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Indiantown Branch, Again. It will be seen by the Hansard report of remarks made by Mr. Temple and Mr. Mitchell in the House of Commons on the subject of Indiantown Branch, that while Mr. Temple stated what was quite correct in reference to the comparative uselessness of that road, he was so incorrect in other respects as to lay himself open to the charge of making misstatements, thus giving Mr. Mitchell an opportunity of which he was not slow to take advantage, to Mr. Temple's discomfiture. Mr. Mitchell. himself, however, was not quite correct in his presentation of the facts. It is true that when Sir Charles Tupper gave notice of the railway re-Intercolonial to Moran's, it applied to a line running by the north side of the Southwest Miramichi only. but before the resolutions were sub mitted to the House the wording was so changed as to make the subsidy apply to either side of the river. This was done in consequence of a at all, but for the first thirty-two miles of the Northern & Western,

starting from the Intercolonial Rail-

To please Mr. Adams and a few other such friends of his, Mr. Mitthe following session, while a subsidy for a few miles more was granted to the Fredericton end, to please—as Mr. Mitchell states-Mr. Temple. Mr. Mitchell, at the same time, induced the government to undertake the construction of the Indiantown Branch as a part of the I. C. R. The design plainly was to break down the Chatham end of the Northern & Western enterprise. It failed. Mr. Mitchell has whatever satisfaction may be derived from pleasing those for whom he lent himself to the transaction. Mr. Temple was a consenting party to the arrangement, and if these two will quarrel over such unsavory bygones, and, in doing so, make erroneous statements, we must perform the duty of keeping them straight. Had Mr. Mitchell been better advised in the matter, and his friends of the time more patriotic and less short-sighted, the Northern & Western railway would have crossed the Southwest at Derby and followed, substantially, the route of the present Indiantown road, and run thence to Blackville. The pigheaded-friends of Mr. Mitchell, however, had different views of the matter and were so vain as to believe they could have them carried into effect. Some two or three hundred thousand dollars have been wasted on them and, now, Mr Temple blurts out the truth. Well-"When rogues fall out" etc. But the honest folks money is spent and that's where the

trouble is. The Scott Act, otc.

We are having the experience of most communities in which the Scott Act is or has been in operation. The Inspector appointed at the January session of the Municipal Council is | Everett, Geo C Hunt, wife and daughter already "off duty," the cause being been served upon him, as well as upon the Secretary-Treasurer and Warden of the County -

IN THE SUPREME COURT, EX-PARTE JOHN with exhibit thereunto annexed. I do order that the municipality of the county of Northumber-land do show cause at the next Michaelmas Term of this Honorable Court why a writ of Honorable Court a certain order for assessmen made by the Council of the said municipality directing that certain amounts be imposed and levied upon the said County of Northumberland. cluded in which is a sum of five hundred dollars as salary authorized to be paid to one Thoma Vve as Inspector for enforcing The Canada Tem perance Act, 1878, and all proceedings on which the said order was founded, with a view to so much of said assessment as relates to the asse the said Thomas Vye as such inspector, and all proceedings therein being quashed, and let no turther proceedings be had by the said Thomas Vye as such Inspector, and let copies of this rule be served upon the Warden and Secretary of said municipality and upon the said Thomas Vye.

Dated this 29th day of June, A D., 1887 A L PALMER, J S C. The matter came up in the Municipal Council on Tuesday, and the teeling seemed to be that while the injunction would be set aside, the game was not worth the powder being expended on it. It is a notorious think a good license system would be far preferable to the present farce of pretending to enforce the act. Th council ordered the payment Inspector Vye's salary for the past two months, and it was understood that, while the injunction is pending he shall not be on duty or under pay. At the same time, it was ordered that the Secretary-Treasurer take the necessary steps to defend the municipality in its position in respect of the Inspectorship. As the legal adviser of the Municipality, Mr. Thomson said the injunction could not, in

any ratepayer refuse payment. Our Visitors

his opinion, interfere with the collec-

tion of the contingent assessment.

and it was ordered that such collec-

tion should be enforced by law should

A party, composed of about seventyfive ladies and gentlemen from Fredericton, Marysville, St John and elsewhere, made an excursion from Fred ericton to Chatham on Wednesday last, and thence to Richibucto on Friday, the splendid bridge was crossed, and many approached a salute was fired from on hon. gentleman, and with which he will time.

