General Business.

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THOS. W. FLETT. Nelson, Feby. 26th, 1884. 4w

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IN PUNCHEONS AND QUARTERS,

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A First or Second Class Teacher is Wanted for District No. 8, Chatham, to school on May 1st. Apply, stating salary, to L. J. TWEEDIE, 8. WADDLETON, J. F. CONNORS.

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50 barrels Labrador.at - - \$5 00 E. A. STRANG.



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Opening New Spring and Summer Baldwin's 3, 4, and 5 ply colored fingerings. Cardinal Wool Java Canvass. White Marseilles T ilet Covers. Coloured Tubular Braid. Undressed 6 button colored Kid Gloves. Needles, Betweens, Cottons Darners, Wo arners, Tapered Knitting, etc. etc.

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ceived a sample lot of the following goods,—
3 doz. Ladies' Chemises, 3 doz. Night Dresses, 3 doz. pairs Drawers, Misses' Underwear Ladies Merino Vests, etc., in a few days. The above goods are manufactured by Messis. Manchester, Robertson & Allison, of St. John, in their new steam Laundry, and for perfect workmanship, good cotton, and real Swiss embroidery, they cannot be beaten, and to introduce them in this county I have marked them at a very smal

The above Department will be under the charge of Mrs. Fairey and Miss Russell. B. FAIREY. - - NEWCASTLE.N.B.

FOR SALE.

ONE 8 H. P. ENGINE & BOILER, PUMP AND CONNECTIONS, ready to set

JOHN FLETT. Nelson, March 18, 1884. 413

Boiler for Sale.

1 UPRIGHT Fine Steam Boller $5\frac{1}{2}$ feet high, 3 feet diameter, with a Cast Metal Stand and

Ash Pit. This boiler is in good condition, has Safety Valve, Gauge Cock and Water Gauge Glass and will be sold cheap. J. B. SNOWBALL 18th December, 1883.

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Extra Quality, Wood Burnt

CORK LIME. FOR SALE LOW.

GEO. WATT: the Dominion Government in operation CHATHAM, April 2, '84 **Professional Notice.**

the name of Drs. J. S. & J. B. BENSON, is, this day, dissolved by mutual consent.

Each of the undersigned will be found at his

CHATHAM, 1st April, 1884.

J. B. BENSON, M. D. C. M.

BUSINESS NOTICE.

If paid in advance,

The "MIRAMICH ADVANCE" is published at Chat-ham, Miramichi, N. B., every Thursday morning It is sent to any address in Canada, the United States or Great Britain (Postage prepaid by the Publisher) at the following rates:— \$2.00. \$1.00.

Advertisements are placed under classified hea

son, are inserted at five cents per line nonpareil, (or sixty cents per inch) for 1st insertion, and two cents per line (or twenty cents per inch) for each rate of \$6.75 an inch per year. The matter n space secured by the year, or season, may be

changed under arrangement made therefor with the

oucester and Restigouche (New Brunswick), and in Bonaventure and Gaspe (Quebec), among communities engaged in Lumbering, Fishing and Agricultural pursuits, offers superior

Miramichi Adrance.

Editor 'Miramichi Advance," Chatham N. B.

CHATHAM. - - - APRIL 17, 1884

The Case of Sheriff Doucet. One of the most remarkable fail ures of justice that has ever done discredit to our minor courts was that in connection with the Felony and Misdemeanor charged against Sheriff Doucet of Gloucester and decided by Stipendiary Magistrate Maclauchlan at Bathurst last week. We have a full report of the evidence.

which we cannot make room for this week, but will give next week, to gether with the remarks of the magistrate when he declined to send the accused up for trial. He virtually told the offender that he was guilty of having violated the Post Office Act in the manner charged, and hoped he would never do it again, but by some imbecile process of reasoning, he came to the conclusion that he ought not to commit him. The magistrate compared himself to Pontius Pilate, declared he had not been bribed or threatened, etc., and intimated that he had communed on the subject "with a higher than an earthly power-wrestled, in fact,

"Like Jacob of old with the Angel." having a Stipendiary Magistrate evidently incapable of doing his duty.

Valley Railway Notes.

