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sist gales and heaviest storms, or may be converted minutes into awning-covered cockpit. Has lockers, tables and other fittings. The craft can be driven at rate of eight miles an hour for short time, but as boiler is small, in proportion to engine, a speed of four to five miles only that she can be readily taken apart for transportaexamined at any time. Price \$550. Apply to

TENDERS FOR FISHING PRIVILEGE.

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TENDERS will be received up to noon on the 15th | in this way to give evidence of your day of October next, for the Fishing Privilege on the Big Hole Indian Reserve on the North-West Miramichi River in the County of Northumberland, in the Province of New Brunswick. The Lease to be issued will be for a term of five years from the 1st day of September, 1897, at an advance of the term, the rental to be paid in advance on the 1st day of September in each year.

Tenders should be addressed to "The Secretary, Department of Indian Affairs, Ottawa," and marked "Tender for Fishing Privilege."

Information in regard to this Fishing Privilege

Department of Indian Affairs, Ottawa, 1st September, 1897.

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THE LEADING JOB-PRINTING OFFICE. D G. SMITH; CHATHAM.



Miramichi Advance. RATHAM, N. B., - OCTOBER 21, 1897.

Banquet to Hon. A. G. Blair. Wednesday night of last week to Hon. more narrow party newspapers endeavored, before the event, to convey had the true ring of loyalty to the inthey did, the belief that a new era was stimulus were necessary, opening in the history of its trade de-Dunlop Tires, Perry Chain, velopment. There is, undoubtedly, in increasing diminution of the partyfeeling which prevents men of one side from publicly recognising merit in

To these facts is due, we are convinced, the spontaniety of what seemed to be. last week in St. John, a rally of so which he has the honor to represent. or not in the light of present events, in have done. Canada is better known today side of the harbor. (Cheers.) Under proper zens around Mr. Blair, with the common object of assuring him that he member of the Dominion cabinet, and might count upon their sympathy and in his offerts to retain within the member of the Dominion cabinet, and owned it as the property of the like the difference between a people. (Hear, hear). It is true that to England I recognized with much regret that most people and owned. The people of the Dominion cabinet, and owned it as the property of the did not know the difference between a people. (Hear, hear). It is true that to England I recognized with much regret that most people of the Dominion cabinet, and owned it as the property of the did not know the difference between a people. (Hear, hear). It is true that the life of the Dominion cabinet, and owned it as the property of the did not know the difference between a people. (Hear, hear). It is true that the life of the Dominion cabinet, and owned it as the property of the did not know the difference between a people. (Hear, hear). It is true that the life of the Dominion cabinet, and owned it as the property of the did not know the difference between a people. (Hear, hear). It is true that the life of the Dominion cabinet, and owned it as the property of the did not know the difference between a people. (Hear, hear). aid in his efforts to retain within the some particular regard to the questions possibly for a term of years that railway ined that anybody who came from this side Dominion the benefits derivable from and the policy which have been in the could not have been operated at a profit of the Atlantic was an American. But I products for shipment to trans-Atlantic tration. I trust that I shall not detain year for a considerable period; but the points. It is well known to those ac- you at too great length in so remarking, people of the whole country in maintainquainted with existing conditions in public concern—questions which I think been able to carry the products of the west Canada, west of the maritime provinces, to as great a degree as possible affect at a lower rate, and this deficit would BROKERS AND CUMMISSION that much is needed to be done in peculiarly the interests of the maritime have been simply making so much of an educative way to make people understand that national development and the consolidation of the country, may be effectively promoted NEW YORK. by products of the west having their other markets through our own ports. When the Minister declares that he end, by endeavoring to have the ports of St. John and Halitax equipped for which it would follow that the opportuni- drection which my remarks have indica- matter of the Intercolonial railway. I is only that difference in point of time behandling the traffic, we are quite sure | ties of

ed in it, regardless of party politics. Instruction at our disposal in which to refer more particularly to many features of the special notice, but the minister's speech tation in which this province is so full, to the exclusion of the minor things features of the occasion.

that he deserves to be heartily support-

When Mayor Robertson had finished his speech in proposing the toast of the guest of the evening the applause and other evidences of enthusiasm were continued for several minutes. At last, these demonstrations subsided, and Mr. Blair said-

I think no one could be the recipient of such an honor as has been conferred upon me to-night without experiencing some difficulty at least in giving adequate expression to the feelings which it evokes. This, Mr. Mayor, is the dilemma in which I find myself at this moment. I do not assume that the presence of this goodly company of PROMINENT AND REPRESENTATIVE CITIZENS is intended as a personal tribute to myin her berth at Chatham, Miramichi, and may be hear.) I fully realize that the gentlemen

> BEING ARE CHARGED WITH THE GREAT TRUST OF ADMINISTERING THE

upon notification of acceptance of Tender, and for this great and flattering demonstration, the balance of the term, the rental to be paid in I cannot but thank you from the very tribule which you have tous paid me. I thank you, Mr. Mayor, for the very comceived. I do not apprehend that it will ance or that I should unfold any new the western country, to offer them features of government policy, (Laughter.) Perhaps neither the speaker nor the as he may think it is in the interest of was low. the country to make disclosures of matters which should be presented to the country. But it is within the privileges earliest possible date of the deepening of and rights of everyone who is

