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Incorporated in 1868 for 25 years by the Legis-ature for Educational and Charitable purposes— with a Capital of \$1,000,000—to which a reserve fund of over \$550,000 has since been added. By an overwhelming popular vote its franchise was made a part of the present State Constitution adopted December 2d A. D. 1879. The only Lottery ever voted on and endorsed by the people of any State.

It never scales or pestpones. Its Grand Single Number Drawings of nearly five weeks. The business A SPLENDID OPPORTUNITY TO WIN A FORTUNE. FOURTH GRAND DRAWING, CLASS D, IN THE ACADEMY OF MUSIC, NEW ORLEANS, TUESDAY, APRIL 8, 1884—167th Monthly Drawing. CAPITAL PRIZE, \$75,000. 100,000 Tickets at Five Dollars Each Fractions, in Fifths in proportion.

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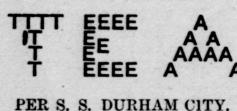
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Baldwin's 3, 4, and 5 ply colored fingerings. Shaded Berlin Wools. Cardinal Wool Java Canvass. 20 in. Grey Star Linen.
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I intend, in the future, to keep in stock a fine line of Ladies' Underclothing, and have just received a sample lot of the following goods,—
3 doz. Ladies' Chemises, 3 doz. Night Dresses, 3 doz. pairs Drawers, Misses' Underwear and 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 work-manship, good cotton, and real Swiss embroidery. individuals? This is the whole case they cannot be beaten, and to introduce them in this county I have marked them at a very small

The above Department will be under the charge of Mrs Fairey and Miss Russell. B. FAIREY, - - NEWCASTLE, N.B. N. B .- Orders by mail promptly attended to.

FOR SALE.

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

in motion.

JOHN FLETT.

Nelson, March 18, 1884. 413

Boiler for Sale.

Ash Pit. This boiler is in good condition Mafety Valve, Gauge Cock and Water Gauge Glass and will be sold cheap.

J. B. SNOWBALL 18th December, 1883.

BUSINESS NOTICE.

The "MIRAMICH ADVANCE" is published at Chat-m, Miramichi, N. B., every Thursday morning in time for despatch by the earliest mails of It is sent to any address in Canada, the United States or Great Britain (Postage prepaid by the Pub-

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Yearly, or season, advertisements are taken at the 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 Publisher. The "MIRAMICHI ADVANCE" having its large circu

ucester and Restigouche (New Brunswick), and in Bonaventure and Gaspe (Quebec), among communities engaged in Lumbering, bec), among communities engaged in Edillockers Fishing and Agricultural pursuits, offers superior Fishing and Agricultural pursuits, Address Editor ' Miramichi Advance," Chatham N. B.

Miramichi Advance. . - - APRIL 3, 1884.

The Legislature.

The Provincial Legislature prorogued on Tuesday, after a session done was large and, perhaps, more important than that of any previous session for several years. It is to the credit of the leader of the House, Hon. Attorney General Blair, that so much was done, and done well. And it is to the credit of the Government that its policy has been a vigorous and thorough one. It has not shrunk from attacking and sweeping away many abuses that have existed under previous Governments. It has placed the financial condition of the Province plainly before the people, which previous Governments always failed to do. has made an earnest effort to econhas not been afraid to ask for required legislation to that end. Mr. Blair is a leader of whom any party may be proud. He is the peer, as a public man, of the best in the Dominion. No one disputes his standing as a lawyer, while, as a parliamentary debater, he has no superior in Canada and no equal in our local legislature. HERRING!! He appears to be actuated by an honest desire to govern wisely and 100 do. Miscou, - - 4 00 well. Such being the case the hope will be general that he may continue

to draw our strongest and best men

to his side. The session just closed

encourages those who hailed the

change of Government with hope, for

a period of reform in Provincial ad-

fairly entered upon.