The enemies of the Valley Railway at Newcastle are exulting over the fact that they have induced the Dominion Government to undertake the construction of a proposed railway fifteen miles Felt and Fur,—Leading Styles. long, through a portion of the parish of Derby. This, they say, defeats the Northern and Western Railway Company. It doesn't give an additional railway to Newcastle, but-glorious victory--! it prevents one being built to Chatham. Mr. Mitchell is being thanked by telegraph from Newcastle because he has helped Messrs. Adams, Park, Call & Co. to have the Dominion subsidy taken from the Company that had already incurred a liability of some eighty thousand dollars with a view of immediately commencing the construction of the new road. These "worrying dogs," as they style themselves, are, however, reckoning too fast. They will find there is a limit, even to the powers of the Dominion Government. They will find that all their plotting at Ottawa against the interests of the County will lead to their ultimate and inglorious defeat, and that powerful as they may believe their position to bea position gained by means which honorable men would scorn to employthe Nortnern and Western Railway Company will yet build every foot of the Miramichi Valley Railway.

enemies of the Valley Railway-to Mr. Mitchell, M. P., Mr. Adams, Mr. Park, M. P. P's. and their envious alliesthat, in their hatred of Chatham, they have over-reached themselves? Do they not know that the Northern and Western Railway Company, last summer, secured a contract with Her Maiesty the Queen, represented by the Lieut. Governor and Council of New Brunswick, to build a line of Railway from a point on the Intercolonial in the Parish of Derly? Do they not also know that the Company was induced to enter into the contract and, subsequently, to incur a liability of some \$80,000, by the fact that Her Majesty. represented by the Dominion Govern-NEW DEPARTMENT, ment, offered a subsidy of \$3,200 per mile as an encouragement expressly to said Company? Do they not also know line of Ladies' Underclothing, and have just rethe rights of the Company away, how. ever anxious her Ottawa Ministers may be to break faith with them and the people of the County? No Government has the power to thus make the Crown a contract-breaker. Do the "worrying dogs" see the point? And do they realise that the honorable Peter Mitchell, captain, and the ex-honorable Michael Adams, lieutenant, are leading their corporal's guard against a superior force, entrenched in a strong position? There's going to be a backdown somewhere. Of course, it's fine fun for these enemies of the County that our people are to suffer from the delay which must take place in the commencement of the work. A portion of the Company's purchase of rails had been shipped when the Dominion Government withdrew the subsidy and Mr. Snowball, the managing Director at Miramichi, was on the point of leaving England for home. The work was to be

ed employment for the many who need

it, owing to the falling off in the lum-

open to him. How much is his "redoes he expect to gain, and what do Messrs. Park and Adams hope to gain long-looked-for road to the Miramichi for themselves or the County by having the railway construction, about to be commenced, retarded? They thought they had paralyzed the Company and ruined it, but they have only made temporary delay in the carrying out of its plans necessary. The Company will, no doubt, have to sustain some loss, but it is the people whose interests will suffer most. Meantime, Northumberland will pray for deliverance from Mitchelism and Newcastleism.

The World which has always been a strong supporter of Mr. Mitchell and of the present Dominion Government, has had its eyes opened by the blow struck at the Northern and Western Railway Company. It says .-

This is the most outrageous piece of olly that was ever perpetrated. The subsidy was granted last session, a company was formed to take advantage of it, surveys were made, necessary local legislation obtained, and the proposed route en dorsed by three fourths of the ratepayers of the county, and yet our representative deliberately causes the subsidy to be cancelled! And why? Because the route is not approved by a half a dozen of his old friends in Newcastle, because the company contains Mr. Snowball, and because he building of the road to the Chatham Junction would benefit the Chatham Branch. Such is statesmanship in this enightened age. Mitchell had not, for personal reasons, caused the withdrawal of the subsidy to the Northern and Western Railway, the subsidy obtained by Mr. Temple, would

The withdrawal of the subsidy on the recommendation of the representative o the county, after the company and the route had been endorsed by three-fourths of the ratepayers of Northumberland, is a blow so treacherous, incomprehensible and unexpected, that everybody concerned has to take a breathing spell to consider the situation.

railway interests by Messrs. Mitchell Adams & Co. has raised a feeling of indignation which finds expression in a number of ways calculated to make Mr. Mitchell, especially, rather uncomfortable. There is a very strong feeling in favor of getting up a requisition asking him to resign his seat as the County's Bathurst is rather unfortunate in representative. It is refreshing to hear that certain friends of Mr. Adams. M. P. P., are not disposed to discourage this proposition, as they think Mr. Mitchell might resign, in which case they believe Mr. Adams would elected. The difference between Mr. Adams and Mr. Mitchell in this railway business is very little. They have both done their utmost to defeat and ruin a Company who were earnestly preparing to build a work which would increase the value of every man's proper-

ty in the County and be especially beneficial to Chatham, a majority of whose electors are counted upon by both Mr. Mitchell and Mr. Adams to vote for the latter gentleman even though he were to kick them every day in the week. It is just possible, however, that a good many thus counted on might kick back again, for the Mr. Mitchell or Mr. Adams a vote, after what they have done in this railway matter, must be a mean-spirited one-fit only for a slave and devoid of

"Why, boys," said one of the leading 'worrying dogs" at Newcastle the other day, "You couldn't scare those Chatham supporters of mine from me. I've got them so that they're infatuated with me, and they think that if I wasn't they would be ruined. I've got a hold on them not to be shaken off. If I were to set fire to their houses it would be all the same. It's a safe kind Does it not occur to the Newcastle support to have. Poor Park! I'm afraid some of them will go back on him

manly independence.

