General Business.

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Chasham, Nov. 17, '97

## CITATION.

COUNTY OF NORTHUMBERLAND, SS. To the Sheriff of the County of Northumberland Whereas Warren C. Winslow, one of the Executors of the last will and testament of George A. Blair late of Chatham in the said County, deceased, hath filed an account of the Administration of the state and hath prayed that the same may be passed and sllowed, you are therefore required to cite the said hens and next of kin of said George A. Blair, deceased, the creditors, and all others interested in his said estate to appear before me at a Court of Probate to be held at my office at Newcastle, within and for the said County on Tuesday, the eleventh cay of January next, at eleven o'clock in the fore-Given under my hand and the seal of the said Court, this nineteenth day of Nevember, 1897. (Sgd) SAM, THOMSON, (Sgd) G. B. FRASER,

INTERNATIONAL S. TWO TRIPS A WEEK

Registrar of Probates for said County.



tions, and Baggage Checked through.

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ADDRESS. SUN PRINTING COMPANY, Ltd.

Miramichi Advance.

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

The visit to Chatham on Tuesday of Railways and Canals, was a very aus-Solicitor Conveyancer Notary Public Etc | picious 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 Pulp Wood Wanted 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

> We believe that one or two organi zations representing Hon. Mr. Mit chell'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 whole have been softened and that its best elements will hereafter be more united and cause the leaders less worry -that "Ephriam shall not envy Judah A significent feature of Mr. Blair's risit 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, regard less 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

Those who conferred with him in re gard to matters of public interest, such as the proposed Burnt Church wharf the dredging of the Miramichi bar. line of steamers to Prince Edward Island, the improvement of the Domin ion wharf and surroundings of the public building, etc., were courteously received and assured that his influence would be exercised in securing all possi ble attention to their requests. The most important feature of the

enough in Northumberland to interfere

with its people's attachment to Hon.

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 own behalf, have given formal expression to its desire that the Canada Easthands of any private corporation, but be come 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 CO. cannot but be regarded as further establishing and entrenching him in the confidence and regard of our people.

Be Calm ! Little paper has apparently discovered that throughout the whole province, if not and at the same time in the general in-Thursday morning, at 8 o'clock, (standard.) Re the Dominion Minister, to whom the over the whole Dominion, (spelause.) terests of the country, as well as the Through Tickets on sale at all Railway Sta. the policy of the government in all he ed to carry away with him the warmest not be permitted to pass into the hands also by the editor of the Transcript, illimitable hospitality of the people of Moncton, Montreal or Ottawa. He, cordial greeting to everyone who may doubtless, has consoled himself with the visit you. thought that he has done his duty in telling the Minister just what he should do, and if that gentleman will persist in doing somethir g else, it will not be the that it is entirely undeserved. I am not Transcript's fault if everything goes to at all unmindful of the fact, however, that

all other persons who are not crazy enough | the country, and that, in times past, colonial affairs, which were the subject of to me in this address. I have simply pay for Weekly Sun till 31st December, the innocent and unoffending ADVANCE duty in the public capacities in which mind which, although it was never strong, during almost my entire career as leader ment, be improved and perhaps in the enjoyed the end become well-balanced. We, therefore, beg of him that he will kindly per-

## Town Council-Police Matters.

other naughty things he has said about

THE ADVANCE.

The report of the Town council propaper includes the much-talked-of instructions given to the policemen. It is a so discharge the duties which attach to through which the Intercolonial runs, is to statesmanship, nor to marvellous capa-

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 Hon. Andrew G. Blair, Minister of that there is much need of christian charity and greater recognition of the Golden Rule in the hearts of even our

## Visit of the Hon. Minister of Railways.

"moral reformers."

Hon. Andrew G. Blair, Minister of Railways, visited Chatham on Tuesday and received a most 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 or Monday night was informed by Mayor Winslow of the Minister's intended visit. and, after the regular monthly sitting had adjourned met 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 HONORABLE ANDREW G. BLAIR, MINISTER OF

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 the Dominion ministry.
Without desiring, in any way, that our welcome should be viewed in a party sense, we are glad to of your qualities as a political leader and states man as well as of your ability as a director not only of public affairs generally, but also in matters of detain which are inseparable from departmental adminis-

During your leadership of the local government of the province by representative men and nembers of both Dominion parties, and it therefore seems all the more fitting that we should approach you on this are suggested by those old associations, ernment to the position or Minister of Railways and ion and a guarantee that the interests of ways and Canals we have observed with satisfaction that your efforts have been directed towards the extension and improvement of the Canal and Railway systems, which are such important factors in the nent of the trade and commerce of Canada, and that you have done great service to the country through government aid, as well as the encouragement of local enterprise, in securing for the two principal ports of the Maritime provinces a just recognition of their claims as termini of Canada's trans-Atlantic traffic, in preference to those outside

n the extension of the Government Railway system, commercial principles are applied in its affairs, to the divorcement therefrom of political considerations, the country will be benefitted.