That Land and Water Grab. When the World desires to abuse the editor of the ADVANCE in its vilest phrases, it does so in the form of correspondence. On Saturday last it put ly singles out Mr. Burchill as one who forward a characteristic combination of venom and billingsgate directed against "D. G. Smith," because an article which we found in the Telegraph dealing with the late Surveyor General's litical opponent that his "grave was scandalous traffic in salmon pools on the Northwest, was reproduced and commented on in these columns. The World was silent when the article to indulge such sentiments, and are they appeared in the Telegraph, because it did not dare to refer to it, hoping that | they so relentlessly array themselves thereby fewer persons in the County would hear of the dishonorable land transactions so thoroughly exposed. The writer of the article was not assailed, nor did the Telegraph come in for a word of the World's choice abuse, but just as soon as the ADVANCE gave publicity to the expose, the public were at once told that "D. G. Smith" is much worse than the man who trafficked for his own personal advantage and that of his friends with a public trust which it and Gillespie are to be singled out for was his duty to guard against all punishment by Messrs. Park, Adams comers. The World claims, as the & Co. because they have done all they Telegraph's article admitted, that all the | could to carry out the expressed views steps necessary to make the sales legal of three quarters of the whole constitu- Now, the result of this kind of legislation were taken, but it fails to touch ency. It will be the duty of the friends would be not only to shut these people defends betrayed his trust as a Crown lar note of this challenge sent forth in Minister. When a man desires to pos- the Advocate in behalf of those who sess anything he generally endeavors to obtain it as cheaply as possible, while the party from whom he wishes to get it strives to realise the best price he can. It may not be within the comprehension of such persons as those who defend this transaction, that while the gentlemen who wanted the Northwest salmon pools were right in secur-

ing them at the lowest possible price. interest and not allow himself to desert his post as the trusted custodian of the valuable property his friends were after. Had he not been Surveyor-General he would have been right in joining with his friends for the purpose of securing the pools at the lowest rate. but, being Surveyor-General, he could not, in honor, join with his friends and forsake his public trust. "Had he been acting for himself--had he been the absolute owner of the pools, and made up his mind to sell them-would he not have advertised them well with a view of realizing the highest possible price for them? Would he have used his best efforts to place the pools in the hands of the applicants at the lowest possible figure? Certainly not. Then was it not wrong for him as the representative of the people, charged with the duty of protecting their interests to forsake those interests and pander to those of himself and friends as private against the late Surveyor-General in connection with the Southwest land transaction. We have quite as just an appreciation as the World can possibly have of the excellence of the gentlemen who are brought here to fish these pools. We have known some of them much longer than we have known the late Surveyor-General and although the World intimates they have no desire to creep into the good graces of the editor

of the ADVANCE, our relationships with

them have always been of the most

friendly and pleasant character. That

they are very kind to young men and

bound by his oath, his honor and all the traditions of his position to stand the Government, as an "old Company" faithfully by the interests of the Provplaces. We believe, however, that the Surveyor General's course in the matter, and that the World's weak attempt to divert their attention from the true issue, by abusing the editor of the AD-VANCE, will only be the worse for the man in whose interest it is done.

WHITE SHIRTS, 60 cts. - Canada House

Miramichi Valley Railway Notes.

The opponents of the Miramichi Valley Railway made a strong stand in the Legislative Council against the bill by which it was sought to enable the Company to go on with the work. They endeavored to make the Legislative Council believe that even if the bill should pass and become law their influence at Ottawa would prevent the Company from obtaining the Dominion Subsidy. This dog-in-the-manger policy, however, had an opposite effect to that intended, for the men to whom it was divulged were simply disgusted with the tactics of the "rule or ruin" combination and realised that their case must be without argument to back when they were obliged to resort to such desperate means to sustain it.

Mr. Burchill's admirable presenta

tion of the arguments in favor of th the Valley Railway was full of strong features but none more effective the exposure of the "old Company's unfounded claim that the new Comoany had taken advantage of their ex penditures and labors. Mr. B. showed that subscriptions to cover the expense of the Buck survey were collected by himself in different parts of the Coun-

ty. This, taken together with Mr. Burchill's showing that the "new Company" was largely composed of mem bers of the "old Company" who had tired of the inaction and do-nothing policy of their associates, laid the real merits of some of the obstructionists claims and assertions bare before the House. No wonder that men who had been induced to promise Messrs. Park and Adams that they would oppose the bill were convinced they had done wrong and been caught by specious ar guments based on absurd and untruthministration has undoubtedly been ful assertions. The Advocate calls for vengeance

upon the heads of the representatives of Northumberland in the Legislature who voted and worked for the bill by which the construction of the Valley Railway is now assured. It particularis to be "remembered." This is of a piece with the " extermination" policy declared by the late Surveyor-General in 1882, when he notified a certain podug" and he would "not have friends enough left to bury him. " Is it wise in those for whom the Advocate speaks not afraid that those against whom may be tempted to mete the same measure to them? If Mr. Burchill is to be particularly persecuted and "remembered" by the people of "Derby and the Northwest" what shall the remainder of the County do with Messrs. Park and Adams ? Does the Advocate and its friends challenge the County to make this railway question a political issue. It seems so, and we must, therefore, understand that Messrs, Burchill of the Valley Railway to take partienhave left no effort untried to defeat