by way of Chatham Junction. The party was organised by Mr. C H Lugrin, Secretary of the Provincial Board of Agriculture, and while some of its members called it a "press" party -because, we presume, representatives

of the press were largely invited to join it, and a good many papers sent staff members or special correspondents along with it-it was, properly, a party representing business and professional interests of the province who thought it worth while to employ a short holiday season in seeing a section of the country made more easy of access to them by the opening of the Northern & Western Railway. Mr Lugrin led a similar expedition into the Upper St. John country last season, and many of those who composed it were amongst son the excursionists of last week. These old campaigners, as well as the recruits of this year, seemed to enjoy the trip of last week very much, and it is, therefore, probable that each succeeding summer season will have its excursion in some new direction, under Mc solutions which embraced the grant Lugrin's unostentations, but, none-the- has, in so many lines of industrial activity. for a subsidy for the road from the less, efficient and courteons management, while, should he choose to retire from the leadership, a new Moses will arise to lead the waiting tribe to any land of promise into which railway. steamboat and hotel enterprise may have

After meeting with the party and making the acquaintance, individually, tives make such reports of their sayings | thence men interested in the Northern & and doings as lead to the conclusion Western, so that the vote as passed | that, on the whole, they had an enjoywas not for the Indiantown Branch | able time of it. It was quite evident that they had started out with a determination to make the most of anything out of which enjoyment could be extracted, and to get by, or over, or under whatever persons with other intentions might find disagreeable. was just such a party as one would chell was induced to consent to the like to meet in city, town or country withdrawal of this subsidy during creditable to the communities represented in its membership and to the

preceded them.

taste of the gentleman who organised it The ADVANCE representative, who was accompanied by a small party that went out the road at his invitation to meet incoming friends and joined the excursion at Doaktown, where dinner was in progress at Mr. | ham junction. This is the present eastern J. L. Murray's Hotel. Mr Lugrin was busy seeing that the members of party had their wants in this respect attended to, the superintendent of the Northern & Western-Mr Hobensharing in the commendable work, for the Railway Company, in addition placing a special train, consisting of two first class cars and refreshmen car, at the excursionists' service, also arranged for the Doaktown dinner. About an hour was spent at Doak-

town, and when the train left for Chat-

ham, it afforded one an opportunity to ascertain the number and personnel of the party, which consisted of the following:-Mayor Thorne and wife, St. John; Thos. W. Peters, Alderman for Wellington Ward, representing the Warden of St; John county; Hon. Attorney General Blair and daughter: A. A. Stirling, Sheriff of York, and wife; Wm Douglas, M. P. P. for Charlotte; J. E. B. McCready, editor of the Telegraph, and wife; Ira Corn wall, jr, of the Montreal Gazette and wife; Frank Ellis of the St. John Globe: O. S. Crockett, of the Fredericton Glegner; W. F. Kerr, of the Sentinel. Woodstock, and wife; Valentine Landry of the Courier, Bathurst, and wife; Miss Jenks, of the North Star, Presque Isle; from Marysville there were Alex Gibson, James Gibson and wife, and Alfred Rowley: from St. John were Geo Barnhill wife; John Tapley and wife and Mrs D McLellen. Among those also from Fredericton were Geo F Gregory, wife and daughter, Mrs T W Whitehead, Mrs John Allen, Thos Hoben and daughter, William Lamont and wife, C H Lugrin and wife: Miss Lugrin; Miss Carman, Mrs F P Thompson, the Misses Mrs Geo Babbitt, T B Winslow, wife the following injunction which has and son, Alex Murray and wife, David Hatt and wife, Jas E Simmons and wife, HG Estey and wife, RW L Tib. betts and wife, Mrs M A Akerley, Mrs Geo Wilson, Miss Louise Thompson, Miss Jennie Edwards, Miss Helen Thompson, Miss Louise Mc-Laughlan, Miss Logan and others. A number of ladies and gentlemen had accompanied the party as far as Doaktown, but returned by the regular train. Among these were Z R Ever- skirted by pretty and interesting villages, ett, W T Whitehead, Geo Babbitt Ernest Tapley, D Murray, A G Robinson, Geo A Hughes, Mr and Mrs ment of the said amounts for the said salary of | Yerxa, E W Chestnut, Miss Rainsford. The party who went up from Chatham, consisted of Mrs John Shirreff, Miss Shirreff and Miss Jennie Shirreff, Miss Winslow and Miss Eadie Winslow, Miss Melick, Miss Murray, Mr Harry Shirreff and Mr Smith of the AD.

VANCE, Mr. H. M. Balkam joining them at Blackville desired, save that the temperature was about 90 in the shade and seemed to increase as the train fact that there is really no appreci- North. The fact that "Mr Gibson, able abatement in the liquor traffic, himself," was not with the party was and the great majority of our people regretted, but as so many of his working staff had joined it, he had decided that he must remain behind and look after business. He had boarded the train at Marysville and wished the party a good time, and as they were having it, and were so much indebted to him for it, they naturally wished he had entertainment was enjoyed. There was a stop of only a few minutes at Blackville; and at Chatham Junction. the President of the Railway, J B Snowball, Esq. boarded the train and was introduced to the members of the party by Mr Lugrin.

