

New Advertisements

AS. CAPITAL PRIZE, \$150,000. We hereby certify that we supervise the arrangements for all the Monthly and Quarterly Drawings of the Louisiana State Lottery Company...

Commissioners. We the undersigned Banks and Bankers will pay all Prizes drawn in the Louisiana State Lotteries which may be presented at our counters.

UNPRECEDENTED ATTRACTION! OVER HALF A MILLION DISTRIBUTED.

Louisiana State Lottery Company. Incorporated in 1868 for 25 years by the Legislature for Educational and Charitable purposes...

EXTRAORDINARY QUARTERLY DRAWING IN THE ACADEMY OF MUSIC, NEW ORLEANS.

Capital Prize, \$150,000. 1 GRAND CAPITAL PRIZE OF \$150,000...

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General Business.

JUST ARRIVED! a large lot of plain and fancy GLASSWARE and EARTHENWARE, HANGING LAMPS, PLAIN FLOWER POTS, F.C.V. HANGING FLOWER POTS, MILK BASINS, BUTTER CROCKETS...

which Goods we will sell at extremely low figures.

A. H. & H. Marquis, opposite, Golden Hill, Chatham.

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OF THE THE

International S. S. Co.

SUMMER ARRANGEMENT

BOSTON DIRECT!

400 M. SHAVED CEDAR

SHINGLES.

Will sell in Car Load Lots or small lots to suit Purchasers.

ROGER FLANAGAN FLOUR FLOUR

125 bbls. COOK'S FRIEND, patent, 125 " PARAGON, patent 125 " TRIUMPH, " 125 " FOUNTAIN, "

E. A. STRANG, - Chatham

THE KEY TO HEALTH.

WHIPPS! WHIPPS!

CALL AND IN SPECT.

Sled Shoe Steel, CAST STEEL, IRON AND CHAIN, always on hand.

J. R. GOGGIN, General Hardware Merchant

ADVERTISERS Can learn the exact cost of any proposed line of advertising in American Papers by addressing Geo. P. Rowell & Co., Newspaper Advertising Bureau, 10 Spruce St., New York.

FRESH GOODS OF Superior Quality

Always to be found at M. J. STAPLES'S, 111 Vandy Building, Chatham

The "Imperial Wringer."

Wash-tub Stand. Clothes Forks, etc.

JUST RECEIVED. New device for cleaning on Wash-tub labor and light on left to be done.

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Removal.

The ADVANCE office is removed from the old stand Upper Water Street, to the building next (east) to Messrs. Guy, Bevan & Co's Office, Lower Water Street Chatham.

Miramichi Advance.

CHATHAM, N. B. - JUNE 10, 1886.

Politics.

The session of the Dominion Parliament, which closed last week, aside from the debate on the Riel question, has been uninteresting. It has also been barren of much necessary legislation. The revenue for the next financial year—and even more—has been distributed with a liberality that either forbodes dissolution or a hope in future prosperity which the present condition of trade does not justify.

The hint in the Governor General's speech, when he said good bye till next year, is no sure index to the gambling mind of an astute man like Sir John A. Macdonald, who, with an affection grown into habit through a long life of practice in artifice, delights in surprises, and who would rather go crooked than straight to an object, for the love of the thing.

Time will either intensify or obliterate the disaffected bolters in the French camp, while the condition of the country and the temper of Ontario will be spinning-totums for a while. The local election in Nova Scotia, in which the administration goes to the people with the opposition to Ottawa formulated into "Success," cannot be otherwise than an additional element of trouble in the political waters, while the Quebec local election claims its usual interest.

In the latter Province it is difficult even to speculate on the direction in which a people will go who are more moved by impulse and blood than policy or reason. They cast their hearts and not their brains into the ballot box and regret to day what they did yesterday.

Whether this year or next, the end is approaching, when the country will be face to face with two alternatives and there is much to be done to make the new constituency created by the Franchise bill of last year give no uncertain sound. The policy of subsidies for goods, bad and no reasons but parties ones, has been reduced to a science by the present Government and the passion for public money has been so cultivated that its effects have been such as to even unhinge the minds of men who, in order to spoil the spoils, partake of a share in the general scramble. The end of this will be at the bottom of the treasury. In the meantime, help ourselves is the motto for patriot, politician and jobber. Economy will come, eventually, but only when the means of extravagance are exhausted.

