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We Have Secured the Use of the system of business practice used in Peck and Business College, New York. S. C. Peckard is unambiguously the highest authority on all educational and business subjects. His system is the latest and best, and is entirely free from the errors and defects of other systems. We have been using this system for several weeks, and teachers and students are delighted with it.

Janitors Wanted. For Brick School and building adjoining, salary not to exceed one hundred and twenty dollars. Also for West End School, salary not to exceed fifty dollars. Applications in writing will be received up to Dec. 4, 97. For particulars apply to G. STOTHART, Sec. to Trustees, Chatham, Nov. 17, '97.

CITATION. NEW BRUNSWICK, COUNTY OF NORTHUMBERLAND, SS. To the Sheriff of the County of Northumberland or any Constable within the said County. Greeting: Whereas Warren C. Winslow, one of the Executors of the last will and testament of George A. Blair, filed an account of the Administration of the estate and had prayed that the same might be passed and allowed, you are therefore required to file the said account and best of kin of said George A. Blair, deceased, the creditors and all others interested therein to be held at my office at 10 o'clock in the forenoon on the 11th day of December, 1897. Given under my hand and the seal of the said County, this 11th day of November, 1897. (Sd) SAM. THOMSON, Judge of Probates, Northumberland. (Sd) G. S. FRASER, Registrar of Probates for said County.

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ST. JOHN DAILY SUN. IS A NEWSPAPER. FIRST, LAST AND ALL THE TIME. 2 CENTS Five Dollars a Year.

Miramichi Advance. CHATHAM, N. B., DECEMBER 9, 1897. An Auspicious Visit.

The visit to Chatham on Tuesday of Hon. Andrew G. Blair, Minister of Railways and Canals, was a very auspicious event in more ways than one. It is understood that one of the objects of the Minister's coming was to confer with a number of gentlemen having prominent official connection with some of the Liberal organizations of the County. We learn that he met Messrs. Wm. Kerr, president, and Robert Murray, secretary of the County Association and Hon. J. P. Burchill, W. S. Loggie and P. Hennessy, the three gentlemen chosen a year or more ago to advise the government at Ottawa in reference to party matters and interests in the County. Their conference took place in Mr. Murray's law office and lasted about two hours, and it is said that harmony and a fair understanding over matters which have heretofore caused no little friction and dissatisfaction within the fold was the result.

We believe that one or two organizations representing Hon. Mr. Mitchell's supporters were not afforded opportunity to present their views, but the great body of the electorate, who take only a passing interest in these local political pastimes will, no doubt, be glad to believe that the asperities which have divided the party as a whole have been softened and that its best elements will hereafter be more united and cause the leaders less worry—that "Ephraim shall not vex Judah and Judah shall not vex Ephraim."

A significant feature of Mr. Blair's visit was the general and kindly regard that was manifested for him by all classes of the people. It was not easy to distinguish Liberals from Conservatives amongst the many who welcomed him during the day. A few of both parties, who were always peculiar and different from the great majority of Miramichi people, seemed to be a little formal and embarrassed in their first approaches to him, but the rest, regardless of Dominion party considerations, recognised in him their old leader and forgot everything else in the warmth of their greetings. It is evident that Dominion party ties are not strong enough in Northumberland to interfere with its people's attachment to Hon. A. G. Blair.

Those who conferred with him in regard to matters of public interest, such as the proposed Burnt Church wharf, the dredging of the Miramichi bar, a line of steamers to Prince Edward Island, the improvement of the Dominion wharf and surroundings of the public building, etc., were courteously received and assured that his influence would be exercised in securing all possible attention to their requests.

The most important feature of the Minister's visit was the bringing out of the fact that Chatham, after mature deliberation, realises how its own interests and those of the country at large may be best promoted should there be a change in the ownership of the Canada Eastern Railway. The sentiments of our people in regard to that subject are intelligently voiced in the admirable address presented to the Minister by the Chatham Town Council, and we are glad to know that they were also practically endorsed by the Council of the Board of Trade. We believe that had time admitted of the Board itself being called together, it would, in its own behalf, have given formal expression to its desire that the Canada Eastern Railway should not pass into the hands of any private corporation, but become a part of Canada's national railway system. The Minister's logical presentation of the reasons why this view should prevail will be read with great interest, and his position in the matter cannot be regarded as further establishing and entrenching him in the confidence and regard of our people.