For an account of the excursion, it is perhaps, most fitting that we should let others speak of its experiences on the Miramichi, and we, therefore, transfer to our columns what the editor of the Telegraph, Mr McCready, wrote on the subject. After reference to the his report is as follows:-

OFF FOR MIRAMICHI. On Wednesday morning all the coaches were engaged to carry the party to Gibson the immediate point of departure. Fredericton and its surroundings were looking ated with flags, and bearing Mr. and Mrs. that the road complained of is the road (Mr Mitchell.) He was occupying an in- was voted after he came here. I tell him their best in the bright morning air as Snowball and other friends. As they that the Government built to satisfy the dependent position in this House at that it was voted a year before he came, and returning to Fredericton on Saturday an eye turned to admire the fair city we board, and, amid cheering and waving of not be satisfied without a further outlay. Mr Mitchell-As I do now.

Through the kindness of Mr Alexander Gibson, the president, and the directors of the Northern and Western Railway company, a special train was here ready for the conveyance of the party over their new road from Fredericton to the Mirami-

These bright and comfortable new ears were the home of the party during all the land journey to St Louis and back to Fredericton. Here began the long series of introductions between different nembers of the party who before were not personally acquainted, resulting in many new and pleasant friendships in the days following. Our special train dashed away at rapid speed and in a few minutes came to a stop at Marysville, where the party received several additions.

this section of the province passed through the train and cordially greeted the different members of the party. In sight of his great cotton mill and the prosperous town that has grown up about it. the place is redolent of the business energy, enterprise and sagacity of one man who eclipsed alike his contemporaries and pre-

decessors in New Brunswick. The lower valley of the Nashwaak, through which we were carried at rushing speed, appears a fertile and prosperous agricultural region. Our rate of speed soon overtook the regular train which had started an hour in advance. After a short stop at Cross Creek station we proceeded up the creek, across the intervening highof all of its members, our representa- lands to the valley of the Taxis, and

were about to leave behind.

ON A DOWN GRADE to the bank of the South West Miramichi at Boiestown: Onward we were whirled at splendid speed to Doaktown where halt was called for dinner-- "the guests of Mr. Gibson," we were told-at Mrs. Murray's comfortable hostelry. The dinner was so much enjoyed that it took an hour and a quarter to accomplish the completion, the ladies being first served. Meanwhile the train from Chatham arrived. bringing Mr. D. G. Smith and others from that enterprising town to meet and return with our party.

The weather was hot-- intensely so in fact-but our swift train made a strong preeze which brought cooling on its wings the banks of the Southwest, famous for salmon, and diverging had reached Chatterminus of the Northern and Western. and its point of junction with the Interco lonial and the Chatham Branch, the latter being the property of

MR J. B. SNOWBALL. Here the proprietor of the branch, who is also a large proprietor in the Northern and Western, joined us, and cordially greeted the different members of the party. The Chatham Railway, like that we had just left, is an excellent road, and enabled the special train to continue its very high rate of speed with the greatest comfort to all. It was two o'clock when Chatham was reached, and the drivers of numerous coaches and conveyances raced with each other down the slope to the hotels. Happy were they who had secured rooms in advance, for soon the leading hotels were filled to overflowing. Private hospitality was, however, abundant, and in a few minutes all were comfortably placed.

After time for a comfortable wash the

for a trip to Newcastle. It was still hot,

SAIL ON THE NOBLE MIRAMICHI was a most refreshing proposal eagerly accepted. So within a few minutes the Nelson was full freighted with the happy ex cursionists and swung off from her wharf bound up river. Twenty-five minutes later, the Nelson was at Col Call's wharf in Newcastle, and the party were spreading through the town, to the hotels for tea, to the ice cream saloons for a cooling repast, or out to see the sights. Perhaps those who postponed their supper till the return to Chatham had the best of it. as the return trip was delightfully cool and

made the evening meal more enjoyable. The evening was spent in divers fashions, in boating, sailing, driving or enjoying the welcome stains of the Chatham band which discoursed enlivening music on the square in honor of the Observation Party. Thursday morning gave evidence | wel come. that there would be another hot day, but before the heat was well on we were again affoat, this time as the guests of the Steam Navigation Company on their fine steamer the Miramichi. We were to spend the day on the water, than which nothing could be more congenial to our tastes. We had seen Douglastown, Ne! son and Newcastle, above us on the river, we were now to go

