[Continued from 3rd page.] be added to the interest charged in 1882 which would swell the amount to over \$9,000 as against \$7 000 last year. It then appeared that Adams had not stated the account fairly and the Government of which he was a member had not fairly stated it. The Government had not only paid interest, but they had paid interest on interest.

Hanington—Did you pay less than 6 per cent. in 1883? Attorney General-I think we did not. The arrangements of the old Government were continued during the balance of the

At the beginning of 1884 the Secretary made a new loan of \$200,000 from the British Bank at 4 per cent and paid the bank of N. B. the \$200,000 borrowed by the late Government at 6 per cent., there-by saving 2 per cent. The Attorney General then took up the question of

THE NORTHERN AND WESTERN RAILWAY. railway company he might not afterwards become Provincial Engineer. The
Opposition could not understand how
Maxwell could discharge his duty to the
public, but he could not understand why

The county of Northumberland, in Volume 59, pages
thereunto had at large appear,
there was a gentieman was in the employ of a record in and for the
have to be taken at once. He did not
promise Park to stay proceedings.

Mr. Park—The Secretary had led
him to believe that nothing had been done
and nothing would be done until he came
an public, but he could not understand why he could not As a matter of fact, Maxwell was only employed on a part of the preliminary survey and took no part in the location of the line. This he did not think disqualified him, and if it did the same argument would disqualify every engineer in the Province. He believed that Maxwell had been in the employ of Snowball on the Indiantown Branch but Snowball on the Indiantown Branch, but when the Government learned of it they asked him to cancel his arrangement with Snowball and he did so. He was willing proceedings without consultation with his to compare the course of the Government in respect to the Northern and Western Railway with the course of their predecessors in respect to other railways. They had imposed conditions on the N. and W.

and W. was LARGELY BUILT BY PRIVATE MEANS, not being fully subsidized by the Dominion Government. It is also provided with which will be remedied it possible, and its curves are within limit. Some of the late. Park might be right about the date Augusta, Maine.

way. The affidavit is dated November absolutelysure. At once address. True & Co, Augusta, Maine. roads built under the old Government of his interview with the Secretary, but it were constructed with old rails and sup- was immaterial, as the proceedings had been plied with old rolling stock and generally built in a much inferior manner to the N. and W., the N. B. & P. E. I. Railway and the Caraquet Railway, which receive a much smaller subsidy. The N. & W. Railway has rails provided for 70 miles and all is held under lien by the Government. ment. The promoters of this road com-plain of the stringency with which they are treated. The Government was

Company of unusual stringency. The N.

NOT AFRAID OF THE CLOSEST SCRUTINY in this matter and as soon as possible the correspondence would be brought down for inspection He read from correspondence to show the particular character of the instructions given to their Engineer and that the Government had treated all companies alike. Referring to the LETTING OF THE CONTRACT

for the N. & W., he said that the Government did not act hastily in changing the route, but the papers would show that they had taken a mouth to investigate the subject, and had only made the change when they learned that it was in the interests of the people and the Company. It would not have been in the public interest to have compelled the Company to connect with the Indiantown Branch for reasons already well pointed out by Burreasons already well pointed out by Burchill. The Government would have been subject to serious censure if they had not made the change of route. The Government was not advised that the Federal Government intended to subsidize the Indiantown Branch. He thought McLeed, when he said this, was mistaken, for his recollection was that no information was received on the matter until some time after the prorogation. The building of

THE INDIANTOWN BRANCH was not fair to the Company because they had been led to expect a subsidy of \$3,200 a mile for a road on either side of the river and had made contracts on the faith of it. He believed that Parliament would yet do the Company justice in this mat-

diantown Branch injunction were taken without consultation with the other members of the Government, and also Adams' statement that it was made at the instance of Snowball. Neither he nor the Government had any correspondence with Snowball on the subject and did not know his views. On October 8th last a large number of people in Derby complained by petition to the Chief Commissioner of ENCROACHMENTS ON THE HIGHWAY

and asked that the Government would was due to shortage in income and an exendeavour to prevent them because there cess in the uncontrolloble expenditure. was not sufficient witdth between the houses and the river for both railway and highway. The people asked if they could prohibit the building of the railway, and said that they would give the railway a right of way on what was called the Fow-ler Line. They also,