It has been said by an excellent authority that the present House of Commons is the poorest in ability, in independence and public spirit that has ever met in Ottawa, or in old Canada, either. There are several men in it of marked powers, who would do credit to any deliberative assembly, but the rank and file are below mediocrity and have been selected by the constituencies for purposes other than legislative and deliberative. Party has become the object and end of Government, so that it is not men that are wanted but followers—mere machines to vote and count; who illustrate that inference which sleeps on duty and in debate and only wakes up to vote with a regularity and precision which would allow the division lists to be stereotyped, and thus save the time and monotony, as well as the physical effort of being recorded. At present the Commons—and for that matter the Senate also—have ceased to be deliberative bodies in the proper sense of the term. They have, by their proceedings, intensified sectional conflict and party struggles for place and emolument. The interests of the country are lost sight of in the heat and rancor of politics, as distinguished from statesmanship and impartial administration of law and finance. The majority triumphs ungenerously over the minority with all the malignity of a savage over a fallen foe, and soils victory with revenge. The House of Commons has become more a Congress of ambassadors than a convention of the State to deliberate on measures for the general good, framed, if you will, on the lines of a policy which a party agrees to promulgate but that is not designed to perpetuate a party at the expense of the commonwealth. When the necessities of party stuff judgment and suppress the conscience, or presume to rise above a mere agreement of opinion on some matters of state importance, a schism in the state has begun which may end either in the destruction of the party or a revolution in the state, just as the stronger survive. The defeat of the party that advances so far beyond the limits of its constitutional functions is to be preferred, and its ambition should meet the fate of Caesar. And in the conflict Caesar was slain—sic semper tyrannis. And so be it with any party that through long life in office assumes possession of a trust, or, in a lust for power and a base love of money, stands on the privileges of the people to assail their rights.

The advent of honest men to administer the Government of Canada was never more urgent than at present. Whether these men are at hand to meet the hour remains to be seen at the approaching call on the people, which we are impressed to believe is nearer than is generally expected.

Home Rule. Mr. Gladstone's scheme of Home Rule for Ireland was defeated on Monday night last by a majority of 30 in a House of 652 members present, excluding the Speaker, out of 670, or only seventeen absentees. This is the largest attendance on record as far as we can recollect and shows an interest and

struggle second to none in the generation. Although the scheme proposed by Mr. Gladstone is rejected and with it the principle of a separate and independent Parliament for Ireland, yet the growing necessity and advantages of some rational plan of local self-government, not alone for Ireland but for the rest of the United Kingdom, has received no check in the result of the division. Indeed we believe that the ways have only been thoroughly greased for launching a comprehensive measure applicable to all and peculiar to none.

We wait with interest to see the next scene in the acts of a drama of continental "evolution. Whether Mr. Gladstone will appeal to the country or having failed to carry his ideas into action will allow Lord Hartington, Mr. Goschen and Mr. Chamberlain a free opportunity to formulate their plans with the support of Lord Salisbury and the Conservatives, remains to be seen. Probably the remaining routine business of the session will be disposed of and Parliament prorogued, giving a breathing pause in the strife of party warfare for consideration, readjustments and it may be, compromise between extremes, where all great constitutional changes eventually settle themselves. It may be said that the first heating and hammering of local self-government has been effected and the crude metal is again put back into the furnace of public opinion to be finally taken out and forged into true shape under the united strength of a consenting people.

What the Americans do. The N. Y. Herald and other papers that take extreme views of the fishery question do not appear to comment very severely on the United States authorities for seizing a Spanish smack that was caught fishing on the coast of Florida. The vessel was the Clotilde and her captain said he was a poor man who was compelled to fish in American waters, in order to support a large family. Collector Cotter of Cedar Keys confiscated the vessel. Why doesn't the Herald say the collector is a robber, pirate etc., as it does in reference to the Canadian officers who protect our fisheries?

Ottawa. There was considerable debate in the House of Commons on 28th ult. over the matter of railway subsidies. In committee of the whole House resolutions were moved and discussed as follows (Hansard report)—To the Northern and Western Railway Company, for ten miles of their railway, intervening between the termini of the Province of New Brunswick, the one from Fredericton and the other from Indian-wood, and an extension of two miles down to deep waters at Chatham, in the Province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole, \$32,000.