Be Calm! The ADVANCE is pleased to observe that the Monroton Transcript's returning to a more rational condition of mind in reference to the Liberal party and the management of the Intercolonial Railway. The little paper has apparently discovered that the Dominion Minister, to whom the management of that important public work is entrusted, and who carries out the policy of the government in all he does in regard to it, could not be guided also by the editor of the Transcript, however strongly convinced that gentleman might be that he knew more about running a national railway than all others combined, whether they be in Moncton, Montreal or Ottawa. He, doubtless, has consoled himself with the thought that he has done his duty in telling the Minister just what he should do, and if that gentleman will persist in doing something else, it will not be the Transcript's fault if everything goes to the dogs.

But our friend of the Transcript, like all other persons who are not crazy enough to be sent to the lunatic asylum, yet whose idiosyncrasies cannot be suppressed, must have some vent for the working of his effervescent mind, so while he now merely bubbles pleasantly over Intercolonial affairs, which were the subject of his ravings a week or more ago, he makes the innocent and unoffending ADVANCE and its editor the objects of his shrieking antipathy. Well! after a storm there is generally a calm, and it would be uncharitable for us to say a word which might further contribute to the excitement of a mind which, although it was never strong, may be improved and perhaps in the end become well-balanced. We, therefore, beg of him that he will kindly permit us to forgive him for swearing at us in French, and for each and sundry other naughty things he has said about THE ADVANCE.

Town Council—Police Matters. The report of the Town Council proceedings on the first page of this week's paper includes the much-talked-of instructions given to the policemen. It is a matter of regret that there is a class of

people in the community who seem to think that they are doing something useful or creditable in misrepresenting the action of the Aldermen composing the police committee, and thereby prejudicing the public mind against them. The crusade they are carrying on indicates that there is much need of christian charity and greater recognition of the Golden Rule in the hearts of even our "moral reformers."

Visit of the Hon. Minister of Railways. Hon. Andrew G. Blair, Minister of Railways, visited Chatham on Tuesday and received a cordial welcome by citizens of all parties. He came in one of the official cars of the Intercolonial, which was attached to the regular express from Moncton on Monday night, and while here was the guest of Hon. Senator Snowball.

The Town Council at its meeting on Monday night was informed by Mayor Winslow of the Minister's intended visit, and, after the regular monthly sitting had adjourned as a committee of the whole and adopted a non-political address of welcome, and arranged to present it at ten o'clock next morning. Notwithstanding that there was, therefore, no opportunity for citizens generally to know that the function was to take place, there was quite a large gathering of representative and leading people of all classes in the Temperance hall—including a proportion of ladies—when Hon. Mr. Blair drove up and the number was largely augmented as others about town heard of what was to take place. After the usual greetings with old friends and the presentation of many new ones, Mayor Winslow read and presented the following address:

TO THE HONOURABLE ANDREW G. BLAIR, MINISTER OF RAILWAYS AND CANALS FOR THE PROVINCE OF CANADA. Sir—The Mayor and Town Council of the Town of Chatham, on behalf of its citizens, beg to extend to you a cordial welcome as the representative of the Province of New Brunswick in this position.

It is important to you that that railway, which has been managed in the general interests of the country (applause). It is important to you that that railway should be managed so as not to conflict with your local interests. It is important, that in the administration of the Department a single eye shall be had to the public, and at the same time to the local interests which are connected with the Government railway system.

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citizens of this town and county, that I have not forgotten the claims which they have upon my friendly consideration. (Applause.) You have, in your address, mentioned that I have been called upon by the Premier, and leader of the liberal party, since retiring from the leadership of the Provincial Government, to accept a place of great responsibility in the Government of the Dominion. I think it would be almost impossible for one to overestimate the importance and the largeness of THE TRUSTS AND DUTIES

which attach to the position I have the honor to occupy. As you very correctly remark, it is connected with one of the most important subjects with which the Government has to deal, and with one branch of the duties which attach to that Department your interests are very closely identified; inasmuch as the great Government Railway system of the country passes by your door. In the manner in which that branch of my departmental duties are discharged you have a very profound interest.