PETITIONED THE FEDERAL GOVERNMENT

on the same subject but no notice was in the income from lumber. The overtaken of their remonstrances. The Chief expenditure was then \$89,000. In 1880 Commissioner submitted these papers to the treasury was overflowing, \$30,000 the Government with his own opinion more came from the timber lands than upon the case. It therefore became the they hoped for. They only saved \$6,000 duty of the Local Government to remon. that year. In 1881 the deficiency in the strate with the Dominion Government as income from lumber was \$2,000, overit did do and also to take legal steps to expenditure \$27,000. In 1882 the shortprevent the rights of the people being age in stumpage was \$1,000, the over-interfered with. WETMORE AND PARK AGAINST POPULAR

Government did not treat the remon- expenditure. It had been charged that strance with courtesy but ordered Snow ball to go on. He (Blair) then wrote to the Federal Government with a view to avoid litigation. He read a letter from avoid litigation. He read a letter from Adams had assumed the Government was Royal Crown 03p, the Acting Minister of Railways stating that he would be obliged to interfere by been a month in office the late Secretary legal process if the Railway Department had addressed himself to the subject and would not stop the work and choose the line in the rear, and expressing a hope that an amicable arrangement could be CHECKING DOMINION ENCROACHMENT.

This correspondence shows how unfounded the charges made by Park and until after this Government came in Adams were, and that the Government power. It appears that they are not did not move in the matter until nearly every resident of Derby had requested them to, and not until after every means of arriving at an amicable settlement had been exhausted. Park knew the serious character of the obstruction. Before the injunction was applied for the Chief Commissioner, who is well known to be a careful man, investigated the matter and the conclusion he came to was that unless we were prepared to give up the whole country the courts should be appealed to.

Courts had been made, and now four Dominion Government, but he refused to months have elapsed and the injunction sink party feeling, animated with the has not been dissolved.

Hanington -It is all frozen up. Attorney General—Then why did my dain to second the resolution for a joint friend Park obtain affidavits that irrepar- committee with a view to prevent this able damage would be done if the work did not go on? Why did the Dominion adjustment of the claims. The Opposi-Government employ counsel in the matter | tion had said they wished to appeal to the and strenuously argue it? The people of people. No one could predict with cer-Derby felt a debt of gratitude to the | tainty what the result would be in any Government for their action. He felt one county, but he felt sure that the

THE INJUNCTION WOULD BE SUSTAINED, that the Dominion Government would the late Government, but afterwards joinhave to recede from the stand they have | ing them, and said the country well knew taken, and acknowledge the rights of the the value of his denunciations. Why Province. The Opposition had hoped to show that Snowball and the N. & W. government? Is is that the people may Company were responsible for the proceedings but the correspondence did not bear of Northumberland to

them out. POOR PARK AGAIN NAPPING. tions given to obtain affidavits on which to they wish to enable him to obtain vast apply for injunction? I was told on Nov.3rd | tracts of public land for a song and build by the Secretary that the Government had roads to it out of the public treasury? 500 Barrels Olive Branch. not interferred, and that he would come and | Do they wish to enable the honorable see the place and if there was not any member for Sunbury to exhibit his dexobstruction to the highway nothing would | terity in transferring money from the be done. If the affidavits were made on | public treasury to his own pocket? No. Nov. 5th, instructions must have been the country does not desire to return

Attorney General-This explanation does not alter the case. The Government had not interferred on Nov. 3rd, but an Order-in-Council had been made on October 17th, directing the Attorney General to interfere when necessary, and the Secretary did not know that it had been necessary to interfere at that time, but when he came to Fredericton, as he did To Michael McLean, of Newcastle, in the County after Nov. 3rd, he found that it had become necessary and he (Blair) at once telegraphed to Newcastle to have the

affidavits prepared. The Provincial Secretary asked leave to next, at 12 o'clock, noon, explain what had taken place between him and Park. He had met Park on the date he speaks of. A gentleman named Mitchell [Mr. Jas. Mitchell, of Newcastle] was with him. They complained of the action of the Government. He told them Murray, being the same piece of land conveyed the Government had information sufficiently strong to warrant them in applying for an injunction. They asked him to come up and see the place, and he said he would like to come if he could, and Park The Opposition had complained that the misunderstood him it he thought he had said engineer who surveyed the route of the road was made Provincial Engineer. He did not assent to the proposition that because a gentleman was in the employ of a Fredericton he saw that action would

Park desired to convey the impression that he (Blair), actuated by feelings against the Dominion Government, had begun colleagues. This could not be sustained in view of the order of Council of Oct. 17 referring the matter to the Attorney General and Chief Commissioner. The Pro- Constantly Making, Smelt Shooks. vincial Secretary knew this, but he did not know that the Chief Commissioner had advised proceedings to be taken immediately and any one who went over the ground would agree that the proceedings were necessary. He read the affidavit of James Carter spoken of by Park, which showed better rails than any road in the province, except the Intercolonial. Its grades are showing the extent of the encroachments, within the maximum, except one or two, and the dangerous condition of the high which will be remedied it possible, and way. The affidavit is dated November