DOWN THE RIVER AND BAY. and to enjoy the cooling breezes from off

So we sailed eastward down the splendid river, passing the pretty villages of Bartibogue, on the left, and Black Brook, on the right, down into the Inner Bay, a noble expanse of water, over which has floated so many millions of value of Northumberland pine and spruce, and from beneath which an unbounded store of finny wealth has furnished its annually increasing tribute. Past Point Cheval, past Point AuCarr, skirting Bay du Vin The weather was all that could be Island, Egg Island and Fox Island; thence, changing course to northward, we

CAUGHT GLIMPSES OF THE FISHING FLEET mile limit; they were mainly American, we were told, and they were fishing. But we did not discuss the fishery question. We were sailing for pleasure, not for controversy. Besides, the dinner hour had come, the Navigation company were our hosts, and to keen appetites the dinner the pleasant scenery on view from the decks. Chatham. This reminds me that a num-St John contingent and other guests Thos F Gillespie, Hon Robert Marshall, Messrs D. G. Smith, W. A. Park and L. J. Tweedie, the latter two M. P. P's.

ON THE RETURN TRIP while yet some miles from Chatham, an- self and the Government, as I know other steamer was sighted, gai'y decor- about this, that the House should know

handkerchiefs and hats, the steamers were brought alongside each other. Then a

friends by Mr and Mrs Snowball at their the lawn and gardens, excellently kept, was followed by the service of light re-Here, among others, Mr. Alexander Gibfreshments, and some excellent music. evening boating or driving, enjoying the cool evening breeze and the bright

HOSPITABLE PEOPLE OF CHATHAM COULD DO to render the visit of our party pleasant, and the short sojourn of the excursionists on the Miramichi will be long kept in memory. When the time came to leave on Friday morning many regrets were expressed, and the thanks of the party to Mr Snowball, the Miramichi Navigation Company and others found expression in hearty cheering.

the party to Richibucto gives the following account of that part of the excursion. The excursionists on Friday morning left for Richibucto via Chatham Branch, I. CR. and Kent Northern. Leaving their own engine at Chatham Junction the cars were taken over the other two roads with the regular trains of each. At Kent Junction, where the party dined, they were kindly welcomed by J C Brown, Esq. of the Kent Northern. Thence the route was along the latter road, which runs mainly through uncultivated land and past Kingston and the farming section of the country to Richibucto. Arrived here, nearly all registered at Mr E E Phair's new hotel, "The Beaches" which was opened for the occasion. Shortly afterward Mr Phair informed us that a looking over Noble's canning factory and fishing establishment, after which we returned to the hotel in company with a number of townspeople who had spending a quiet holiday. Sheriff Wheten, Mr Livingston and Mr Phinney were and in brief time we had descended along among the number. We were also joined here by Mr W C Anslow of the Advocate. The evening was spent in dancing, sitting on the balcony, and strolling about the town or over the little island, from the summer-house in the centre of which a display of fireworks was given.

Handsome without and nicely fitted up within providing accommodation for nearly two hundred guests, and with all the advantages of a fine location, "The Beaches' bids fair to become a noted summer resort. Everything is provided for in the way of amusements. Those fond of out door games can have croquet, lawn-tennis, cricket or baseball; while, for others of less energetic disposition. to pass away the hours of a rainy day, there are the bowling alleys, the billiard room and shooting galleries. The ladies are provided with music ball-rooms are large and conveniently arranged. The rates are so moderate and such satisfactory arrangements can be made for families that several of the rooms are already engaged for the season. To Richibucto, at least, the Intercolor-

al has been anything but a benefit. The Kent Hotel, owned by Mr Wheten has only a small proportion of its former the cessation of the old mail stage. the town depended on its milling and fisheries and like Chatham, too, it has felt the depression in the former trade and the Miramichi Steam Navigation Company had seasons in the latter. But the Kent placed their pretty and swift steamer, Northern, besides providing transit for the Nelson at the disposal of the party exports makes communication and easy, and with a growing reputation as a watering place, Richibucto may regain much of its former activity and prestige On Saturday morning a flying visit was made to St Louis, 9 miles distant. The Shrine, the Grotto, the Chapel and the Convent were the chief objects of interest. Before leaving on our homeward journey cheers were given for the kind host and nostess Mr and Mrs Phair and for Mr Brown, the popular manager of the road The party were further entertained at the station by a stump speech from Mr ! Johnson ex MPP and by an oration and song from the 'brudder of much travel and great s'perience', Prof. English. At Kent departure for St John of Mr and Mrs Mc-

> A number of Chatham friends went out to Chatham Junction on Saturday ng greeting. We hope they and many like them will come again and again to see us for they may rely on a hearty