We have noted, with ever-increasing interest, dis cussions and statements in the press and elsewhere respecting the probability of the Canada Eastern Railway Company being desirous Railway Company being desirous of disposing of their road, which connects Chatham and other ichi river with the city of Fredericton in the centre of the province on the St. John river. That Railway is the distributor of the lumbering supplies on the extensive river systems with which it is interwoven. It is also the highway over which the larger portion of the great fish traffic between porthern New Brunswick and points in the United tates is carried, and it is the connecting link between the northern and central sections of the province, terminating in the political cap.tai and onnecting with the Canadian Pacific. In the extension of our national railway system. in which your government is engaged, we believe that the interests of the Dominion and particularly those of the centre and North Shore of New

acquire by purchase or otherwise the Canada Eastern Railway. There are other matters connected with th otion of the material interests of the Miraaware second only to St. John in the Province of New Brunswick-which, should the length of your stay with us permit, we would like to comer with council of the Chatham Board of Trade, in accor-We, however, for the present, merely reiterate our welcome, assuring you that it is accompanied by

our best wishes for your continued success in your

Mr. Blair said: Mr. Mayor and

Brunswick will be promoted, and the paying

of that system increased, should you

gentlemen of the Town kind address that you have been good cordial welcome which you have extended on behalf of the citizens of Chatham on my visit to your town. The subjects the broader, and more general point of being called together, it would, in its which you have touched upon in your interest. They are matters of no ordinnoon to attend the passing and allowing of the said ern Railway should not pass into the ary interest to the country generally; trating it, looking at it, as account of administration. understand how impossible it would have been for you, representing all the citizens of the town, irrespective of their political views, and feelings, to have undertaken interest, and his position in the matter to tender to anyone, no matter how distinguished he might be, the congratulations of the town in any party political considerable degree, my own attention. sense. I quite see that in such circumstances you are simply desiring to extend a welcome to me as one who is for the The ADVANCE is pleased to observe that ant position in the government of the of Chatham, are more deeply interested the Moneton Transcript is returning to a country; and, at the same time, probably than any other locality in the province. ence to the Liberal party and the manage- fellowship and genial hospitability which you have come to the view that it will be ment of the Intercolonial Railway. The have made the people of Miramichi known in the interest of the people of Chatham. management of that important public No one who has ever had occasion to interest of the great Intercolonial system. work is entrusted, and who carries out visit this portion of the country has fail- that the Canada Eastern Railway should does in regard to it, could not be guided rememberances of the unquestionable and of a private corporation, or one compethowever strongly convinced that gentle- this section of New Brunswick. It is government might see its way clear to man might be that he knows more about proverbial, and therefore I know that, running a national railway than all others | apart entirely from any political consider combined, whether they be in ations, you are always ready to extend a Railway. (Applause.) I am free to say,

This compliment, Mr. Mayor, is quite be a disposition right off, unexpected on my part, and so far as any merits of my own are concerned. I feel while I have been called upon to fill a But our friend of the Transcript, like prominent position in the Government of to be sent to the lunatic asylum, yet have occupied a somewhat conspicuous whose idiosyncrasies cannot be suppressed, place in our provincial politics. I have must have some vent for the working of accomplished nothing in my public career his effervescent mind, so while he now which would merit the kind and complimerely babbles pleasantly over Inter- mentary terms in which you have referred his ravings a week or more ago, he makes during that period, ende wored to do my and its editor the objects of his shricking have been placed; and claiming to have antipathy. Well! after a storm there is done that to the best of my ability is the generally a calm, and it would be unchari- strongest reason I can urge upon the table for us to say a word which might consideration of the people of the country. further contribute to the excitement of a I am not at all unmindful of the fact that may by considerate and charitable treat- of the government of New Brunswick I

PEOPLE OF NORTHUMBERLAND, mit us to forgive him for swearing at us and I am willing to do them the justice that belongs to them, when I say that felt we were endeavoring to do the best

You have, in your address, mentioned of the Dominion. I think it would be find? You find a deep-seated almost impossible for one to overestimate THE IMPORTANCE AND THE LARGENESS OF

THE TRUSTS AND DUTIES 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 doties 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. IMPORTANT CONSIDERATIONS.