The Advocate says, -The Government take the subsidy voted in the House of Commons last year for thirty-two miles and add eight more miles at the same rate per mile making in all forty miles, at \$3,200 per mile, in all \$128,000 as a subsidy for

a railway from Boiestown to Frederic In the above paragraph we have th whole operation in a nut-shell. M Mitchell assists Messis. Adams, Call Co., to "take the subsidy voted last year" for the line from the I. C. R. to Dunphy's, and Mr. Temple of York proposes to accept it with the "eight more miles" added for a railway from Fredericton to Boiestown. Of course Mr. Temple knows that a railway bridge at Fredericton would cost twice the subsidy and that neither Mr. Gibson nor any other capitalist would invest a dollar under such indefinite and hostile conditions. Thus, the Fredericton end of the road being killed, unless somebody able to force or cajole the Dominion Government into doing right should take hold of it, the people interested in the Miramichi portion, very naturally ask, what Mr. Mitchell has given in lien of the subsidy for the line to Dunphy's ? They it told Newcastle that they are to have branch of the I. C. R. from Derby Siding to Indiantown! This is what they receive in return for their support of such men as Messrs. Mitchell. Adams and Park. Are they satisfied with the

We are told that the friends Messrs. Mitchell. Adams & Co... different parts of the County have been instructed to tell the people that it is Mitchell says in his letter that he protheir intention to compel the Dominion struction of the road would have afford- Railway. They profess to have assur- before he said anything to Mr. Call ances from Sir Charles Tupper and others of the Ottawa Cabinet that the suit them. At the same time these Newcastle boasters ought to know that the Dominion Government fully underand Mr. Mitchell and Mr. Call and stands that it has no power to build the branch to Indiantown; and that, even to set no less a powerful engine than if it were to build that branch, the people Western Railway Company's Act as it would look upon it as a poor substituce to prevent all this. Mr. Mitchell wants for the Miramichi Valley Railway. the subsidy was granted, that the Comrevenge on Chatham because Mr. Snow- If a railway is built through Derby pany was incorporated to build a line ball, who beat him in the election of during the life of the present Dominion from Chatham, Nelson, Derby or South- were engraved, but not all filled in yet 1878, lives in that town. Nelson and Government, it will be by the Northern esk, to St. Mary's, Why does Mr. with the names of those to whom they MR. MITCHELL. The honorable gen- ed over. The President of the Miramichi nized. The question came up in the Lo-The PARTNERSHIP here ofore existing under Railway Company. Mitchell pretend not to know this? Were awarded, character of award, etc. tleman is quite right, perhaps, in saying, Valley Road, or the Northern and North cal Legislature this winter, and in accored Mr. Mitchell's "Newcastleism," on No other corporation, contractor, or Why does he conceal the truth? The delay may be a little vexatious, that if I will not be the second, I may Western, as it is now called, came to Ot- dance with the Act of incorporation, and

& Co. have made by their efforts to defeat the Northern and Western Railway Company in its desire to give the The Moncton Times extends its sympathy to Chatham and its congratulations to Newcastle over the Ottawa news, which it says was received at the

latter place "with rejoicing expressed in all the recognized forms from a hand shake up, or down, to the very choicest brands of champagne." It also tenders advice to its Chatham friends. Our impression is that Chatham can get along very well without the Times or its advice in a matter which has all the champagne on the Newcastle side, and all the merit and desire to promote the interests of the County with Chatham. We presume the champagne is responsible for that telegram in reference to what the Newcastle Legislative Councillor discovered in Chatham.

Hon. Allan A. Davidson, Q. C., M L. C., sent the following telegram to Hon. Mr. Mitchell at Ottawa last week: "Best thanks for your noble stand for railway through Derby. Has gained you many friends. I was in Chatham to-day. The selfish grab combination is reprobated even there."

Mr. Davidson's age and position in

the community ought to prevent him from so scandalously misrepresenting Chatham. He has no justification whatever for his gratuitous and wilful slander of a town of 4.000 inhabitants. It is bad enough to find this almost life-long political opponent of Mr. have ensured the immediate construction Mitchell now fawning upon him as he of the line from Chatham Junction to did upon Mr. Adams when a Legislative Councillorship was dangled before his eyes. For reasons, chiefly socialbecause we felt that in showing the man in his true colors we would also be wounding the feelings of those whom we highly esteemed-we allowed his recent tortuous and self-seeking duct as a public man to pass almost un-The last move against the County's noticed. When, however, he becomes the public slanderer of a whole town he must be publicly told of it. He cannot quote the name of any respectable citizen of Chatham who is not a near relative of either Mr. Mitchell or Mr. Michael Adams, as authority for his libellous telegram to our recreant Ottawa representative. Let us have

names, Mr. Davidson ! Mr. Mitchell's speech on the Valley Railway transaction in the House of Commons on Thursday last, and which we publish in full from the Hansard report, is characteristic of the man. It is the argument of a special pleader with a bad case and is noticeable for misrepresentation and concealment of facts which ought to be well known to him The late hour at which the Hansard report came to hand prevents us from referring as fully as we might otherwise do to the hon, gentleman's defence of the attempt to secure the defeat of the Valley Railway, but we make room for a few notes. -