from Northumberland, who has been working in all kinds of ways to prevent the Company from building the Miramichi Valley Railway, stated in his place in the House of Assembly on Monday of last week that "the northern route was almost decided on by the Dominion Government, as an order of Council was passed for a survey of it. What does this statement mean? Is it fort has been made at Ottawa to secure | valuable as money, and it was not well for the bogus Company a donation from for people anywhere to exchange their 30 years, and not more than 40 years, and the Dominion Treasury to cover the expetitions for such aid must have set forth that the operation of "passing round the hat" was a comparative failure. Will the Dominion Government listen to applications of this nature from a combination which rests under the ban of the Supreme Court of the Province, and whose efforts are, even now. being strenuously put forth to prevent the Dominion subsidy from being given in aid of the road?

The Advocate takes the position that the Valley Railway will not be a feeder to the Intercolonial Railway, and-with that disloyalty to the County and its nterests which characterises those for whom it speaks, when their pet schemes are not to be assisted-it suggests that the Dominion subsidy ought to be witheld. In other words, it would be quite willing for its particular friends to have the subsidy for building a road to next to nowhere, but when the road is to be an independent one and of the fullest possible value to the County, it does what it can to prevent the Dominion from aiding it. Fortunately, however, the Advocate does not have much influence in such matters.

It was amusing to hear Mr. Park tell the Legislature that he and Mr. Adams offered, last summer, to build 1 UPRIGHT Flue Steam Boller 51 feet high, 3 others of Miramichi in New York is the Valley Railway, and that at a time That they pay their way is also un- seven years of effort, had compelled Mr. Wheten in the chair. have paid much more is not to their them and form the only company legal- the bill was to afford greater protection support it merely because it was a Gov- claimed that in the expression of his for the Gouncillors and their votes, but the petition which induced the Dominion

the damaging charge that the late Sur- | "offer" amounted to this, that, like veyor-General, while in office and Mrs. Pickett and Lucy Jones, they imagined they had some sort of a claim on

-which, remember, never was a Comince in its public lands, knowingly pany. They met certain members of allowed his friends to practically spoil the Government at the Royal Hotel the Province thereof. If the people and talked about their Company, their have so low an estimate of public honor | rights and what they would do, and the gentlemen addressed listened to them matter of sincere regret, and an encour- courteously. It had been the privilege agement of public dishonesty in high of these same gentlemen to do the same in the Pickett and Jones cases and public, generally, disapprove of the ex- | Messrs. Park and Adams were, no doubt, told that their representations should have the consideration they were entitled to. They have had itand yet, they are not happy.

The Mullans Trial.

We have a full report of the trial h fore the Circuit Court of William Mullans, of Redbank, for the murder of John Hubbard of the same place. It is too long for the space at our disposal in this issue but will appear next week.

THE COUNTY COURT, His Honor Mr. Justice Wilkinson presiding, is session at Newcastle. Owing to the Circuit Court being also in session at the same time the County Court business is somewhat delayed.

POCKET HANDKERCHIEFS. 25 cts.

dozen-Canada House Store. THE LEGISLATURE.

FREDERICTON, March 18. In the discussion on the bill to withold from granting all lands bordering on what are known as fishing rivers and authorizing the Surveyor General to lease those lands at public competition to the highest bidder for a term not exceeding five years: Mr. Labillois made a strong plea to the Government not to lease the rivers for over three years, and to reserve certain rivers, or parts of rivers, where artificial or natural breeding is carried on, so that the uture prospects of the deep sea fishermen might not be interfered with and their business destroyed. He admitted that there was considerable advantage to the country in the expenditure of tourists but that even these advantages ought not

to outweigh the disadvantages that would

inevitably result from the stringent application of the Government's law. Mr. Barberie spoke at great length-and. as he rarely speaks, he always gets a good hearing-and with much vivacity covered more ground than Mr. Labillois. Mr. Barberie's objections covered all those of Mr. Labillois, but he went much further, objecting, indeed, to the close leasing, and suggesting that the principle should be adopted instead of allowing the guardian or warden to lease, so far as fly fishing is concerned, day by day, the rivers, so as to give to all parties and all comers an equal chance. He criticised many of the details of the bill; he objected to the long leases of five years, and stoutly maintained that above all things the Kedgwick River ought not to be leased under any circumstances, maintaining, in fact, the same view res-

pecting the Patepedia and other rivers. Mr. Wetmore, the leader of the Opposition, in a pleasant speech, agreed to support the Government measure, although he expressed regret that the rights which the people had long enjoyed of fishing on the domain of the Crown, and, for that matter, on private property, was about to pass away. But he felt that the time had come when legislation was necessary, and he would offer no opposition, but would help to perfect the legislation.