It is important to you that that railway shall be managed in the general interests of the country (applause.) It is important to you that that railway shall 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

POLITICAL CONSIDERATIONS. Now, I am very well aware that there is a widespread and general feeling that the Intercolonial has not been heretofore absolutely and entirely divorced from political considerations: that to some extent I am not now going to indicate, it has been conducted so as to administer it in this way or that as should best promote the advantage of the predominant politi-Whether that has been done to a great or only to a limited extent I am not prepared to say: but there is an impression abroad that this has to some extent been the case. In my view I am free to say, that it is a very large undertaking to attempt to divorce the administration of the department wholly from the politics of the country ; but to the exten to which the Minister having it in his charge is able to effect the severance of the two, and to conduct the Government Railway upon business principles, to that extent will the efforts of the administration be to the advantage of the country. (Applause.) I have been in the Department sufficiently long to realize that it requires all the strength determination that any Minister is capable of exercising, to even, in a moderate degree, withstand the pressure which is brought to bear upon him from all quarters, and in all ways, to influence the administration of the service. would not say that the people who come forward with this claim and that, urging this policy or that, are doing it to injure the service, or that they have political considerations wholly in mind; but I say, that the men who are thus seeking to influence the railway service, having their individual and personal interests to serve; are not at all times mindful of the general interest. Selfish as all men are, and desiring to do that which will benefit them, it is not unnatural that they should bring influences to bear, through themselves and their representatives in parliament upon the Minister to promote their own

and their local interests. It is, therefore, NOT A TRIFLING UNDERTAKING to attempt the divorcement of political from business considerations in that connection. You have suggested in this address, however, that I have undertaken that task. I am free to confess that I tent : but if I am to succeed to any appreciable degree, I must be supported on ail sides by the men who regard, from patriotic considerations, the question of the administration of this great railway from view. (Applause) I will have to appeal ordinary to people on all hands to submit to the judgment of the men who are adminisand to subdue their own individual claims and interests, if the Minister at the head of the department is to realise his hopes in this regard. (Applause.)

THE CANADA EASTERN RAILWAY. In this address you have referred another subject which has engaged, to a and which has received more or less notice in the public press. It is a sub ject connected with the railway question time being filling a prominent and import- and one in which you here, in the town ing with the Intercolonial; but that the effect the purchase of this railway, and to annex it as as a part of the Intercolonial Mr. Mayor, that when a subject of that

WITHOUT MATURE AND CAREFUL CON-SIDERATION of the question in all its bearings, to think that it would be in the general interests of the trade of this town and locality that the Canada Eastern should pass into the hands of a great corporation rather than become the property of the Government. I can very well understand that such a view might, for a time. obtain; but I can also see that the more the question was considered, the more the operation and effect of the ownership of that Railway, by we will say the Canadian Pacific Railway Co. was analysed, the more apparent it would become that it was not in the interests of the Miramichi this subject may uot be approved. that this railway should become their I am only one of the many, and every property, but that it should be the prop-

You, who have watched the management of the Intercolonial in times past realise fully that there is no section of as to which it could be said that the existing rates are excessive.

erty of the people of this country. (Ap-

plause.)

THAT COMPLAINT HAS NOT BEEN MADE. they accorded that support because they and the fact that the rates imposed are moderate and reasonable, has led to the we could in the responsible position in impression in the western part of Canada, which we were placed (applause.) I can- that the Intercolonial has been run at not, therefore, fail to have the warmest losing figures because of the lowness of and kindliest feelings towards the people the rates in relation to the service renceedings on the first page of this week's of this section of the province, and I dered. The impression in all parts of trust that it may be my good foatune to Canada, except it may be the portion had alluded to himself. He had no claims

people in the community who seem to citizens of this town and county, that I country, and without disadvantage to the have not forgotten the claims which they people living along the line, be very matehave upon my friendly consideration. rially increased. I assure you that from personal knowledge I know this to be the case. Now, I would like the business that I have been called upon by the men who are here present, if they could Pramier, and leader of the liberal party, to name to me another railway in Canasince retiring from the leadership of the | da of which the same thing can truthfully Provincial Government, to accept a place be said. It is impossible. Go to any of great responsibility in the Government | part of this country, and what will you