He belittles the signers to the telegram from his Chatham constituents and says it is a wonder that there were not 2,857 or 3,857. What about the Chatham elector who would give either 3,647 actual ratepayers out of the 5,-050 in the whole County-whose petitions in favor of the south side route Mr. Mitchell ignores?

Mr. Blake did not receive a telegram stating "if this is done it will kill the conservative party" as Mr. Mitchell endeavored to make the House believe The County might well afford to have Hon. A. A. Davidson and his newfound political keepers telegraphing congratulations to Mr. Mitchell, were it not for the well known fact that these gentlemen could not maintain their prestige and "champagne" business, save at the expense of the rest of the County and the country at large.

There was no necessity for bringing up the question of the respectability of the telegram signers as any of them are sufficiently respectable to stand on the same plane, at least in that respect, with Mr. Mitchell.

Mr. D. G. Smith does not "conduct party," as Mr. Mitchell so impertinently asserts. He conducts a paper founded by himself, entirely controlled by himself and independent of any party. The paper has been and is opposed to the unnecessary tariff taxation imposed upon the people and which has led to great extravagance in public administration. It is also opposed to any party being maintained in power by the "system of purchase" which is fastening itself upon the Deminion and, locally, it has, at times, opposed Mr. Peter Mitchell strongly, on the ground that he seemed to imagine he represented Newcastle alone, instead of the whole County. Mr. Mitchell and some of his friends have good reason to know that it is not possible to secure this paper as the "organ" of any party. It simply supports what its editor believes to be the best for the interests of the County in which it is published and consistently with justice to the country

Mr. Mitchell refers as his answer by letter to telegrams received from Chatham. It is largely a dreary quotation from the parliamentary papers brought down last session in response to a motion by Mr. Weldon. We can only say that it fully bears out the statement made by us last year that the assertion of Mr. Call that it was through his influence the Dominion subsidy was secured, was entirely unfounded. Mr. cured it without the suggestion of Mr. Call or anyone else connected with either of the Companies and had the where it will connect with the Valley | whole matter before the Government

If the Dominion subsidy of last year was given for a branch only of the I. C. R., how did it come that the Act reads "To the Northern and Western Rail-"way Company for a portion of their see them. - Amherst, Nova Scotia, Gazette. "line." etc. ? The Government surely knew, if they read the Northern and stands and has stood since a year before

Neither did Mr. Call-according to Mr. Mitchell's letter to his Chatham friends. But Mr. Mitchell worked with Messrs. Call and Muirhead together at Ottawa subsequently. Everybody, you know, Mr. Mitchell, isn't sent to Ottawa to represent our interests. Who was to know that there was opportunity to apply for a subsidy if you did not ? was your duty to work in the interests of Chatham as well as Newcastle on that occasion, but, finding you would do so we sent telegrams to Sir Charles, Sir Leonard, Mr. Blake and others and gently forced you to change your attitude. Had we telegraphed to ou alone you would have done nothing

Mr. Mitchell "cares nothing about the towns of Chatham or Newcastle in this matter": he is working for his friends in the parishes, so he does his best and worst to crush the Company that was about to commence the road from the I. C. R. to Fredericton, and that intended to build rom the I. C. R. to Bartholemew during the coming summer-he defeats this cer tainty-and secures a branch line through a portion of Derby Parish! Practically, then, Derby is the whole County. But when the Government knows that it has no power to construct the proposed line to Indiantown it will be seen that Mr. Mit chell is not working for the railway at all but to crush Chatham if he can.

Mr. Mitchell knows that there is but one Northern and Western Railway Com pany, and that there was never any litigation between "the companies" in the Court of Chancery, and that there is not now any pending litigation between them Why did he make these misstatements, if not for the purpose of damaging the Company's prospects before the Government? Mr. Mitchell knows that the old Company was broken up by the larger portion of its Directors growing tired of its inaction and joining with Messrs. Gibson, Snowball

and others, who meant business. Mr. Tweedie, as solicitor of the Company, went to Ottawa during the present session of Parliament to present the Company's claims to the Government. He was instructed to do so through Mr. Mitchell, our representative. He found, on arrival, that Mr. Mitchell was absent from his place in Parliament. He waited for him several days, and, hearing he was expected in Montreal, went there also and waited several days to see him. In Mr. Mitchell's absence Mr. Tweedie did not "seek to obtain control of the subsidy." He placed the object of his mission before the Government in writing, and that writing will prove that Mr. Mitchell deliberately misrepresents what Mr. Tweedie requested in behalf of the Company. It was not the Company's fault that Mr. Mitchell could not be found in his place at Ottawa as our representative.