Mr. McManus, Mr. Park, Mr. Stock ton, and other gentlemen, spoke approvingly of the measure. The principal support the Restigouche members got was from Mr. Ellis, who said that he objected very strongly to legislation that was in limitation of natural rights. He admitted the difficulties in a case of this kind, but thought that Mr. Barbarie's idea of leasing at a fixed rate per rod, at the same rate to all, rich or poor, would meet the case. It was most objectionable that the rich man should get possession of these rivers and shut them up for years. There are many persons in cities and towns who get only three or four days holidays in the year, who are not able to purchase a river, or a part of a river, but who in a few days' sport, and a few days' life in the woods, sought to restore their health or to fit themselves for their ordinary daily duties. out, but there was great danger that it would shut up all the streams and lakes. It was, of course, the duty of the House to conserve the public domain, but it ought not to do so in the sole interest of the rich man. It was stated in the report One of the members of the Legislature of Messrs. Phair and Robertson that a man in the Restigouche, last summer, in about six weeks, killed 150 salmon. This was not sport it was simply slaughter, the

misdirection of sport into an evil passion. Then, on this river, 1,680 fish were killed by the Metapedia Club, a statement that justified Mr. Barberie's fear that the angler was just as dangerous to the permanence of the fisher, as the net fisher. man. No doubt the rich sportsmen who come into the country spend a good deal of money, but there were things quite as

own rights for money. The bill was agreed to, the Attorney General, however, promising Mr. Barbarie to so prepare the leases that they should provide that if the parties renting abused their privileges the Government would have the right at the first or any year to put an end to the lease.

House then went into committee on supply. The item for Steam Navigation passed after discussion as did also the one for public buildings. The grant for bye roads caused considerable discussion. Mr. Ellis believed in having the annual grant put under the control of the proper

department or the Chief Commissioner. While he would not oppose it this year he would frame a resolution and test the sense of the House upon it next session. Mr. Burchill partly agreed with the last speaker. Some members used the road money in great measure for electioneering ourposes. He thought the grant should placed in the hands of the several Muipal Councils whose members were in-

The item passed as did also the grant for tercolonial near Moncton. the Provincial Rifle Association. On item for Lunatic Asylum, \$42,000 was asked to pay current expenses of next year. After explanations by the Hon.

Massrs. Blair and McLellan and remarks by Mr. Hanington, it passed. The other items in the estimates were also agreed Макси 19тн.

discredit, but all this is no answer to ly authorised to build the road. Their for animals by having a rail placed along the top of the fence.

After some discussion, progress was reported and the bill referred to a committee consisting of Messrs. Palmer, Hanington and Perley.

House went into committee on a bill introduced by Mr. Wetmore of York, and which, he said, emanated from the York County Council. It asked to provide that all persons qualified to vote at the elections of County Councillors may do so notwithstanding that they may not have paid their rates and taxes.

A very long discussion ensued. Messrs. Wetmore, Ellis, Barberie, Hetherington, McManus, Colter, White, Hanington and others favored the bill as a whole or the principle it affirmed, and Messrs. McLeod, Stockton, Thompson, Adams, Blair, Ritchie and others opposed it. On division the principle of the bill was destroyed. some sections providing for early closing of polls in certain remote parishes, etc., be-

MARCH 20. A good deal of routine work was done n the morning and Mr. Adams being in the Chair of Committee called in the Speaker and had the House counted out. because a quorum was not present—one way of defeating the Government's desire not to prolong the session unnecessarily. It is the first time the trick has been resorted to this session and will probably be the last.

In the afternoon Supply was resumed. On the item asked for balances due the 1st January, 1884, on account of Publie Works, authorized previous to 3rd March 1883. -*

Hon. Mr. Ryan said when the item for Great Roads and Bridges was under con sideration a few evenings ago, he referred to old balances still unpaid for work under contract since 1882. Since then he had found other balances and he asked for \$11,173.31 additional to meet these There were also certain other amounts paid out each year, but never estimated, such as printing, advertising and travelling expenses, averaging about \$500. He proposed this year to pay off those as hey came in, so as to save over-expendi-He would have therefore only about \$89,000 of the \$95,000 grant at his disposal and some of that amount has been already paid out to counties. Some bjection had been made that the Government entered into some of these contracts for which they blame the late Government. But, when tenders were asked for and received and persons notified of ac ceptance, it had then gone too far for any Government to refuse to complete. It nad to do so in good faith. There may have been a few but not many instances n which the Government could have deelined to proceed. The Florenceville oridge contract was one, but the Governnent felt the work was a necessity. was a contract made by it and did not appear in the balances. The late Chief Commissioner seemed to censure him (Ryan) when he said he paid more than the contract price on the Hartland ferry. He had not done so. The commissioner on that job took it from the contractor and completed it. He did not pay any more than the contract price and did not pay even that without making every inquiry and consulting the members from the county. He would refer again briefly to the College bridge matter. He authorized a person to ask for tenders for re pairs. The tenders were brought in and the contract awarded the lowest tender. Further than that he did not go. paid the contract price and no more Neither the department nor any one act ing under it had authorized the work done