> especially where the country is only served by one line. Wherever there is a which attach to the position I have the 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 Commit tee 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 to 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 upor 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 cornected 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 they could exact under the circumstances Now, it has always appeared to me, i 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 thi property if it should come to be sold. N doubt a good deal of the discussion that ha 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 does appear to me, without desiring to reflect in th slighest degree on the management of th 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

If you will permit me, I might mention a fact that has come under my observation since I have been administering the office

now hold. It is to my mind A COGENT AND MOST IMPORTANT FACT. and touches this very question of the ac quisition 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 large proportion of the people who are calling upon the Government to give them Railway aid, are basing their claims upon the fact that having but one Railway into their town 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 significent 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 the question passed beyond a remedial 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 EASTERN SHOULD NOT BE SUFFERED TO PASS INTO THE HANDS OF ANY PRI-VATE CORPORATION (applause). I can ground my convictions in this regard upon considerations which d rectly and intimately touch the very welfare of our Intercolonial as such. We will do the business for you as advantageously as it can be done by any other. more rational condition of mind in refer- giving effect to those feelings of good I notice that after mature consideration We will assuredly do it for you at rates which no one will say are unreasonable. As a government railway we cannot change tions which exist. We cannot put up our rates to block competition, and we cannot lower them to invite it. We go along in an even, steady course, and are obliged administer the road in the way that w believe to be in the best interests of the country; and I am satisfied in my 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 kind might be first mooted, there would these reasons, to have the well considered approval of the people and of the Board of Trade of this town supporting me in th policy which I do not hesitate to view as the best policy that can be pursued in your interests and in the general interests of the whole country (applause). THE GOVERNMENT AND PARLIAMENT MUST BE

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 this policy will commend itself either to 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 member of the government and of parlia-If the argument that I present to them pressed with the idea that there ought not Canada Eastern will pass into the hands of some corporation, and you will have to submit to 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 terms in which the address

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 no unmindful of the fact that he was in the Government of Canada as the representative, in a particular sense, of the people of New COMPLAINT AGAINST THE RAILWAY RATES, Brnnswick. (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 Minis ter referred to the large questions which pressed for consideration at the hands o the Government. There was a feeling abroad that the time was approaching-it was even now at hand -when the country at large was taking on a greater measure of prosperity-when its resources and possibil ies were becoming better known. He thought that today there was more hope the future of Canada than had been feit a any other time. He did not say this hav ing reference to the political aspect of the matter. He said it entirely irre-pective of what this Government might have done of what its predecessors might have done e did feel that whatever had happen : there was a sense of confidence in th future of Canada existing in a greater iegree than such feeling had existed before (applause). It was probable that this feeling was in large measure due to the great mineral discoveries which had been made in the western provinces, and he pictured in well-chosen sen tences 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 Govern ernment, and he bespoke for it the fai consideration of all men for the policy which might be pursued. In conclusion, he again expressed his deep gratitude to the people

> 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 conference was had in reference to matters of local patronage, 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 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 Emmerson Banqueted.

Friday's Telegraph says :- The dinner given to Premier Emmerson last evening at the Royal hotel was one of the mos 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 cam 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.

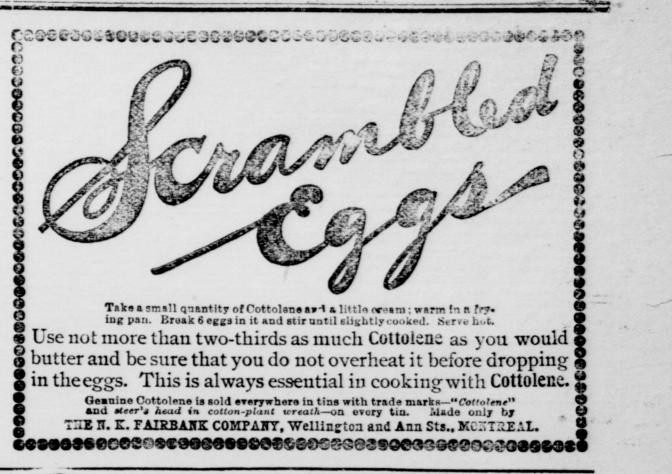
The toast of the guest of the evening was received with great enthusiasm, the cheering lasting for some minutes. The premier responded as follows: -MR. CHAIRMAN AND FRIENDS: -