Mr. Mitchell does not believe any steel rails have been purchased. We have learned that the figures 6,000 tons were too large, but over 3,000 tons, or sufficient for the 32 miles, from the I. C. R. to Dunphy's, provided for by the subsidy now withdrawn, have been purchased from the Hæmatite Steel Company (limited) of Barrow-in-Furness. We have before us a letter from Mr. Snowball, dated at that place on 2nd inst. He says .-

"I secured my passage to go out (to but had to cancel it, and am now booked for the Polynesian next week. will notice that I am writing this letter from the Barrow Steel Works. I have chartered the Arctic (barque) of about 590 tons register, and she is now here loading a full cargo of steel rails and fish plates for the Northern and Western Railway, and is to sail for Miramichi on Saturday,

"I am now negotiating with the Sirion Star, of Belfast, and expect to load her or some other vessel next week. I came here yesterday to look after this business. I had, however, chartered the Arctic pre-

Mr. Mitchell may have been believed when he intimated to the House there had been no purchase of rails, but the enterprising gentlemen who about to commence the work know that they have entered into obligations to the amount of some \$80,000 on the faith of their contract with the Crown to build their road, and misrepresentations of their affairs in Parliament, for the purpose of crushing them, were infamously malicious and fit work only for a scoundrel. He says the Company has "not taken the first step outside of litigation," and, view of the facts, it is not to be wondered thoroughly exasperated over the blow he

has struck at it. Mr. Mitchell virtually told the House that the south side route was proposed last year, for the first time, when the Blair Government came into power. Why was he not honest enough to state that it was Mr. Adams who first secured the legislation which made it possible for the Company to build on the Derby side? Why was he not fair enough to state the fact that the Company was never, until Mr Adams had the Act amended in 1882. authorised to build to any other point but one in Chatham or Nelson? Mitchell's dragging politics into the question shows how much he cares for the real interests involved and, hereafter, he will learn what all parties in this County think of him, now that he has appeared in his true colors. His speech against the County's interests in its railway is but an echo of the vindictive malice he seems to have always harbored against Chatham. the North Shore of New Brunswick, He came amongst us in 1882 as a fawning dissembler, pleading to be returned again to Parliament and telling his friends how much he had suffered in political and per-

We have seen the document to which sonal prestige because of his former went to Ottawa with the good will of all parties. He has rewarded the confidence placed in him by pandering to the schemes of the most obnoxious and self seeking of his former followers -men who have no public honor. His speech as it appears in and suppression of the truth-is a fitting interest he has been working, but it is the knell of his departed prestige in this County.

THE MEDALS AND DIPLOMAS. -Those in this county who were awarded medals and diplomas at the Dominion Exhibition. St. John, six months ago, would like to Enquiries have been made of the Secretary for Agriculture in reference to the above matter by interested parties here, who have been informed that the medals which were ordered in Paris had not yet arrived, while the diplomas that occasion, and they too must suffer government, even, can build a railway "Mr. Snowball and Mr. Muirhead but the Secretary has had a vast possibly be the first, in the explanations tawa in March. In discussing with R. R. by an overwhelming vote of, I think 25 to J. S. BENSON, M. R. C. S. Eng. when the opportunity to strike this over that route. A nice piece of busi- never hinted at such a thing as making amount of work to do and is, no doubt, in regard to this matter. I can assure my Call about the matter, he told me he was 8, it was decided that the subsidy was al-

PERSONAL .- In his remarks in the he has given is nothing new. I hold in and I told him I had done so. He made House of Commons on the attempt of the Dominion Government to crush the Northern and Western Railway Company-an attempt instigated by himself-Hon. Mr. Mitchell thought proper to misrepresent the editor of the AD-VANCE. He said Mr. D. G. Smith had furnished certain information to Mr. Blake-which was true. He also stated that Mr. Smith had "never ceased to villify the Government of the day -which was untrue. Mr. Mitchell is a much bolder man in slandering certain of his constituents in Ottawa than he is when visiting this County. not the first time he has made cowardly attacks upon Mr. Smith in Parlia ment, and, if we mistake not, he wil never have an opportunity of repeating his offence after the term of the present House, as the representative of this

Valley Railway Debate.

County, for which he could not be now

elected as a hog-ree re.