portion of the \$11,000 asked was for claims for extras not yet adjusted. Possibly a saving of some \$100 or \$200 could be made in that. MARCH 21. Hon. Mr. Blair moved for a committee of three members to act with a committee of three members from the other branch of the Legislature, in the preparation of a joint address to the Governor-General on the financial condition of the Province and its just claims on the General Government. In moving it, he said he thought it only fair to state that inasmuch as the object sought to be attained was not of a party nature, but one in which leader of the Opposition to second the and he hoped that in this instance he would have the support of both Government and Opposition, and the hearty

in the manner in which it had been. A

assistance of every member. Messrs. Blair, McLellan and Ellis were appointed the committee. The bill to vest the power of appoint-

ment of Recorder of the city of St. John in the Common Council was rejected. The bill relating to law stamps was feelings for their own side and he laid hi taken up and discussed and progress was reported on it.

MARCH 22. To-day was principally occupied with discussion of the Government measure providing that the term of years for debentures under the Act for funding the fleating indebtedness, be for not less than also that the Government may have power to issue debentures to the extent of \$50 .-000, to aid in the construction of a bridge over the St. John river at Fredericton. The bill was carried by a vote of 28 to 8, Messrs. Wetmore and Colter voting

with the Government. Макси 24тн. Hon. Mr. Blair moved the House into committee of the whole to consider the bill to amend the Act in aid of construction of Railways and other Works in the Province. Mr. White in the chair. Hon. Mr. Blair explained the object of the bill was twofold. The first section gave power to the Lieut. Governor to change the route of the Miramichi Railway from the northern to the southern side of the Southwest Miramichi Valley. The present route is on the Northern side, and from investigations it was now stated the southern side would be the best side, and the bill gives the right to the Lieut. Governor to change the route to that if it thought advisable. The second section provides for the alteration of the route of timately acquainted with the needs of the the Buctouche and Kingston Railway so as roads, and it would save members much to give a route from Kingston to the In-

Mr. Park said that he, as a representative of Northumberland County, felt it his duty to put forward his views, which were the views of a large portion of his constituents, on the subject. He admitted the bill was simple enough. It gave the company the power to build a line on either into committee of the whole to consider came to the conclusion to allow the Comalso, no doubt, true and to their credit. when their repeated failures, after bill regulating the erection of wire fences, pany to go whichever way they pleased. It was a question which Government sup-

ernment measure. It would not follow that the building of the Miramichi Valley Railway came up was in 1872, when an act was passed authorizing a company to build a line from Chatham to Fredericton. At that time the Chatham Branch Railway was not in existence. The Company was organized in 1872, but nothing further was done because of no facility Act. In 1874 the Government introduced what was known as the Lobster Act. Among the lines for which a subsidy of \$5,000 per mile was there provided was

one from St. Mary's to some point either in the parish of Nelson or the Parish of Derby. In the winter of 1875 a company was formed under the Act, and a survey was made, costing in the vicinity of \$3,000. As two companies for the one road had been formed last summer. would, for convenience, refer to the company of 1875 as the old company, and the present one as the new company. 1875 the old company went to the Government and pressed its demands for the subsidy, as it was prepared to go on with the work, but was informed that a large under the Act, there was not enough left to subsidize it. Matters then remained in abeyance until 1879, when negotiations were being had with reference to the building of the Central Railway. and asked for a subsidy of \$5,000 per mile, because they had been deprived of the benefits of the Act. They met the Government, and so far as the Government and their reputation were concerned, the route was fixed. Hon. Mr. Gillespie and Messrs. Adams, Hutchinson and Davidson were present, and it was clearly stated then that the line would from St. Mary's to a point on the Intercolonial at Derby or South Esk. The Hon, President of the Council had no objection to the northern route, and it was not until Chatham moved in the matter that he advocated the southern route, but he was voted down. The road to be built on the north side was the looked upon by the great majority of th people as the Miramichi Valley Line. the same time the Act incorporating the Northern and Western railway was amended and Chatham left out, because it already had a line connecting with the