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country, and without disadvantage to the people living along the line, be very materially increased. I assure you that from personal knowledge I know this to be the case. Now, I would like the business men who are here present, if they could, to name to me another railway in Canada of which the same thing can truthfully be said. It is impossible. Go to any part of this country, and what will you find? You find a deep-seated COMPLAINT AGAINST THE RAILWAY RATES, especially where the country is only served by one line. Wherever there is a line of railway without competition, that company puts its rates up to the maximum figures allowed by law. You know there is a maximum rate which the Governor-in-Council, or the Railway Committee of the Privy Council have the right to fix, and that maximum rate cannot be altered so as to suit each section of the country. You have a general maximum rate, which is regulated by what would be the reasonable demands of that section of the country whose rates must needs be highest by reason of existing conditions. Railways thus have the power to adopt these maximum rates, and I say that all over Canada complaints are being made with regard to all the railways, except it may be in those particular sections which are enjoying the advantages of competition. I am not saying this in any sense reflecting upon the railway companies.

THE RAILWAY COMPANIES are made up of men with like inclinations and impulses with ourselves. We are naturally very much given to taking advantage of the position we are in. If the Canada Eastern were to become connected with a great corporation, and if it were so controlled as not to afford reasonable competition from any other railway, the consequence would be, that the people who are doing business along its route would be certain to be called upon to pay at least as high rates as the company felt they could exact under the circumstances.

Now, it has always appeared to me, in connection with this question of the Canada Eastern Railway, IMPORTANT NOT ONLY TO THE BUSINESS PEOPLE OF THE MIRAMICHI, BUT TO THE INTERCOLONIAL, that the Government should acquire this property if it should come to be sold. No doubt a good deal of the discussion that has taken place on this subject has arisen from the rumor that there was a likelihood of the owners of the Canada Eastern, at some future day, being determined to dispose of their property; and when it comes to the purchasing of that property, there are only two competitors in the field—the C. P. R. and the Government. It appears to me, without desiring to reflect upon the C. P. R. that there would be but once that the people of the Miramichi would regret it, and that would be for all time, if the transfer should be made to that Company (applause).

If you will permit me, I might mention a fact that has come under my observation since I have been administering the office I now hold. It is to my mind A COGNATE AND MOST IMPORTANT FACT, and one of the very questions of the acquisition of the Canada Eastern. I am safe in saying, that a very large percentage of the applications which are made to the Government of Canada for assistance to Railways, are founded chiefly upon the claim that the people who are asking for the subsidies are greatly in need of Railway competition. This is perhaps not so true in this section of the country, where the conditions are not identical; but in western Canada a large proportion of the people who are calling upon the Government to give them Railway aid, are having their claims upon the fact that they are virtually in the hands of that Company. They are subject to such rates as that Company may impose, and they are crying out for competition in order that they may set one railway against the other and ensure to themselves the advantages which accrue from that competition (applause). That is a very significant fact, and let me tell you that if there are any of you who are of the opinion that you would secure competition if the Canadian Pacific came into Chatham and owned the Canada Eastern, because they would have the Intercolonial passing within 8 or 10 miles of you, it is a delusion of the most extreme kind. They are soon out of the question passed beyond a remote stage. Now, I am free to confess to you that upon a somewhat careful study of this whole question of the acquisition of this railway, I feel, as one deeply interested in the Intercolonial and in my own province, that it is a sound policy that the CANADA EASTERS SHOULD NOT BE SUFFERED TO PASS INTO THE HANDS OF ANY PRIVATE CORPORATION.

I can ground my convictions in this regard upon considerations which I do not wish to touch the very vitals of our Intercolonial as such. We will do the business for us as advantageously as it can be done by any other. We will assuredly do it for you at rates which no one will say are unreasonable. As a government railway we cannot change rates just to meet the momentary conditions which exist. We cannot put our rates to block competition, and we cannot lower them to invite it. We are obliged, as an even, steady course, and are obliged to administer the road in the way that we believe to be in the best interests of the country; and I am satisfied in my own mind, that it would be undesirable for the Government, having its great railway 1,300 miles in extent, to allow so important a feeder and connection as this to pass into other hands. I am glad, Mr. Mayor, for these reasons, to have the well considered approval of the people and of the Board of Trade of this town supporting me in the policy which I do not hesitate to view as the best policy that can be adopted in your interests and in the general interests of the whole country (applause).

THE GOVERNMENT AND PARLIAMENT MUST BE CONVINCED. I am not going to give you any assurance upon the subject further than I have gone. I am not now in a position to say that my colleagues in the Government or to Parliament. I must first form my own judgment upon it, and then convince my colleagues, who in turn must carry the judgment of Parliament. Therefore, it may be that the views which I entertain upon this subject may not be approved. I am only one of the many, and every member of the government and of parliament has a right to his judgment as well as I. If the argument that I present to them fails to convince them, and they are impressed with the idea that there ought not to be another dollar of public money spent on our government railways, but that we ought almost to give away what we have got and get out of the business, then the Canada Eastern will pass into the hands of some corporation, and you will have submitted the consequences, whatever those consequences may be.