The following is the official, or Hansard report of the debate in the House of Commons on the proposition to substitute the Branch Railway from Derby siding to Indiantown (as a Government work) for the Miramichi Valley Rail-

MR. BLAKE. Of course, I have no personal knowledge about this matter, but have received-and I communicated with the hon, gentleman on the receipt, and found he was in receipt of the same class of communication, as I suppose other hon. members of this House have receivedcommunication on this subject. It appears to me there has been a somewhat in accurate description of the subsidy to be now given as being "instead of the subsidy proposed in 1883, " because really it is the other end of the Railway that was SIR CHARLES TUPPER. It takes place

of the other.

MR. BLAKE. I am aware of that. obvious intention is that the work the hon, gentleman is about to construct as a Government work at the other end shall take the place of, as far as the public interest is concerned, the work which was intended to be subsidized last year. That is the principle effect of the transaction. as the hon. gentleman has said, and being so, it is material that I should ask from the hon, gentleman an explanation with reference to the facts, as communicated to me and no doubt to him. These are the statements by telegram

"Northern and Western Company has purchased 6,000 tons of rails in England, and made other expensive preparations to at once build first thirty-two miles Miramichi Vailey Railway, commencing at Intercolonial, under their contract with Local Government and in expectation of ex- true. isting Dominion subsidy. Ottawa Government now proposes to wipe out that subsidy and spend \$140,000 for fifteen miles of road which will run generally parallel o and in places not more than a mile from company's proposed road. It is deliberate waste of public money to please small coterie party hacks in Newcastle and persecute Chatham and three-quarters county. Justice demands that subsidy prorision of last Session should stand and Government abandon its proposition to build Indiantown and Derby branch. The proposition to build Government branch to Indiantown presents aspect of attempt to crush enterprising men of county who have already invested over \$80,000, with intention to practically build what Government proposes now to undertake.

I have also received a communication. which I believe has been duplicated to other hon, gentlemen. It is in these

"18th May last at telegraphic request of a number citizens this county Dominion Government resolution relating subsidy Miramichi Valle, Railway was changed by Government so as to apply to junction with Intercolonial on either side Mirami-

The hon, gentleman will remember that we had some discussion across the floor about that, and it was so stated that the change the Government made last Session was calculated to make the matter more elastic and make a provision by which the railway could be built on either "Encouraged thereby, Northern and Western Railway Company was organized, survey made on both sides of the river,

plans and profiles made, contract entered into under Local Subsidy Act with Provincial Government, 6,000 tons of steel rails purchased, and necessary local legislation was secured last month so as to enable company to proceed forthwith with construction which it has made advanced tages of route by south side to junction with Intercolonial two miles only from river, that three-quarters of actual ratepayers of county petitioned Local Legislature in favor of securing it and succeeded. If existing Dominion subsidy between Intercolonial and Dunphy village is withdrawn, will be great breach of faith with people of county and Northern and Western Company, who are satisfied with that subsidy of \$102,400 for first 32 miles road from Intercolonial up river, which they will build forthwith, while proposed branch under Resolutions for to-day, from Derby to Indiantown, will run only 15 niles of the distance on opposite side of river, and cost \$140,000. We ask as matter of justice to people and company, and for all interests involved, that paragraph of Resolutions relating to oranch to ndiantown be withdrawn, so that company may go on with construction of which withdrawal of last year's subsidy will jeopardize."

That is signed by Mr. Muirhead, the Senator, by Mr. Tweedie, by Mr. T. F. Gillespie, M. P. P., President Executive Council, and by a number of other persons, making sixty-two names, and they add that there are 857 others. Of course. I merely make myself the vehicle upon this question of laying these statements before the Committee. The very late hour at which the hon, gentleman brought down the Resolutions, the very early period at which he presses them upon the attention of the Committee, and the short time which remains before prorogation, render it impossible for any hon, gentle man to make those enquiries he would desire to make before bringing these points before the House at all, but it is only just that I should place these statements before the Committee, and should ask the hon, gentleman to make such explanations as are to be made for what ordinary course; when we find, as stated money has taken place, large preparations have been made, 6,000 tons of iron has been bought, and arrangements have been entered into, that a subsidy granted should be withdrawn and that other arrangements should be made. I think that there are two important questions involvthe other the question of policy, and on both, I think, the circumstances demand Minister, and I see my hon, friend from

the last twenty-four hours. I have them as my hon. friend has, but on both sides, and if my hon, friend and this house are at all curious to hear them, it will afford me the greatest pleasure to read them.