In May, 1882, the old company applied for a contract and were told that by an order in council a contract would be given so soon as the company would furnish a guarantee that they were prepared to construct the road. It was then found that the subsidy of \$3,000 per mile was too small, and capitalists would not go the undertaking unless some additional aid could be obtained. At the session of 1883 a bill was introduced by a member, of precisely the same purport as the present. Nineteen members then voted that it was not advisable and voted directly against the principle involved in the present bill. they voted for the present bill, they would vote in direct opposition to their Shortly afterwards the Dominion Gov-

ernment granted a subsidy of \$3,200 for 32 miles of the road, and the Company then again went to the Local Government for aid. He (Park), as their representative, met the Government at Fredericton about the 26th July last, but was met with the question as to whether or not the Company had complied with the 4th section of the Act of 1872, which provided that \$20,000 of the stock should be paid up before they would be entitled to the subsidy. He replied that previous Governments had not insisted on that condi. tion, and was not in a position to say whether it had or had not. The Hon. Attorney General then advised that the better course would be to pay up the \$20,-000 and reorganize the Company. He went and reported, and on the 13th or 14th of July issued a notice for another meeting. Some parties then, who had never interested themselves before, so soon as they heard it was necessary to reorgan. ize the Company, issued a notice for the purpose of organizing themselves into a Company. Both meetings were advertised for the same day and same hour, but the men who intended forming a new company obtained from Judge Weldon an injunction restraining the old company from meeting. The matter was argued July 31st, and the Judge intimated that he and it would be seconded by Hon. Mr. | would give his decision on the Saturday. McLellan. The object was to present to following. As the meeting would be held on the Thursday previous, the Company felt themselves secure and met and reorganized. About twenty minutes after they met an injunction was telegraphed and served on them, but it was too late. On that injunction Messrs, Gregory and Blair appeared as the solicitors for the new Company. It might be possible that the Hon. Attorney General could sit as Attorney General and not be influenced by the fact that he was solicitor for Mr. Gibson. but all people, particularly lawyers, have self open to the charge that his course might be shaped by the position he held with his clients. However, Mr. Adams and himself (Park) interviewed the Government at St. John and made them two offers. They offered to build the road according to the Subsidy Act of 1882. Or would be satisfied if the new Company would build it according to the terms. They were willing to waive their right but only on the distinct understanding that the road would be built on the north shore of the river. The contract was signed by the new

company on the 20th August and they knew precisely what they were doing and no change should be made in it to the prejudice of the ratepayers of Northumberland. Besides, in his opinion, so far as the relative cost of the two routes was concerned, he believed the difference, if any, would be in favor of the north side.

The County Council, in January, discussed the matter, and, by a vote of 19 to 7. decided it should go by the nothern route. Then the gentlemen interested in the Chatham Branch Railway sent agents all over the county getting signatures to petitions against the old route. Some were told the petitions were merely in favor the road : some that it was for a subsidy from the Government : some that it was for the extension of the bass fishery. The people had been misinformed and misled into signing the petitions.

There could be no comparison at all between the two tracts of land. On the north the country from Blackville to the Renous was well settled : the Renous was a great lumbering district and would be one of the principal feeders of the road. Indiantown quarries would furnish freight for the road, as would also the bark factory of the Messrs, Miller at Derby, Then side of the Southwest Miramichi after they increasing marvellously from year to year. strike a certain point. If the first section If the road should go on the southern side in the bill carried, then the Government | the people of Derby and Northesk would

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that a defeat of the bill would be a the County of Northumberland, but he the people. One of the Councillors told want of confidence vote. The first time (Burchill) could say without egotism that him, after the vote, that he personally themselves and, having so decided, they had honor enough to carry out their views. He hoped the Committee would pardon him if he went over some of the ground covered by his colleague.