Your very enthusiastic reception, while extremely gratifying, is in some measur embarrassing. I could not but be impressed with the character of your greeting, yet honestly fear that you are all too flattering. In so expressing myself I do not mean in any sense to undervalue the kindly sent ments and generous motives which prompt your utterances, Mr. Chairman, or th applause which endorses them-for all which I desire to tender my most profound sincere and hearty thanks. Let me assure you, Sir, that in thus expressing my gratitude I am not forgetting to mentally discriminate as to the proportion of your plaudits which is intended for my col eagues in the government which I have the hor to represent in the office which I hold, an the proportion which you would wish me to reserve for the individual. I venture to cherish the hope, however, that you would generously ascribe to the individual an overpowering desire to be all that you would have him to be, even though his inner consciousness constrains the thought that at present he has not so proved himself In honoring the po-ition, as you do by you presence here to-night, I shall be happy if ven can at the same time say of me, "When honor came to him he was ready t take it, but he reached not to seize before it was near." I gratefully accept your tribute. so far as it can fairly be claimed to be personal to myself, and also so far as i relates to the government, but on occasions like this I am always reminded of Bolivar the Washington of the State of Colombo who once declined the honor of an equestrian statue decreed by his native city, saying, "Wait till after my death, that you may judge me without prejudice and accord to me such honors as you may deem suitable, but never rear monuments to a man as lonas he is alive. He can change: he can betray." You will never have this reproach to make to me-but wait a little longer. My prayer is that the future may not prove your kindness to have been prematurely bestowed, (Applause.) There is for me but one regret connected with the honor which you confer, and I am sure that it is universally shared in. I refer to the painful circumstances which necessitated any change in the leadership of the New Brunswick government. It is but a faint and feeble tribute on my part to say that the mention of the name of Hon. James Mitchell is sufficient to awaken in the minds of all in my hearing times his administration of high office. As

thoughts of the honor, integrity, ability and manly bearing which characterized at all for his colleagues, for all of whom I venture to speak, our highest, our best praise, is our deep conviction of his merits, our affectionas our leader. I would have him know conserving of our revenues therefrom; the that, though, of necessity, engrossed with promotion of a successful and vigorous him to his old time strength and vigor. ment has a right to his judgment as well as (Appleuse.) My surroundings-and I hope lative council, and the enforcement of rea just appreciation of what it all means - trenchment measures in the several departilluminates to some extent the path before ments of the public service; in improveme, and also recalls vividly the way that ment in the road and bridge service of the to be another dollar of public money spent has been trod in the past by the distinguish- province and the construction of permanent on our government railways, but that we ed men who have so successfully and bridges in the interests of the people and ought almost to give away what we have faithfully filled the position which I am in the furtherance of a wise economic

> their footsteps? LOOKING TO THE FUTURE

imposed by even the attempt to follow in merate the whole catalogue.





and bye in the haven of success. I its three per cents, ranging above venture to do so with not a little trepidation. I am deeply impressed present surroundings, and fully conscious that I speak in the metropolis of our province-the commercial emporium of New Brunswick-the winter port of Canada.

And yet there is no thought arising as to any necessity, on the ground of political expediency, or for other cause, of my utterances being veiled. Of a truth there has been much said in the past as to a fancied antagonism between our metropolitian city and the counties surrounding and apart from it. I have no sympathy with any such suggestion, but, on the contrary, to the view that the interests of the one are identical with the interests of the other and that these interests are so interchangeably dove-tailed that it is difficult to discriminate as to where the one ends and the other begins. (Applause). It may be that the suggestion of antagonism was a mere off-shoot of a political comet that sailed through the political ether surrounding this city about the year 1890, the nebulæ of which destroyed the victims which stood in its way and resulted in the represent .tion of this city being changed from that of support to one of opposition to the government of which I subsequently became member—a change resulting not because an internal dissension which for the UNTOWARD CIRCUMSTANCE

once prevailed over all other considerations. I have been constrained to refer to this incident of your past political history in explanation of the calm assurance and courage with which I shall hope to discuss the many questions which of necessity will be reviewed tonight. Notwithstanding that the shade of that representation has not since, by reason of what we call "untoward circumstance" been changed, I somehow have a feeling that the heart and judge ment of this great constituency throbs and accords in harmony with the sentiments regarding the present government prevailing throughout. I venture to assert. almost every constituency in our fair province. (Applause.) I have no thought. sir, that by a loud and empty vaunt of an ticipated victory any laurels are to be won here, but when I look around 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 soberness and judgment will have sway, and that the day of small things will have passed away forever, let us hope. I make no reflection on cerned our government may have the good | Mitchell administration, I agree with the fortune to be judged upon its merits in its dealings with not only St. John but the province at large. (Applause.)