Several hon. members. Dispense. MR. MITCHELL, Why, Sir, there is but one thing outside the wall of the Committee to cause me to dispense with the reading of these telegrams. I hold in It is this hand the telegram my hon, friend has got, with just one line of variation, which will read for the benefit of my conservative friends. I do not know whether my hon. friend, out of delicacy-

MR. BLAKE. I read the whole. MR. MITCHELL. But they put this in "We ask, as a matter of justice to the people and for the interests involved, that the paragraph in the resolution relating to the Indiantown branch be withdrawn. and that the Company may go on with

the construction of the whole line Then they go on to say : "On the south side will answer all purposes, and will run parallel with the proosed branch in several places, not a mile listant. If this is done it will kill the Conservative party in this County out

Now, Sir, I think my hon, friends have taken a queer vehicle for presenting to the House their case, if they desired to avoid killing the Conservative party outright. in the line. Now, I have nothing to say against the respectability of the people who signed his telegram; they are respec-

"Best thanks for your noble stand for railway through Derby. Has gained you many friends. I was in Chatham to-day. The selfish grab combination is reprobated

Here is another telegram: "Thanks for services. Only adds another evidence of your ability and great

Mr. Chairman, this is a true telegram : "Our people are rejoiced. On behalf of thèm we tender you hearty congratulations and a 'Cead Mille Failthe' on your

And it is signed by a long list of names. Now, I will place the respectability of these men alongside the respectability of those who signed the telegram of my hon friend. My hon, friend has made a statement, based upon information which he has received, which may or may not be

read the information.

MR. BLAKE. I made no statement; I MR. MITCHELL. He made some state ments in addition to the information. find no fault with him. Mr. D. G. Smith. who furnished that information to my hon. friend, is the gentleman who conducts the newspaper organ of the Liberal party in that County, a man who has never ceased to villify the Government of the day, and represents the party who have persistently attacked the policy which this Govern. | time before the people of the parishes, to ment have honored the country by adopting. What have these men done in rela, tion to this matter? I hold in my hand a document I have written in reply to this telegram I received, which contains some twenty-five pages of replies. I do not want to take these people by surprise, and so I answer their telegram by letter. would not consent to withdraw the Resolution, but I was willing to enable them to present their case here. If my hon friend wants me to read the letter I will do so. I applied last year in the month of February, to the Railway Department, for the purpose of seeing whether I could not get some aid to the Miramichi Valley Railway. I had not the honor to be member of this House in the previous Session, when Mr. Snowball was the mem ber and supported my hon, friends oppo site. During the Session before last. principle was introduced into this country of subsidising private roads from the general revenue of the Dominion. At the time it was looked upon with some surprise. I must confess that to my own mind it was a policy that admitted of a great deal of discussion, whether it was wise or not : certainly it has opened a and it has given a great impetus to the developement of the country. But, Sir, when that door was opened, and when the people of the County wisely selected me to represent their interests, and when ! find the echoes that come from all sides o this House to that sentiment. I know have not only got right and justice on my side, but I have got the feelings, as I will have the votes of the people who elected me to this House. I applied to the Gov ernment last year, and I found a pretty tough customer to deal with in the Minis ter of Railways. When I approached him I pointed out the necessity of opening up this portion of the country, and making a connection between the North Shore and

not yet adopted the policy of granting subsidies to roads of a private character. but if you choose to put in your application, there are some others of the same character coming up, and they will all be considered together." I endeavored press upon him the necessity of giving aid ial, when I was met by another objection of a serious character. "Why." said he. 'Mr. Mitchell, if we build this, the effect will be that, instead of feeding the Intercolonial Railway, it will take trade away from it." I felt at once the force of the saw that the people of the County did not expect I would get the subsidy, and then respect to the history of this matter. In I thought it would be desirable to meet the second objection, and I asked him to North-Western was incorporated to build either 10, 25, 48 or 60 miles of branch. just as I could pursuade him. I then Chatham. That Act was kept alive, pointed out that there would be no con- but nothing was done under it until nection with the St. John River, and last July. In 1882, a vote for local aid therefore it would be a feeder to the In- was granted to the road, and in consetercolonial. The answer I got was that | quence of the disputes which followed, it branch, but would grant it a subsidy. Up Originally, the first grant was made to an. to the time I made the application no other parish on the south side of the Mirparty in the County had asked me to ob tain a subsidy for them, but individuals. throughout the up river parishes of Lud. subsidy was granted to the parish of low, Blissfield, Blackville, Derby, Nelson South Esk and North Esk, had urged on side of the river. Nothing was done up me to obtain it; but on my own respon- to 1883, when a grant was made to the sibility, as their representative, and tak- company. In July the company was oring an interest in the matter, I made ganized, or an attempt was made to orapplication based on the fact that other ganize it by parties in Newcastle, but pal, the second in those explanations-I roads had received support in previous they got into court, and the judgment of Sessions and that our road had been pass- the court was that the company was orga-

I was met by two objections from the hon.