THE ORIGINAL IDEA AS TO ROUTE. In 1872 an Act was passed incorporating the Northern and Western Railway Com pany, of which the Hon. Peter Mitchell, Geo. L. Hatheway, Alexander Gibson and others were members, for the purpose of constructing a road from the town Chatham, passing through the Counties of Northumberland and York, to Fredericton. In 1874 what is known as the Lobster Act was passed, by which Act subsidies were provided to aid in the construction of railways in the Province, and, in the first section we find that Provincial aid may be given to a line of railway from Fredernumber of miles had been subsidized, and, | icton or the Parish of St. Mary's in the County of York, passing through the Counties of York and Northumberland to some point on the Intercolonial Railway, either in the Parish of Nelson or the Parish of Derby in the County of Northum-1882 it again approached the Government | berland. The difference in the Acts cited must be apparent at once. The first is for the construction of a line from Chatham to Fredericton. The second pro vides for a subsidy to a railway from some point in York to Nelson. The Chatham branch begins at Chatham and ends at Nelson and by the granting of a subsidy to a line from the Parish of St. Mary's to Nelson, the original idea or plan would be carried out, because, connecting with the Branch, it would practically be a line from St. Mary's to Chat-

THE CONTRIBUTORS TO THE ORIGINAL

In 1875 a Company was formed and able colleague (Park) had endeavored t leave the impression on the House that this survey was at the sole expense of the Company. That was an error. The cost of running the lines was paid very largely by subscription and he (Burchill) him self, went through the County soliciting aid for it, so that whatever honor there might be in the enterprise it, belonged to the County of Northumberland as a whole and was not confined to any party or any

PLAYING "RAILWAY." Two lines were at that time surveyed-

the other from Nelson to St. Mary's. The intention in surveying the two roads was that the Company might be in a position to select the most advantageous and least expensive route. Application was made to the local Government asking for a contract under the Subsidy Act, but without avail. It seemed to him that he had heard somewhere that Mr. Gibson offered to build the line at that time, when the Company telegraphed to not allow anybody other than itself to build it. It seemed to him (Burchill) to be folly for a Company to make application for a contract before it had complied with the that \$20,000 should be subscribed and paid up. However, no further steps beyond the survey and the applications for the subsidy were taken until 1882, when, just before the general elections, public meetings were held and a considerable degree of excitement was aroused. The original Subsidy Act had exhausted itself and there was nothing on which to base the hope that the Miramichi Valley Railway would be built. The Government, however, in order to strengthen their hands in Northumberland, passed the Railway Facility Act of 1882, in the first section of which it was provided that a subsidy should be given to a line of railway from Fredericton or St. Mary's, passing through the Counties of York and Northumberland to some point on the Intercolonial Railway either in the Parish of Derby or the Parish of Southesk in Northumberland, and thence, if advisable. to Beaubear's Point. At that very session, also, the Act incorporating the Nor-

thern and Western Railway was amended. SECTIONALISM. Why was it that the Government first passed an Act subsidizing a line of railway to Derby, and afterwards amended the and say it would have to run to Wilson's charter of the Company, giving it author ty to build a line from that place? Why did it pass a Subsidy Act in which Nelson tically said-We have no objection to your building the road from Nelson, but if you do you will get no subsidy. It must be built from Derby. If the Government, then, intended to treat the people fairly, why did it not come out penly? His honorable colleague, the President of the Council (Gillespie) moved

on and they determined to take some House believe, for a line from Wilson's been given only on that express under-Intercolonial Railway at a point " near the Miramichi River." Afterwards, Mr. Snowball and others formed a new Com. the Act, formed the Company and entered into a contract.

With regard to the route he (Burchill) was on the original survey of Mr. Buck in 1875 and had a practical knowledge of it. On the northern side there were the Bartholomew and Renous Rivers with high banks, Indiantown Brook and deep gulches that would have to be bridged there were the fisheries of the Northwest, On the other side the country was comparatively level and easy of access.

THE MUNICIPAL COUNCIL BLUNDER. The fact that the Municipal Council of proval.] Northumberland passed a resolution in favor of the Northern route had been used speech which embraced correspondence Mr. Burchill said the honorable gentle- as an argument that the people were in that had taken place in reference to the doubted and that they are reputed to their more practical associates to leave Mr. Palmer explained that the object of porters should consider well, and not man who had just taken his seat (Park) favor of that route. He had every respect Dominion grant. He omitted, however,

views he represented a large portion of they did not represent the sentiments of he represented quite as large a portion. did not care where it was built provided The advice which that gentleman gave, it was built. Messrs. Adams and Park that supporters of a Government should had also been to the Municipal Council not follow it blindly was merely gratui- room that afternoon and used all the intous. The supporters of the administra- fluence of friendship to canvass me Coun-