ON FEDERAL ISSUES. sent. Since the year 1867 the governments | felt that, under the able leadership of the of this province, with the exception of a Hon. Mr. Mitchell, the government convery brief period, have been composite in t nued to merit undiminished support and their character as respects the two great | confidence; but while I recognize all this remains at this date. I note by reports of avail, the government which I now am called the public prints that there is a dispo- upon to lead shall come to the performance of younger elements of the Conservative prepared to act on all occasions and upon party, with which I have never been allied, every question as may appear to us to be to have local governments supported or prosed, as the case may be, on federal ssues, and I have not been unaware of a the measures we shall adopt we shall be unspected fr ends of the Liberal press to force ations other than the determination, so far local political issues on dominion grounds. as in us lies, to do that and that only, which My attitude in respect to the question is our province and the people, whose agents quite well known, but I can say to my and servants we are. (Applause.) Man is political friends of the dominion arena that so essentially a political animal-at least if my respected young Conservative friends force the issue they cannot injure to a very great extent their political opponents, as as in the Liberal ranks, old in the service, who, I believe, are not to be coerced into a suppression of their mature convictious, (Applause.) I have no right to make any suggestions or express any opinions as to the effect upon the Conservative partysuffice 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 years has resulted, succinctly stated, in a preservation of our forest wealth and the every district; the abolition of the legislacalled upon to attempt. Is it any wonder policy, in progressive legislation and the that I should falter on the entrance to the recognition of the just rights of the whole path which they with honor passed, and be people. All this and much more has been

I may be expected on an occasion such general elections (about two years ago) with a pause for a moment and think of our conas this to give some indication of the im- majority largely increased in the province ditions. Today our maritime ports are pressions on my mind at least of the char- and with a public credit so established that struggling for recognition as gateways to acter of the journeyings which it will be the rate of interest has decreased from that Europe, and your own good city has made matter of regret that there is a class of my position as to give evidence to the that the rates could with advantage to the bilities as a political leader. He simply necessary for us to make—the courses to be of a six per cent. issue to a three per cent. giant strides in the race. The problems of

oursued in navigating the waters of the rate, and with its four per cents. selling at a future, and the sheals and headlands large premium-in some instances as high as against which we must necessarily guard, 112-and its three and one-half per cents. of Chatham for their sentiments of esteem | if we would hope to anchor safely by | quoted above par, with a strong prospect of

And yet there are people who are not satisfied. There are even some whose song all 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 was 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 threadbare by reason of its frequent repetition. forming the staple utterances of those of the 'heart bowed down' type. The details would be wearying, and I pass on. (Ap-

IN A NEW DRESS

So much for the past, but what of the present and future under a re-organized adninistration? And here let me refer to a matter that perhaps demands some consideration. It has been charged in some quarters. not, I confess, hitherto very friendly to recent provincial administrations, that the prosent government, which I have the honor to lead, is simply the Blair government in a new dress, and as such it is not only answerable for all the acts of 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 which the Hon. Mr. Mitchell was leader; 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. (Ap-

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 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 We are all interested in the conditions of present minister of railways of Canada. I the past, so far as they relate to the pre- believe that the people of the province have political parties of the dominion, and it so I intend that, so far as my influence shall part of some of the the important trusts and duties confided to it. most in furtherance of the public interest. and that in the policy we shall pursue and fettered and untrammelled by any consider-I do not propose to discuss the subject here. | will best serve to advance the interests of that old Greek philosopher Aristotle has so taught us-that now, as at all times, the art political is the governing feature of our

ADVANCEMENT OF COMMON INTERESTS.

Perhaps this is essentially true of Canada and the Canadians. The government for which I would to-night 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 and conditions, not overlooking its situation, character, climate, fertility and extent. How can these be best utilized and administered for the advancement of our common interests? We have strong faith hat the key to our progress is to be found n 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 fathful pursuit of which will, we believe, insure progress and contentment to those now within our borders, keeping them impressed with the responsibility and duty accomplished, did time permit me to enu- from lands abroad-and that is what we sorely need to accomplish-and attracting Last general elections what has been the re- to our shores the many from the over bursult? The government emerged from the last | dened acreage of the old lands. Let us