NO SECTIONAL VIEWS. Mr. Blair, in continuing, said that he could not appropriate to himself the highly complimentary remarks which had been alluded to himself. He had no claims to statesmanship, nor to marvellous capabilities as a political leader. He simply claimed to have fulfilled the trusts reposed in him to the best of his judgment. If he knew himself, he could fairly claim that he was not guided by local considerations or prejudices in the discharge of his public duties. He tried to take an impartial view of all questions, whether they directly affected British Columbia or his own native province; but, at the same time, he was to be commended for his conduct in the Government of Canada as the representative, in a particular sense, of the people of New Brunswick. (Applause.) He hoped that it might not be said of him that he had at any time forgotten that trust.

A BRIGHT OUTLOOK. Turning again to the address, the Minister referred to the large questions which were pressed for consideration at the hands of the Government. There was a feeling abroad that the time was approaching—it was even now at hand—when the country at large was looking on a greater measure of prosperity—when its resources were more fully being becoming better known. He thought that today there was more hope in the future of Canada than had been felt at any other time. He did not say this having reference to the political aspect of the matter. He said it entirely irrespective of what this Government might have done. He did feel that whatever had happened, there was a sense of confidence in the future of Canada existing in a greater degree than such feeling had existed before (applause). It was probable that this feeling was in a large measure due to the great mineral discoveries which had been made in the western provinces, and he pictured in well-chosen sentences the stimulation which these discoveries would probably give to the business and general interests of the whole country. Those conditions would carry with them greater responsibilities upon the Government, and he bespoke for it the fair consideration of all men for the policy which might be pursued. In conclusion, he again expressed his gratitude to the people of Chatham for their sentiments of esteem and good-will, and on resuming his seat was warmly applauded.

After exchanging greetings with a few additional friends who had arrived while the address was being presented and his reply delivered, Mr. Blair left the hall and accompanied by Messrs. Wm. Kerr, Hon. J. P. Burchill, W. S. Loggie, P. Hennessy and Robert Murray, who represented the County and Parish Liberal Associations, proceeded to the office of the last named gentleman where it was understood that a conference was had in reference to matters of local importance, etc. The conference lasted about two hours.

In the afternoon the Hon. Minister met quite a large number of gentlemen representing various interests, in the Cypress Club's parlor. An impromptu dinner was given in the evening by Senator Snowball, at Wellington Villa, in Mr. Blair's honor and he left about 10 o'clock in his private car which was attached to the North-bound express.

Premier Emmons Banquet. Friday's Telegraph says:—The dinner given to Premier Emmons last evening at the Royal Hotel was one of the most magnificent demonstrations ever accorded to a public man in this province. The list of names of those in attendance shows how largely the friends of the government were represented, and how loyally they came forward to testify their appreciation of the merits of the premier, who had already made himself so popular as a member of the government of Mr. Blair and Mr. Mitchell.

The toast of the guest of the evening was received with great enthusiasm, the cheering lasting for some minutes. The premier responded as follows:— MR. CHAIRMAN AND FRIENDS:— I have a very enthusiastic reception, while extremely gratifying, in some measure embarrassing. I could not but be impressed with the character of your greeting, yet I honestly fear that you are all too flattering, almost every constituency in our fair province. (Applause.) I have no thought, Sir, that by a loud and empty vaunt of an anticipated victory any laurels are to be won here, but when I look around at these tables and see representatives of the best thought and genius of your constituency—when I behold an assemblage such as this—I am forced to the conclusion that sobriety and judgment will have away, and that the day of small things will have passed away forever, let us hope. I make no reflection on the past, nor any references in any way personal or individual, but simply voice the desire that so far as the future is concerned our government may have the good fortune to be judged upon its merits in its dealings with not only St. John but the provinces at large. (Applause.)

We are all interested in the conditions of the past, so far as they relate to the present. Since the year 1867 the governments of this province, with the exception of a very brief period, have been composite in their character as respects the two great political parties of the Dominion, and it so remains at this date. I note by reports of the public prints that there is a disposition on the part of some of the younger elements of the Conservative party, with which I have never been allied, to have local governments supported or opposed, as the case may be, on federal issues, and I have not been unaware of a desire on the part of some of my highly respected friends of the Liberal press to force local political issues on Dominion grounds. My attitude to discuss the subject here. I do not propose to discuss the question is, and I have not been unaware of a desire on the part of some of my highly respected young Conservative friends for the issue they cannot injure to a very great extent their political opponents, as well as in the Liberal ranks, old in the service, who, I believe, are not to be coerced into the suppression of their mature convictions. (Applause.) I have no right to make any suggestions or express any opinions as to the effect upon the Conservative party—suffice it to say that the government is coalition, and we have no desire to sail under false colors.