Cready, Mr and Mrs Barnhill and Mrs

of Hansard containing the official reports of parliamentary business, in order to get correctly, what was said in reference several matters relating to Northumberland The following from its pages will no doubt, be of interest to many of our

On the vote of \$17,000 for "Indiantown

Mr. Mitchell--I would like to know this vote of \$17,000 for the Indiantown Branch, is sufficient to complete the con nection between Indiantown and Farley Mills, to connect with the Northern and

Mr Temple-My hon, friend for No thumberland (Mr Mitchell) is. I think the last man in this House to say a word with reference to the Indiantown Branch I know nothing about the item at present. but I know that the road should never have been built at all. It was my hon. friend who induced the Government to in the outer bay, some 40 sail, a very build this road, and now he is continually pretty sight. They were within the three | finding fault with them for what they have done, because they have not gone far enough to satisfy him. I cannot understand the hon. gentleman. I have known him for the last thirty years, and have always had every respect for him I knew him when he was in the Local House, and he was respected there by tables had attractions even greater than everybody, but something or other in the last two or three years has come across Northward we sailed, past the lightship, the dream of the hon. gentleman, and we been with them to see how well his and the bucys, and the length of Portage can hardly make out what it is. Some Island-so long that many took it for the think he is "looney," but I would not mainland-thence to the northern shore, in | say that. I do not feel myself satisfied sight of Neguac. Turning westward, to- it is that, but I think the hon. gentleman ward the declining sun we came in sight of must forget himself; he must be in his the Indian Reserve, a conspicuous object dotage. So far as Indiantown Branch is if the hon. gentleman made any statement being their church, while around were concerned there are two roads, and the that I was induced-because it was on my some apparently well tilled fields, and a present Finance Minister is the gentleman herd of thrifty looking cattle grazing the who consented to build this road to satisfy pastures. At Burnt Church, a little fur- the hon. member for Northumberland. ther up the shore, two Indians in a canoe It was not required at all, and the hon. brought out three or four passengers, gentleman knows it, but was merely among whom was Dr. Macdonald, of built to satisty him. Now, he wants more, although he knows that \$140,000 ber of Chatham and Newcastle people had of subsidy was money wasted and lost to joined in the sail, among whom were Hon | the country just to satisfy him. And now where is he? We could not keep him; he is the party who is always by himself. I am sorry to differ from the hon, gentleman, but I thought it was but just to my-

of \$150,000 on it.

early years of my life, when he said he ment of the hon, gentleman, it would not carry much weight. He says he thinks I am "looney." If I am wrong in attribut- saying frankly that he satisfied me that it Other members of the party spent the | ing that expression to him, I would like was in the interests of the public service, him to set me right, but that is the word | that it would open up an important section he used, as I caught it. I do not know of country, that it would bring traffic to moonlight. Nothing was left undone what he means by it. If performing my the Intercolonial Railway, and that it was member for York (Mr Temple) for snow duties to my constituents and criticising in the public interest that the expenditure | ploughs? then as he is now, an out-and-out support-

fairly, honestly and well. be a tame follower of the Government, votes, which have amounted to \$65,000,. probably also could get the interest of ed as where the hon, gentleman has Estimates for the benefit of my county. but I believe it is: and I have no hesitation in saying it is because I do my duty | if men do their duty, which same men d in criticising these gentlemen who are not | not do. That is what is imposed upo the masters, but the servants of the peo- them when they assume the responsibiliple, as I have the right to criticise them. I ties of representing a constituency. I would say to the hon, gentleman who have never cringed or crouched to the has attempted to school me, that his number of guests. Like Chatham, after | standing is not such as to warrant him in attempting to criticise my conduct. The hon, gentleman may be acting within his role when he finds everything right that the Government does and acts as the Goveenment tells him, for which subserviency he gets more than he is entitled to. but when he attempts to attach names of opprobrium to me for my conduct on public questions, he is stepping outside his duty. I did not object to this vote. What I did was to ask whether the sum of \$17,000 was sufficient to cover the ex. pense of constructing a link between the two points in the line which are eight Government attempted to take away the miles apart, and I have a perfect right to vote which they had passed for this line ask for that information. I have in my of railway which I had induced the Govdesk letters from some of my constituents residing upon that Derby Branch, and Junction where we again had dinner the I would now call the attention of the first break was made in the party by the | Minister of Railways to this point. I have received several communications from constituents of mine whose properties are situated on the line of the Derby Branch, and whose lands have been taken and interests have been interfered with, afternoon to give the excursionists a part- whose approaches and landings from the river have been interfered with, and they