Sir John A. Macdonald. The Northern and Western Railway extends from the City of Fredericton and runs in a North-easterly direction to the town of Chatham on the Miramichi, forty-five miles, and is now subsidised from Fredericton to Indian-wood, forty-four miles. It was estimated those distances would cover the grant. But the estimated distance was eight miles short, which it is necessary now to provide for, besides the two miles of extension to deep water at the town of Chatham, so as to obtain facilities for ocean traffic at that point. I observe that the application of the company indicates that the latter object, which is to be gained by the grant for two miles, cannot be accomplished by such a subsidy as the hon. gentleman proposes. Their statements that it would take a subsidy of \$25,000 to accomplish this.

Mr. Blake. Has the hon. gentleman, any further assurance, for there is none here, that the grant will accomplish that which the company says cannot be accomplished for less than \$25,000? Sir John A. Macdonald. There is no assurance, but it is the intention of the City of Chatham to contribute the balance.

Mr. Mitchell. We will come back by-and-by for the original sum. Motion agreed to. [It will be observed that Sir John was a little mixed on distances, and also on the intentions of the city of Chatham.—Ed.] For a railway from a point on the International Railway near Newcastle, in the Province of New Brunswick, six miles a subsidy not exceeding \$3,200 a mile, nor exceeding in the whole \$19,200.

Sir John A. Macdonald. This road is destined to leave the Intercolonial Railway about three miles north of Newcastle and run down to Douglastown where large sawmills are in operation. It will give great facilities for the fishing trade of the village of Chatham on the opposite side of the river. It is proposed there shall be an amendment in this way. It provides now for a railway from New-castle to Douglastown. I would add the words "or via Douglastown to a point on the River Miramichi, opposite the town of Chatham, so as to have a ferry crossing to Chatham."

Mr. Weldon. Is it a feeder to the Intercolonial Railway? Sir John A. Macdonald.—We do not say that. Mr. Blake. This is one of the cases in which I think the honorable applicant is to be congratulated. My hon. friend from Northumberland applied for four and a-half to five miles of subsidy, and he has got six miles. Many others have applied for large quantities and they have got less. But my hon. friend, so influential in his position, when he asks for four and a-half miles, the Government give him one third more. Where this tail of one and a-half miles long is to be appended I do not know; but so it is. Still I must admit there are countervailing considerations. My friend's application was, besides his great influence, based upon valuable consideration. It is one of the most potent applications I ever read. It is contained in a letter to the First Minister in which is recounted a conversation my hon. friend had with that hon. gentleman during the previous Session of Parliament. I think, or some time before. The letter is dated 18th May last, and the hon. gentleman after pointing out that he had applied for this subsidy the previous Session said: "I discussed the matter frequently with the Minister of Railways last Session, and had a personal interview with your friend upon that subject, and the assistance which you have performed your important duty."

I would be satisfied provided the two short lines of railway which I had asked for were subsidised so as to enable the country to get substantial benefit in some way or other."

The First Minister should state the account between Northumberland and the Dominion Government. The Dominion Government debtor to hon. member for Northumberland, for one Senator extracted from Northumberland and removed to Westmoreland, so many thousand dollars. Creditor, per contra, by one railway subsidy. Account balanced; paid in full. Friend Mitchell. I congratulate my hon. friend upon the cogency of that application. Although his reasoning had effect with the First Minister, it did not prevail with the Minister of Railways, because the hon. member points out that he made several applications to the Minister of Railways but could get no reply, and he goes on to say: "At an early date in this Session I again addressed the Minister of Railways upon the subject, asked him to provide the bonus customary in such cases and referring to the correspondence on file in his office, he had several interviews with the Minister on the subject but without any satisfactory result."

So that, having unfortunately not succeeded with the Minister of Railways, he renewed his first application to the First Minister, who understands—as I observe from certain transactions which have not unfrequently occurred—notably the one in the Senate Chamber—how to make these arrangements in an admirable political manner. I understand he can swap off a senator for a branch of railway.