gentleman. He said: "Government have

my hand a copy of a similar telegram, out an application and I took it round the signed by the same persons-857. It is a House and got three fourths of the memwonder that it is not 2,857, or 3,857. I bers to sign it; I afterwards submitted it have done nothing but open telegrams for to the Minister of Railways and we had a lengthy discussion on the subject. When here by the dozen-not on one side only, I found, some days ago, that subsidies were proposed to be granted, I found the Minister of Railways had not forgotten one who has always admired his pluck and ability and the courage with which he has dealt with great questions. I found he had remembered the County of Northl'd, and had inserted in the list of subsidies one for 25 miles of this road. This was not quite satisfactory, as some other projects had got a great deal more aid, and by means of argument I induced him to give a subsidy for 32 miles, so as to extend the road to a point named. Up to that time Mr, Snowball and Mr. Muirhead, the gentlemen who represent the telegrams which the hon, gentleman opposite has read, never hinted at such a thing as making an application. I asked Mr. Muirhead to go to the Senate and get a few names, which he did. None of them made any motion in regard to it. The motion was made by myself, on behalf of the people of the parishes, not on behalf of the town of New-

castle or other towns in the County. As far as Newcastle or Chatham is concerned I care nothing about them, important and influential as they are. My duty is to the people for whom I secured that subsidy, who cannot present their views in telegrams and written documents, but they are, nevertheless, the people for whom the My hon. friend has quoted the telegram subsidy was obtained, and I made up my from Mr. Smith, referring to the respect- amind that I would do the best I could to able people who signed these telegrams, open up their parishes. The moment I and the people who opposed this change obtained the subsidy, telegrams were sent to the Minister of Railways and others, in regard to the matter, which was not very flattering to me, considering the fair treattable men, but they are respectable on the | ment I had always given my opponents. other side of the question, too, and I will I did not then adopt a dog-in-the-manger just read one telegram in proof of what I policy; but I said I was willing to leave say. I will read a telegram from the the matter to be settled by the people Hon Allan A. Davidson, legislative coun- themselves, and for ten months I never interfered, although asked by both sides to get the subsidy altered, one on behalf of Newcastle, and the other on behalf of Chatham, I determined however, to let them fight it out. I have no particular sympathy with either of the towns as regards this railway. My feeling is with the people of the parishes, for whom this railway subsidy was obtained and who will be benefited thereby; those are the people in whom I am nterested, not in interests connected with either the one town or the other. I know it is very difficult for a man to take such a position in a county. I am well aware that these are important towns and the inhabitants have influence, not only in the towns themselves but in outside districts; but I knew what it was my duty to do, and I did it. When the subsidy was given, Mr. Call, as representing

the Northern and North-Western, wanted the subsidy for building a line from Derby up the river to Dumfries. (?) Mr. Snowball, Mr. Muirhead and Mr. Gibson, of Fredericton, formed a new corporation and got a new company organized, with a view to obtain control of the money and build the road. The result was, that these companies got into the Court of Chancery and other litigation; and I made up my mind that it would be a very long whom I have referred, would obtain the railway if they were to depend on companies which got into the courts and continued fighting over a carcase which they had done nothing to acquire. That was the position in which I found the matter. I came up to Ottawa, still prepared to see what I could do to secure an amicable settlement, and I found the fight was still going on. In my absence, Mr. Tweedie, representing the Chatham people, had come up and sought to obtain control of the subsidy. He did not succeed, and the Government, in my absence, refused to deal with the matter. When I arrived in Ottawa I presented my case to Government; I said, there is but one way to deal with this matter, and that is to build fifteen miles of the road, which portion will prove a valuable feeder to the Intercolonial; and if the Government would build the road, I said, it would put an end to all the difficulty. I thought the Government would do that, but they put the subsidy to the other end of the ine and agreed to build the line them selves. Yet hon, gentlemen opposite find fault. They say we have 6,000 tons of steel rails. I will not say I doubt the statement; but if they have those rails they have forty miles of line subsidized with so much per mile at the other end to put the rails on, and no great hardship is done. When they talk about work done. I must say there has not been the first step taken, outside of litigation and the organization of the rival companies, to wards going on with the work, and the matter stands where it did. In conclusion, I would say that this is a matter of vast importance to the people of my county. I stand here as an advocate. not of the rich and wealthy of the towns. but of the poorer farmers and lumbermen of the parishes; those are the people for whom I speak, and I ask the Committee to support the Resolution of the Government, in order that we secure a railway Fredericton: and I asked that some means be taken to grant a subsidy to that road.

which I doubt we will ever obtain except MR. WELDON. The hon. gentleman is not quite right in respect to this matter. The people who have formed the Northern and North-Western Company are by this Act deprived of the opportunity of building the road. The Minister of Railways. in introducing his Resolution, said, it has the support of the members of the county. The hon, gentleman is not quite right in that statement, because there are four members for the county.

SIR CHARLES TUPPER. Having received a telegram from two members, I thought there were but two.

MR. WELDON. There are four; two reside in Newcastle and two on the Chatham side. I desire to say a word with 1872 a company called the Northern and the Act of incorporation. In 1882, the South Esk which, I think is on the north