Parliament. We have waited the tardy appearance and the lumbering are concerned on that river, I have in vain tried to get these damages settled, and I would like to know

if the Minister of Railways will instruct

his officers to have these questions settled

and taken out of the way as soon as this

Mr McMullen-The member for York

Mr Temple) stated that this grant of

the hon, member for Northumberland

(Mr Mitchell) in line. I would like to

know whether the Ministers of the Crown

undenied or not. We have some thirty-

up in a few days, and I would like to

know whether these are given on the

same ground of keeping hon. gentlemen

opposite in line, whether they are intend-

ed to prevent them from rebelling unless

Sir Charles Tupper-I am glad the hon .

gentleman has called my attention to the

Mr Mitchell .- Nor did I, or I would

Sir Charles Tupper-But I may say that,

Session is over. I would like the Minister of Railways to state whether he INDIANTOWN BRANCH. will do that or not. Mr Pope-Yes, I will do it.

Western Railway.

are going to allow that statement to go eight railway grants which are to come they consent to be brought into line. If the country is being run in debt in order to keep hon, gentlemen in line, because Government in the interest of the section should know it. I hope the Ministers of the Crown will not sit silent and allow statement made by the hon. member for York (Mr Temple). I did not hear his have answered it. representation, as I was Minister of Railways and Canals at that time, that the vote was proposed on the representation of my hon, friend from Northumberland (Mr Mitchell) for the Indiantown Branch ple) thinks that that vote was influenced by any desire on the part of the Governber for Northumberland (Mr. Mitchell,) he is entirely mistaken. I might call upon members on both sides of the House

in a proper and parliamentary manner | should be made, or I would not have subthe votes my constituents have to pay by mitted the vote to the House. I think taxation, is an evidence of my being the hon member for York (Mr Temple) "looney," whatever that may mean, the | could not have intended to say that the hon, gentleman is right. I can easily un- Government or that myself, as the Minisderstand the hon. gentleman. He says ter of Railways at that time, could be in- ploughs, or had sent a patent to the Govthis road is not wanted, but he knows he duced to sanction an appropriation of pub- ernment for a snow plough, and I thought induced the Government of the day to lie money for the purpose of influencing it might account for his course. transfer the vote from my county into | the action of any hon gentleman on either his, and he got the vote because he was | side of the House. Mr Mitchell-I am obliged to the Min-The ADVANCE reporter, who went with er of the Administration, and I was one ister of Finance for having given the exwho, in the exercise of my duty to my planation which he has. I did not hear constituents, acted from an independent the remarks of the hon member for York standpoint. The hon. gentleman says (Mr Temple) any more than he did, but I the road is not wanted. I reply that it can only say to the House, which contains was wanted, and it was got when there a great many new members who do not was no railroad in that county. The know the history of this Derby Branch. vote was granted for the Derby Branch, that although I did not hear the imperti- tell the truth. and the hon. gentlemen and some of his nent and insolent remark in reference to associates endeavored to-I will not say myself, which it is stated was made by cheat, because that might not be parlia- the member for York, if anyone supposed mentary-my constituents, but to de- they could control me, that the Governprive my constituents of the right to say ment could muzzle my mouth and keep refer to the Statutes of Canada for 1883, where the road should be placed. The me quiet when the public interest dehon. gentle.nan, who criticises my con- manded my speech, they would do me a duct as a public man and attempts to great injustice. The vote which I asked tug with covered scow in tow was waiting say he does not understand me, lent the for the Derby Branch was to connect the for that road was the following: to carry us down the Harbour. At weight of his aid for the purpose of trying county which the hon member for York to defeat the legitimate objects of the (Mr Temple) represents with the city of constituents I have the honor to repre- Fredericton on one side and with Newcas I represent the and Chatham on the other. I got a He knows, vote for building the Derby Branch, but that if I would do as he does, if I would afterwards the influence of the hon gentleman and his friends at the other end of and support them in all these extravagant | the line was brought to bear. It was brought to bear by the hon gentleman be passed in about eight weeks. I forehe was here in the House, and after wards, when he became a member, \$300,000 guaranteed for a bridge and get possessing as he then did more influence a couple of railways established in my as an out-an-out supporter of the Governcounty, where they are just as well want- ment than one who supported them or measures which were just and opposed placed them. But I have the misfortune them on those which were unjust, or to have an independent spirit, and it may course his influence was still greater. It be it is a misfortune not only to myself | is true that I gave the Government a left. but to my constituents, and I have not | handed support at that time, but it was been able to get one single item in the an honest support. I supported them I will not say it is because I ventured to when they were wrong, and that is th