Believing that the Councillors in their of the people, petitions were sent for signatures through the County. Those petitions were attacked to-day and the gentlemen in whose hands they were, were charged with having deceived and misled the people. He believed the gentlemen would scorn to obtain a single name by any unworthy means or to impose on any man. He believed the people of Northumberland were intelligent and would not sign any petition without knowing its contents. His colleague (Park), when he insinuated or charged such a theory did an injustice to those who, had honored him with their confidence. He (Burchill) had heard some talk about these petitions before he came to the session and had taken the trouble to enquire and was told or what he considered reliable authority that no misrepresentations had been made to anyone and that in cases where the parties were, from some cause or other, unable to read, it was read over and explained to them. To show that the vote of the Municipal Council did not represent the wishes of the people he would read over a statement showing how largely the petitions were signed. In Newcastle, the centre of the first company, out of 980 ratepayers 307 signed the petition. In North and South Esk, parishes most directly interested in the North route, 217 out of 563 ratepayers signed the petition asking for a change of the route. In Chatham 1048 out of 1140 signed. In Ludlow 144 out of 193. In Blackville 302 out of 491. In Nelson 380 out of 461. In Glenelg 321 out of 366. In Hardwicke 211 out of 258. In Rogersville 136 out of 235. In Alnwick 471 out of 609, and in the Parish of Blissfield 145 out of 189. It was a m mportant fact that while the vote of the Council stood 19 to 7-and his friend (Park) claimed they spoke the wishes of the people—out of 5648 the total number of ratepayers in the County, nearly 3.800 were indirect opposition to that vote. The petitions were very largely signed.considering the number of people in the woods and elsewhere who could not be got at. He contended that the vote of the Municipal Council in the face of that, went for nothing. When, out of a gross rate-paying population of 5,648 you find over 3,700 asking for a change, it is a one from Wilson's Point to St. Marv's. strong argument that the people of the County are almost unaminously in favor of a change.

THE TERMINUS QUESTION.

His friend (Park) had given a glowing description of the northern country. Some of it was of the finest and most valuable land in the Province. It was, in truth, a very fine country, but, if the object of a railway was to open up a country and induce settlement, then no strong. er argument could be used in favor of the southern route. He had been told by people, even in Derby, that they would prefer it on the opposite side and if the line were built there they would, with a bridge, be actually nearer to the Intercolonial, to all intents and purposes, than they would be if it were constructed by the northern route. According to the present plan, it will begin in York and strike the Intercolonial between the two rivers at a point where there are bridges on either side and where it is not possible to have a deep water terminns of its own. It was necessary that a railway of such importance should be placed where there would be no difficulty in securing good terminal facilities. That could not be Government he did not apprehend that there would be any trouble. but is it improbable that the I. C. R. may at some time or other pass into the hands of the Canada Pacific or some such Company? In what position would the road be then. if that monopoly would refuse to allow the Miramichi Valley cars to run on I. C. R rails? It would simply be locked in between two bridges with no outlet of its own. He did not say such a thing would take place, but it was within the bounds of possibility. The legislature should not place restrictions on the road Point. It was important that it should be untrammelled in its course. If the road be constructed by the southern route it will connect with the Chatham Branch and run to a deep water terminus, and be a free and independent line for all time to

IN THE PUBLIC INTEREST.

When the public money is to be expend. ed let it be where it will do the greatest amount of good. When he advocated the change he was influenced by the fact that by it a deep water terminus could be secured and a deserving part of the country opened up for settlement. If the voice of the people was to have any weight at all, then the change should be made. It had The honorable gentleman who had last been argued that because a gentleman votspoken (Park) had talked a great deal ed a certain way last year he was bound about the old Company and the new Com- to vote the same way this. If, last year, pany. As a matter of fact many of the he voted for Wilson's Point and this year gentlemen in Miramichi composing the the people almost unanimously gave expression in favor of the other route, he felt he was bound to do what he could to carry humbugging and the delay that was going out their wishes. So long as they refrain from expressing their views the represen. tative may act upon his own, but, when Council (Gillespie) brought forward his standing. The fact was, it was given to amendment. The matter then was dead. the Northern and Western Railway Com- and to open it up would be to renew agitapany to aid in the construction of a por- tion without any beneficial results. Now. tion of their road connecting with the however, a company whose enterprise is undertaken they will perform, have not pany. His colleague (Park) claimed he only signed the contract but ordered the had come to the Government for the sub. | rails, and only wait for a restoration of the original route to begin construction. On the vote taken, he believed, desended the position to obtain it. His Company was fate of the railway. Could York then stand back and not lend a helping hand to others then made a deposit as required by further it? Could the representatives sit and see a railway of such importance, not only to the Counties of York and Northjeopardized by inaction! Now was the time for members, by their vote, to start what time will surely develor into one of the most important railways in the Pro-

> [Mr. Burchill's speech was attentively listened to and frequently applauded during delivery and at the close he was greet. ed with enthusiastic manifestations of ap-

Mr. Adams followed Mr. Burchill in a