MR ADAMS MANUFACTURES "OFFICAL INFOR-

already authorized. The House took re

At 7.30 the Attorney General resumed. He referred to a statement made by Adams before recess that the Government Engineer had said that the Government had obtained the Indiantown Branch injunction to prevent the building of the road. He said that the House would be surprised to know that the allusion was made in a bantering way by Maxwell to Adams as they passed each other in the ante-room a few moments before. He read Maxwell's resume of the conversation which was that he (Maxwell) had simply said in reply to an observation by Adams that the Indiantown Branch would never be finished and the Dominion Government was glad of the injunction. Adams had wished to convey the impression that it was a formal statement by the

Adams-I repeat what I said. DANGEROUS MEN TO TALK TO. Attorney General -This only shows how regrettable it is that gentlemen will retail private conversations, another instance of which we had from Mr. Park this afternoon. Their whole stock in trade seemed

to be the relating of private conversations and correspondence. He then referred to the payments, to what Adams had called the "Patent Combination of Crocket, Gregory, Lurgin and Blair." He did not charge that the payments were wrong. He did not commit himself to an erroneons statement as his leader had done about the Agricultural Report.

THAT OTHER COMBINATION. His information as to the payments was valuable, and it is a wonder that he did not push his investigation further and discover the combination of Fraser, Wetmore, Winslow and Cropley which had drawn \$7,859, as against the \$6,500 drawn He denied the correctness of Park's statement that the proceedings in the Indiantown Branch injunction were taken had given their patronage to their friends, and it would not be found that the late Opposition had complained. He would close his observations on the financial Plate Beef question by saying that all the Opposition had been able to show, the whole sum and substance of their charge is, that the income for the last year fell short of the expenditure by \$12,000. This would be serious if it were due to extravagance, but as had been explained by the Secretary it

THE OVER EXPENDITURE was small in comparison with those of recent years under the late government. In 1878, there was a shortage of \$13.000,

In 1879 there was a shortage of \$25,000

diture exceded the income \$213,000, owing to the extinction of the floating debt. He thought that these comparisons No doubt Wetmore and Park would were favorable to the Government, adding have done nothing. No doubt they the necessary over-expenditure on educa-would have submitted to have the rights tion to the shortage in stumpage and we of the Province taken away. The Federal get \$31,000 as against \$12,000 over-

> urged it with persistence and vigor. He regretted not having the late Secretary's letters at hand, but the members of Par-liament could bear testimony to his efforts in that behalf. To whomsoever the credit is due the money was not paid pleased it is paid.

ADAMS HAD SAID HE WAS SORRY it was paid. So filled is he with feelings of hostility to the Government that he had rather the money had not been paid at all than paid to this Government. Such a course is unpatriotic. The welfare of the Province is a minor matter with him, so long as he can acquire strength for his party and weaken the administration, and in this he is not alone, as was shown by the refusal of the leader of the Opposition to second the efforts of the Government to pre-It was only then that application to the sent the just claims of the Province to the same feeling as actuates his friend from Northumberland. He refused with dis-

result of the verdict of the constituencies would be in favor of the Government. He charged Adams with having denounced

HAVING RID THEMSELVES OF THE PESTI-Mr. Park-At what date were instruc- do they wish to suffer from it again? Do sent before the 3rd. This was why I said the proceedings were sprung without the knowledge of the rest of the Government. This was why I said those gentlemen to power, but will sustain the present Government in an honest administration of affairs

Jeremiah Harrison

Zaw Etc.

of Northumberland, laborer, and all others Take notice that there will be sold at Public Auction in front of the Engine House in Newcastle on Wednesday, the twenty-fifth day of March All that certain piece or parcel of land situate, lying and being in Newcastle, aforesaid, being part of lot number one and granted to the late William Davidson, bounded on the north by Mitchell street, west by lane leading to the Marsh, south by lands owned by the heirs of the late James Ryan, and east by lands owned by John to the said Michael McLean by James O. Fish by deed dated the twenty-seventh day of September, A. D., 1877, as by reference thereto will more ully appear. - Together with the buildings, im provemens and appurtenances,
The above sale will be made under and by virtue of a Power of Sale contained in a certain Indenture of Mortgage bearing date the 4th of October, A. D. 1879, and made between the said Michael McLean and wife of the first part and Alexander Ferguson, late of Derby, in the County aforesaid, of the second part, and recorded in the office of the Registrar of Deeds in and for the

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A pplication will be made at the next session of the Local Legislature of New Brunswick, or an Act to Incorporate a Company to construct, a line of Railway connecting with the Intercolonial Railway at or near Storan's Gulch, so called Ed thence to the Miramichi River, and terminating at some point in the Middle District of the Parish of Newcastle. E. HUTCHISON.