when they were right, and opposed ther kind of support the constituencies of th country expect from their representatives vantages. Can the hon gentleman say a much? I was never afraid to express my opinion in regard to the action of the Government when I thought it was wrong. Can the hon gentleman say as much? Ha he always voted according to his judg ment and according to his conscience Has he found the Government to be right in everything? At all events he alway votes for them and supports them. I vote against them when I believe them to b wrong, and I try to keep them right. may state, for the information of the new members who are here, that when the ernment to place before the House and to induce the House to adopt. I fought hard for it, and I succeeded in earrying out the original object I had in view, when I applied four years before for this grant, before the hon gentleman was in the House, before he ever took the first step towards the building of the road from Mir amichi to Fredericton and St John. He came in afterwards and got the benefit of my efforts, and now the road is nearly have been writing to me and asking when | completed, though not exactly on the line they can get the damages settled by the which I advocated and which he and his Department. As to the approaches from friends from York tried to divert from the the river where the general communica. original intention of Parliament in grant-

ing the money. Mr Temple-The hon gentleman has made his statement again, and there is not one word of truth in it.

Some hon members. Order.

Mr. Mitchell-I feel it necessary to call the hon gentleman to order. He says there is not a word of truth in it. I say it is all true.

Mr Temple-Well, Mr Chairman. Some hon members. Order. Mr Mitchell-The hon gentleman will either take those words back or I will re-

\$140,000 had been given in order to keep | ply to him. Mr Temple-Allow me to speak.

Mr Mitchell-I will reply perhaps in a way that is not parliamentary.

Mr Temple-I can do the same thing, Sir Charles Tupper-I think we will have to ask my hon friend from York (Mr Temple) to withdraw the statement that there is not a word of truth in it. It is impossible to carry on the discussion in this House when any one hon gentleman uses that kind of expression to another

Mr Temple-Then I withdraw it. The

hon gentleman's statement. I may say, is they choose to press something on the like himself. The hon gentleman has made a statement that I had tried to take they represent, it is well the country away his line. I never had anything to do with that line until I came into Parliament. Not one blow was struck on that line, although the hongentleman says that he had done a great deal before ever I came here. I do not know of anything having been done.

Mr Mitchell--I got a vote of the money, that is what I did.

Mr Temple-What money?

Mr Mitchell-The money to build the Derby Branch, 32 miles. Mr. Temple-That was after I came

Mr Mitchell -It was before you came

Mr Temple-It was the same winter came here. I did not complain that the Government had given him this vote of money for the purpose of obtaining his vote. I did not mean to say that for one moment. But he knows just as well as I do that the road was of no benefit to anybody, and never will be of any use. will never pay the oil for running the

road. Time will tell whether 1 tell the

Mr Mitchell-The fact of the matter is two corporations got to squabbling about Mr Foster. If the hon. gentleman will who should build the road, and the whole

truth, or the hon gentleman.

Sir Charles Tupper-He was leading a thing lay over until the next year, and Mr Mitchell -I could not catch half party-the left centre I think it was call- when the hon gentleman came here he innumber of the excursion party debarked what the hon. gentleman said; but I will ed-a very compact party, which the hon duced the Government to transfer-and I from the Miramichi to the St Andrew, and, set him right on one point. I was not gentleman succeeded in keeping very well think the Finance Minister will bear me with a fine burst of speed, the two boats complaining about the vote, but I asked in hand; but he was not regarded at that out in this—to transfer the money from set out up river, but the latter, with the information whether the \$17,000 was time as a general supporter of the Govern- my end of the road to his end, the 38 lighter load, soon passed ahead, touched intended to complete the link from In. ment any more than he is at present. The miles from my end to his end of the road. at her Chatham Wharf, and in the ex- diantown to the connection at Farley hon gentleman, while he is sitting on the and they voted a specific sum for the Inuberance of power dashed up river to Mills. The hon, gentleman says he does other side of the House, finds himself im- diantown Branch and they took away Douglastown, and, turning, returned to not understand me. He certainly gave pelled by a sense of duty not to give a very my original vote. I was willing to have Chatham again, where now the Miramichi me a certificate of character during the general support to the Government at the it done, but it was money voted a year present time; and at that time he was before the hon gentleman ever put foot in A pleasant incident of the evening was knew me in New Brunswick. I am much obliged in the same way to give a support this House. As to the road never earning the entertainment of the greater portion obliged to the hon. gentleman for a cer- to the Government in consequence of his the oil of running, I can tell the hon genof the Observation Party and other tificate of character, but I think if a cer. approving of the measures we submitted theman that it runs through as good a tificate of character in reference to myself to the House. Under these circumstances section of country as exists in New Brunsfine residence. A pleasant stroll around and my public acts rested on the state. he came to me and pointed out the impor- wick, well settled from end to end, not a tance of the construction of this Indian- single vacant lot during the whole 18 miles town Branch, and I have no hesitation in the road runs through