Mr. Mitchell. I suppose the right hon. gentleman will excuse me if I take upon myself to make the explanations the hon. gentleman seems to desire. He asked for four and a-half miles was granted six. It was because I represented the fact that, although the company chartered for the purpose of building the line to Douglastown, only made their application to Douglastown, it is necessary to go on to navigable waters, a mile further off; and therefore I asked for the additional mile, because I knew they intended to carry that out and their application failed to represent that. As to the other part in which swapping off comes up, as my hon. friends say, I will say this, that I understood last year, from a casual conversation, that I would probably get this little bit of railway; but for some reason or other it was not given. Perhaps it was not convenient; perhaps it was because I got my share, but it was allowed to stand over. However, after having written that letter, I happened to pass the chair of my hon. friend and asked him if he had received it. He said he had not. I said I wrote about that little railway subsidy. He replied: Oh, Mitchell, you deserve it; Sir, you have earned it. I said I thought I had or I would scarcely venture to apply for it and he has been as good as his word and given me the subsidy. I must say to the credit of the Government, that the head of the Government does not allow any feeling to exist on his part against an hon. gentleman who is independent enough to give him his advice. I thank him very much for the little railway I got. As to the point about the senator, I think, if I recollect correctly the conclusion of the conversation, the right hon. gentleman, when he said that I was at, laughed and said: "Oh, old boy, you are worth the justice instead of the shadow." "That is just what I am after; if you give me the railway, you may keep the senator."

Mr. Blake. Then we are to understand that the market value a county puts on a senator, varies from \$18,000 to \$19,200. Mr. Mitchell. Whatever it may be, I believe my county is better satisfied to have the little railways than to have a successor to the senator, though we ought to have the senator too.

Sir John A. Macdonald. Oh, Mr. Blake. I really must sustain the First Minister. I think he has given the hon. gentleman a quitance in full on his own terms. He did try to get the senatorship, but he compromised and said he would take the subsidy. He has got the subsidy, with many thanks, and he ought not to press for the senator too. Besides, the senator is still alive.

Sir John A. Macdonald. That is unfortunate, or he would have it. Motion agreed to. On 2nd inst., the day of prorogation, while the estimates for wharves and piers in New Brunswick were being passed.—Mr. Mitchell complained that his requests for a pier at N-gause, N. B., had been wholly disregarded. He had coaxed the Government into it, then he tried pressure, then he tried something a little stronger. Mr. Mills.—Whiskey and water. Mr. Blake.—How much was it over proof? Mr. Mitchell, continuing, said that the Minister of Public Works had told him that he had been attacking the Government lately, and that it would be very hard to get the matter through the Council, that he (Mr. Mitchell) knew how it was. (Laughter.) He would like the Government to grant his request, because it would strengthen his hands at next election. (Laughter.)

Sir John Macdonald.—Will the hon. gentleman take a senatorship instead? (Laughter.) Mr. Mitchell said he rejected the offer with disdain. He would rather have the wharf than any senatorship. Sir R. Cartwright implored the Government to give the hon. gentleman his pier. Mr. Blake.—My hon. friend for Huron has asked for something that is quite impossible. He says, "Give the hon. gentleman his pier." Where shall we find it? (Laughter.) Sir John Macdonald said that there were no piers in this country, but he had offered the hon. gentleman the next best thing, a senatorship.

Mr. Blake said that a certain amount of decency ought really to be observed. Mr. Mitchell.—Don't lecture me. I don't belong to your party yet. (Laughter.) Mr. Blake said the hon. gentleman should not say quite so openly that the object of these grants was merely to strengthen the members in their constituencies. I am honest.—Why, you know it is. I am honest about the matter. (Laughter.) At about 8.30 p. m. one of the most barren sessions held at Ottawa since confederation ended by prorogation. The following is the Governor-General's prorogation speech: Honorable Gentlemen of the Senate: Gentlemen of the House of Commons: I desire to convey to you my best thanks for the assistance you have afforded me in the discharge of my duties, and for the interest which you have manifested in the important duties of the session. The legislation of the session has been of an eminently practical character, and has done much to aid in the promotion of the material progress of the country. The grant of representation in the House of Commons to the North-West Territories will, if sanctioned by the Imperial Parliament (of which there is no reasonable doubt), give the people of

that vast region an interest and voice in the affairs of the Dominion and enable them to lay the wants and requirements of their country, with authority, before the Council of the nation. You have at the same time conferred upon them the bonus of an efficient judicial system and a speedy and inexpensive mode for the redress of property in land.

The measure for the establishment of a Central Experimental Farm with auxiliary stations for the Provinces will be greatly appreciated by our agricultural population. I congratulate you heartily on the completion of the Canadian Pacific