THE GOVERNMENT'S POLICY. I would remind you that the policy of the government during the past fifteen years has resulted, succinctly stated, in a preservation of our recent wealth and the conserving of our revenues therefrom; the promotion of a successful and vigorous method in aid of the dairying interests of the province, and the establishment of cheese factories and creameries in almost every district; the abolition of the legislative council, and the enforcement of no-trenchment measures in the several departments of the public service; in improvement in the road and bridge service of the province and the construction of permanent bridges in the interests of the people and in the furtherance of a wise economic policy, in progressive legislation and the recognition of the just rights of the whole people. All this and much more has been accomplished, in time permit me to enumerate the whole catalogue.

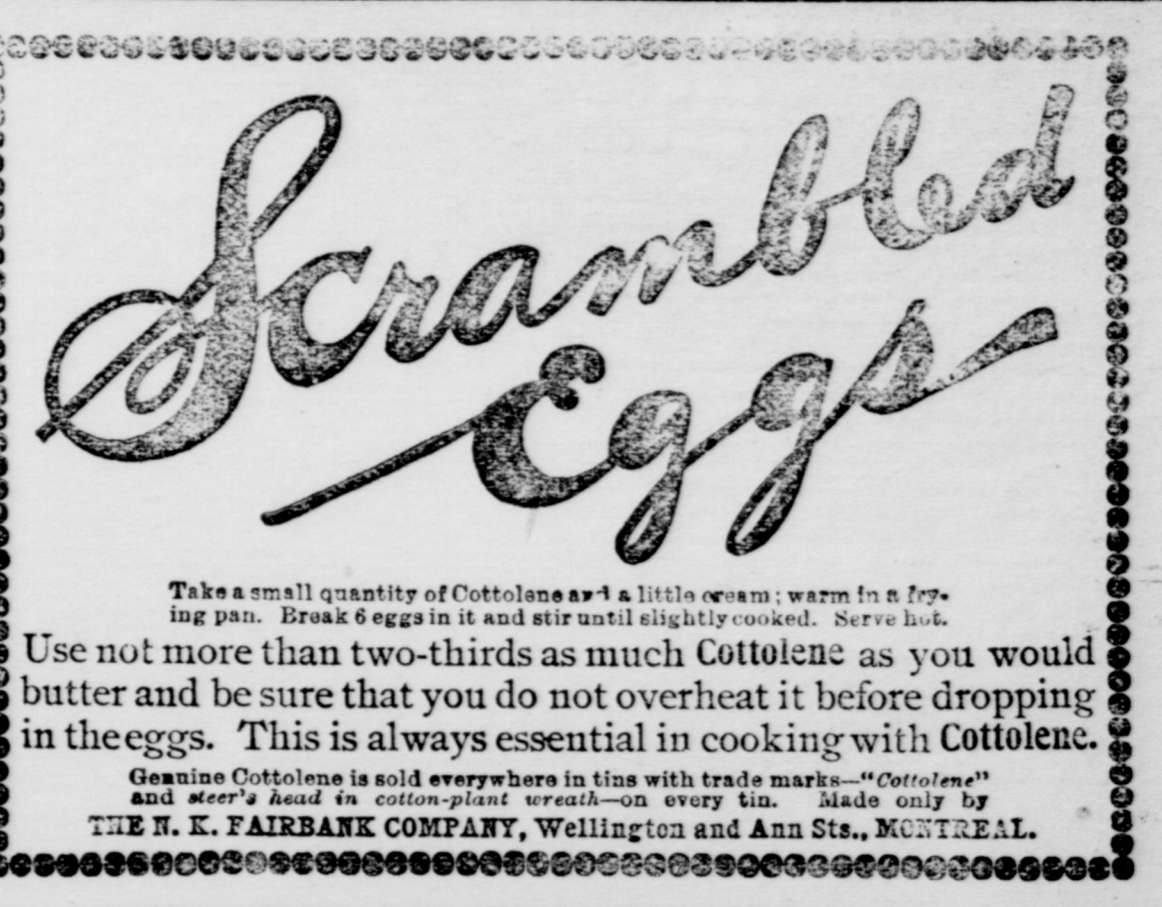
Last general elections what has been the result? The government emerged from the last general elections (about two years ago) with a majority largely increased in the province and with a public credit so established that the rate of interest has decreased from that of a six per cent. issue to a three per cent.