Mr Mitchell-Roll Was any portion of this money appropriated for the purpose of paying the hon

Sir Charles Tupper -I think I may say

Mr Mitchell-I ask for the information because I have heard it stated that the hon gentleman was either supplying snow

Mr Mitchell-I have sent out to the library and got the proof to show whether iny hon. friend (Mr Temple) or myself told the truth. Sir Charles Tupper-Would it not be

better to say whether my hon. friend or myself made a mistake? Mr Mitchell-I am using the words the

hon, gentleman used. He said I did not Sir Charles Tupper-He withdrew those

Mr Mitchell-I say I did tell the truth -and that is perfectly in order. I page 346. The hon. gentleman will not say that he was in the House then? I know he was not. In 1883 the only vote:

"To the Northern and Western Rail way Company, for thirty-two miles of the railway from the Intercolonial Railway near the Miramichi to Morans near Dunphy village, in the Province of New Brunswick, a subsidy not exceeding \$3,-200 per mile, not exceeding in the whole The next year the hon. gentleman was

n the House, that was in 1884. That vote was transferred from my end of the ine to the hon. gentleman's end, and in

"To the Northern and Western Railway Company for a line of Railway from Fredericton to the Miramichi River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole (instead of the subsidy proposed in 1883) \$128.000." The year after I got the vote, the

overnment took that vote from my end of the line and to the hop. gentleman's county, to his end of the line. I hope the hon, gentleman will have honor enough in him to withdraw the statement he made, and acknowledge the fact that I did get that: vote before he came into this House and! that the vote was in the following year transferred to his end of the line. Mr Temple-I said nothing about the

Northwestern line. The hop gentleman is always turning, quibbling and twisting Mr Mitchell-Do you say I am quib-

Mr Temple-I said nothing about the Northwestern line; it was the Indiantown

Branch I was speaking of. Mr Mitchell-I was talking about the ndiantown Branch. I was not talking about the North-Western line, but about the North-Western Company that was to build the Indiantown Branch. The point the hon, gentleman sought to make was as to whether I had got the vote before him or not. He now stands convicted of having told what was not correct, and I have

MR DALTON'S CASE. Mr. Mitchell. Perhaps I may be allowed to go back to about the fisheries. On what scinciple has the Government discharged, William Dalton from serving on board the lightship at Miramichi. That man lost part of his hand in firing a salute on the Queen's birthday, and he was put as an assistant on board of a lightship at the month of the Miramichi River, and has been there for many years. He was discharged this year, and the only reason I can think of

knows the facts, but if not I will tell him, and the reason I have given is the only reason I can imagine. Mr. Foster. That, however, has nothing to do with the item.

for his discharge was that he voted for my

unfortunate self. I suppose the Minister

Mr. Mitchell. It is information I think. Mr. Foster. I think the hon. gentleman has a question on the order paper. Mr. Mitchell. I think I have, but I would prefer asking it now. The hop.

gentleman, I think, would save time by answering it. Mr. Foster. I will get the answer for him.

Mr. Mitchell. I asked for some information the other day from the Ministor of Marine and Fisheries. He promised to let me know the causes of the discharge of William Dalton and through whose influence he was discharged. Mr. Foster. I have not anything to

add particularly to what I said yesterday. Dalton was simply a temporary employee. For several years he had been sent down to the lightship on the Miramichi river, and he received so much per day for his work. This year there were other applicants as well as Dalton. In some way or other, without my knowledge, Dalton received orders to go to the lightship.

[If the minister is correct in his statement how is it that Mr Venning, in notifying Mr Dalton of his appointment on 3rd May-nearly a fortnight before the lightship left Newcastle writes:-"I have the minister's orders to instruct

you etc .- E DITOR. 1 Afterwards I had the order recalled and the order was recalled before Dalton got .

to the lightship. Mr. Mitchell. By whose influence, was Dalton discharged ? Mr Foster. That was a departmental

matter. I take the responsibility on my-Mr Mitchell. Was there any fault ound with Dalton?

Mr Foster. I do not think there was. Mr Mitchell. I want to know who is at the bottom of it. Mr Fester. I suppose I will have to look upon myself as responsible for it.

Mr Mitchell. I quite understand that. But I want to know upon whose record mendation Dalton was recalled from se vice after having had for ten days orders

Mr Foster. I do not think it is neces sary to mention the recommendation. Mr Mitchell. I think it is. Hon. members are entitled to this information, and I think I have a right to it.

(Continued on 3nd page)