of his own identity, is out again this week with an article chiefly misrepresenting "Smith." The article bears on its face evidence of uncultured irresponsibility, and, therefore, requires little notice at our hands. The writer's ire appears to have been roused by our proofs from the Statutes of the Province, that all legislation up to 1882 contemplated the construction of the Valley Railway on the South side of the river. When this writer found that neither Derby nor any other point on the North side was mentioned in the Act of 1872, incorporating the Northern and Western Railway Company, and that Act expressly provided for a line terminating at Chatham, and that the Subsidy Act of 1874 provided for the same line, he realized the utter falsity of his statement—that "When the Miramichi Valley Railway Company was first formed there was no question as to which side of the South West Miramichi River the line should run from the Intercolonial to Blackville. It was not until 1882 that any one seriously thought of the Railway being located on the Southern side."

He goes on to tell us that he did not refer to those Acts because they had expired. The Subsidy Act of 1874 had expired, but the Northern and Western Railway Company's Act has not, but both Acts were in force when, as he alleges, "the Miramichi Valley Railway Company was first formed." It is however, almost a waste of time and space to discuss a question of such importance with a writer who seems to know so little about it and is so reckless in his assertions; and we may add that this characteristic fault is the cause of the untenable position occupied by those for whom "Com." speaks. As he refers to the petitions which have been so largely signed up-river, we may remark that the people there seem to understand the Company's intentions just as we do. They set forth that they are "assured by the said President and Directors that it is their intention to cross the Miramichi below Doctor's Island, near Bartholomew River, and thence by the north side of the South-west, and thence to a point at or near 'Bois-tout, and thence to the south side of said river to a point at or near 'Bois-tout, and thence to St. Mary's."

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THE Subscriber offers for sale the well known and fast sailing SCHOONER "CLAYMORE."

of 25 tons burden, built at Miramichi in 1872. She will be fitted up with all the latest and most improved machinery, including a good ventilator, requiring a good vessel. Apply to the undersigned for particulars.

HUGO MARQUIS, Chatham, N. B.

#1 CAPITAL PRIZE \$5,000 75 Tickets only \$5. DRAWING PROPORTION.

L. S. L. Louisiana State Lottery Company. We have hereby certified that we surpass the arrangements for all the Monthly and Semi-Annual Drawings of the Louisiana State Lottery Company, and in person manage the same.

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