NOTICE.

A pplication will be made at the next session of the Legislature of New Brunswick, for an Act to Incorporate a Company for the construction and of a Railway, from a point on the Northern and Western Railway, at or near Cross Creek, in the Parish of Stanley, in the County of York, up the Valley of the Nashwak River as near as may be, and through the Parishes of Stanley and Bright, in the County of York, and the Parishes of Brighton and Aberdeen, in the County of Carleton, to a point on the St. John River, in the County of Carleton, between Hartland and the County Line between Carleton and Victoria Counties. Line between Carleton and Victoria Counties.

NOTICE.

gredericton, D 1st 1884.

Application will be made at the next/session of incorporate a Company whose object it is to construct a line of Railway to connect with the Northern and Western Railway at or neaf Boiestown, running through the parishes of Ludlow in Northumberland, Stanley in York, and Brighton and Northampton in Carleton (or such othe parishes as may be deemed advisable in si Counties) to of near Woodstock in the County of Carleton; also a line of Railway connecting with the Northern and Western Railway at or near its crossing of the Miramichi River in the Parish of Blackville and maning through said parish and the parish of ... athesk and thence through the Counties of ceton and Victoria, or the said or near Grand Falls in hes and connecting North k and Southesk in the

Said Counties Lara, Mictoria Chatham, D. E. E. 1881.

County of It briber and, and branches in the

NOTICE is hereby given that application will be made at the next session of the Legislature of the Province of New Brunswick for an Act to authorise the Town of Chatham to issue Debentures for the sum of twenty thousand dollars, redeemable in twenty-five years, with interest not exceeding six per centum per annum, and to provide a sinking fund for redemption of such Debentures, said sum of twenty thousand dollars having been voted by said Town as a bonus to the

Brunswick, to aid in the construction of the railway between Fredericton and Chatham.

Northern and Western Railway Company of New

Notice is hereby given that application will be nade to the Legislature of New Brunswick for an Act to Incorporate a Company to build a Railway from a point on the Intercolonial in the Parish of Newcastle, in the County of Northumberland, to and through or near Douglastown and as near as may be to the North side of the Miramichi, to the line between the Counties of Norhumberland and Gloucester, so as to connect with the proposed extension of the Caraquet or Shippegan Railway, so called, in the County of

its next sitting, providing for the erection of a new parish in the County of Kent, taking for the purpo se thereof portions of the Parishes of Richibucto and St. Louis. Richibucto, Kent County N. B.

Avis est par ces presentes donne qu'un Bill sera presente a la prochaine Session de la Legis-lature Locale a Fredericton pourvoyant a l'erection d'une nouvelle paroisse dans le Comte de Kent, renfermant pour ce propos une portion des Paroisse de Richibouctou et de St. Louis. Richibouctou, Comte de Kent, N. B.

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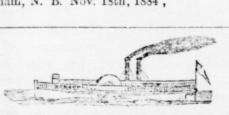
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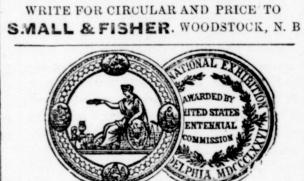
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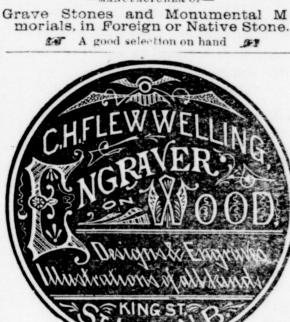
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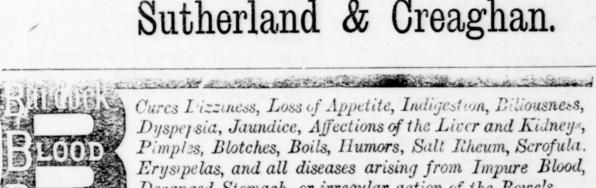
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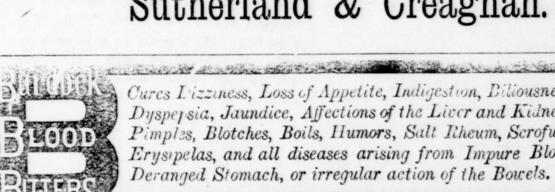
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