rate, and with its four per cent. selling at a large premium—in some instances as high as 112—and its three and one-half per cent. quoted above par, with a strong prospect of its three per cent. ranging above par. (Applause.) And yet there are people who are not satisfied. There are even some whose song the day long is that our public debt has increased year by year, and they, like Rachael of old, refuse to be comforted; even though in days of yore they could view with complacency an average increase by the same administration of about \$235,000 between the years 1883 and 1889, while the average increase during the past six years to the close of the fiscal year, 1897, is less than \$50,000. The building of railways seems to have been a necessity—or at least so thought—and the provincial railway debt as a result. As citizens your bonded indebtedness exceeded that of the province, and yet you were not deterred from the assumption of an increased burden in aid of your material interests, as you have just reason to think, in your harbor improvements. I shall not pause, however, to discuss a subject that is now well nigh trite, formed by reason of its frequent repetition, forming the staple utterances of those of the "cheap bow-wow" type. The details would be wearying, and I pass on. (Applause.)

IS A NEW DRESS. So much for the past, but what of the present and future under a re-organized administration? And here let me refer to a matter that perhaps demands some consideration. It has been charged in some quarters, not, I confess, with very friendly to recent provincial administrations, that the present government, which I have the honor to lead, is simply the Blair government in a new dress, and as such it is not only the present administration, but the last two preceding administrations, but must be taken to be bound by all their policy and compelled to walk in the lines laid down by their immediate predecessors in office. Now, from this view, I wish at the very outset to express an emphatic dissent. It is true, I believe, that the general policy and mode of administering public affairs adopted and acted upon by both of the administrations referred to, have been in the best interests of the province. I had the honor to be a member of the government led by the Hon. Mr. Blair, and also that of the Hon. Mr. Mitchell, and I am not only prepared to defend the policy pursued during both periods, but I am proud to claim a share in the credit due those administrations for the manner in which they conducted the affairs of the province. (Applause.)

I do not wish it to be understood that I desire to pass any, even the slightest reflection, upon the policy of either the Blair government or that of its successor, the Mitchell administration. I agree with the people of this province, who have time and again in the most emphatic manner expressed approval of the course pursued by the government under the leadership of the present minister of railways of Canada. I believe that the people of this province have felt that, under the able leadership of the Hon. Mr. Mitchell, the government could not meet undiminished support and confidence; but while I recognize all this I intend that, so far as my influence shall avail, the government which I now am called upon to lead shall come to the performance of the important trusts and duties confided to, prepared to act on all occasions and upon every question as may appear to you to be most in furtherance of the public interest, and that in the policy we shall pursue and the measures we shall adopt we shall be unfettered and untrammelled by any considerations as to what the determination of our will best serve to advance the interests of our province and the people, whose agents and servants we are. (Applause.) Man is so essentially a political animal—at least that old Greek philosopher Aristotle has so taught us—that now, as at all times, the art political is the governing feature of our every movement.

ADVANCEMENT OF COMMON INTERESTS. Perhaps this is essentially true of Canada and the Canadians. The government for which I would tonight speak, while it would not absurdly claim to be ideal, would, however, profess to work for the accomplishment of an ideal state, the conditional forces of which might be found in an examination and survey of our population, our territory, its resources, character, climate, fertility and extent. How can we be best utilized and administered for the advancement of our common interests? We have strong faith that the key to our progress is to be found in agriculture, and I say this advisedly, although speaking to a city audience. (Applause.) I believe that your sectional progress is dependent upon the advancement of agriculture in our province, which can only follow from an awakened and educated interest therein. The great Webster once said: "When tillage begins other arts follow. The farmers, therefore, are the founders of our human civilization." Ours, in view of our faith in these principles, will be essentially a farmer's policy, the vigorous and a faithful pursuit of which will, we believe, insure progress and contentment to those now within our borders, keeping them from lands abroad—and that is what we sorely need to accomplish—and attracting to our shores the many from the overburdened acreage of the old lands. Let us pause for a moment and think of our conditions. Today our maritime ports are struggling for recognition as gateways to Europe, and your own good city has made giant strides in the race. The problems of



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