THE HEAD OF AN IMPORTANT DEPARTMENT | continuous waterway from the lakes to which come within the purview and tic coast, (Cheers.) There have been, scope of his own department. I shall as probably you are all aware, expended SHIPPING RECEIPTS. | take the liberty, therefore, to comment from the treasury of Canada no less than upon a few branches that are included within the administration of the department over which I have the honor to A full stock of paper, envelopes, tage and

of the most important, certainly

the impression that it would be other- and while in that position it was my wise, we do not believe that anyone, privilege from time to time to submit the policy of the government, for which perunless he were entirely reckless of haps I might be said to be in a measure TO THE GREAT WEST WE MUST LOOK FOR cuth, would venture to question the more responsible than my co leagues to assertion that the Conservatives presthe people of my native province. If I presume you are all agreed that the closest possible touch with the old country, remark upon the fact that from time to future of Canada depends upon the and will so continue. (Cheers.) The adent, equally with the Liberals, enjoyed time as I thus submitted the policy of the extent to which we can bring population vantages therefore, of such a service cannot ago. My opinion is, that when the compethe occasion, and realised that the government for the approval of the into our western countries. We have no very well be overestimated, and, since it is tion to that extension shall take place, and guest of the evening was a public man ever-increasing majorities, I simply refer number of our people in the older provto be proud of, and that his utterances to it as founding the assurance which I inces, but the millions of acres lying in of testing the advantages in this connection, make to you now, that the expression of the Northwest, which everyone admits and I sincerely hope that all our expecta-Faultless in Construction! terests of the country, inspiring, as me on those occasions has stimulated, if tion to the overflowing masses in Europe, there is unquestionably a growing feeling in

nize that it is in its duties to take and have regard to the far-reaching and those of the other, and a corresponding extending interests which crop up on all increase of those who realise that hands in such a great country as our dominion, yet I do think it is proper and patriotism is too often stifled in order legitimate that while having due regard that party interests may be promoted. to all these widely extended considerations he should keep

many of our best representative citi- (Cheers.) I understand that the honor the light of recent events, whether it is England than ever before. I was im- conditions, mark you, this will be done. (Cheers.) I understand that the honor extended to me to-night is extended in the sense and for the reason that I am a member of the Dominion cabinet, and the light of recent events, whether it might not have been the wisest policy for the sense and for the reason that I am a member of the Dominion cabinet, and Trunk line through to the western coast nized with much regret that most people.

The light of recent events, whether it pressed with that fact on every hand. Five years ago when I had an opportunity of making a short visit to Eagland I recognized with much regret that most people.

The light of recent events, whether it pressed with that fact on every hand. Five years ago when I had an opportunity of making a short visit to Eagland I recognized with much regret that most people.

The people of this country to have built a making a short visit to Eagland I recognized with much regret that most people. view of the department since I have had to the treasury of the country. It is true found on my recent trip, thanks to what the honor to preside over its administ here might have been a deficit year by had taken place during the jubilee occasion, but I think they are questions of great | ing and operating that road would have

PARTICULARLY THE INTERESTS OF THIS

and the city of St. John. I have, I may (Applause) The time would most assay, the great distinction of presiding suredly have come when the people who over the largest spending department in would have gone in there by reason of when we need not rely upon the friendlithe government. Now, perhaps there that policy would have enabled us to ness and privileges which might be accorded outlet in the east to European and are some who would think that is a place very much to be desire! and there would be a general and natural ambition upon the part of men who are willing to will promote a policy looking to that take cabinet positions to, if possible, conditions as they now exist. It is bein which the patronage is large and in that we have thought our duty lay in the subject of transportation to refer to the John from Montreal by the I. C. R. There

might exist in a larger degree than in We regret that we have not space others, but let me assure you that there

ties we will become

and that we shall after a while become accustomed to the play of the thing so that those cricicisms and occasional assaults pass by as the idle winds which we respect not, and we content ourselves with the consciousness of having done our duty and leave it to the future to determine how far these reflections have been well founded. (Applause.) THE GREAT PROBLEM

which the department of railways and canals has to deal with is the problem of self, although I could hope that so large a even in the smallest countries, it is addi- tablishment of this service. What I mean gathering of the citizens, of this communtionally so in a country of the boundless when I say that is, that we have had preI fancy no government would feel it would The subscriber's reason for selling is that the ity and of the neighboring towns might area and extent of our Dominion—a sented to us during the last few months be proper for it to confer advantages or to demands of business leave him no time to make use of the boat, which is just the thing for an inland token of personal good feeling. (Hear thing for an inland token of personal good feeling. (Hear thing for an inland token of personal good feeling. (Hear thing for an inland token of personal good feeling. (Hear thing for an inland token of personal good feeling. (Hear thing for an inland token of personal good feeling. (Hear thing for an inland token of personal good feeling. (Hear thing for an inland token of personal good feeling. (Hear thing for an inland token of personal good feeling. (Hear thing for an inland token of personal good feeling. (Hear thing for an inland token of personal good feeling.) THE TWO GREAT WATERWAYS OF THE WORLD, the national sense. who are here assembled desire to strength. a country embracing half the North en, so far as a demonstration of this kind | American continent, and requiring to be can strengthen, my hands as minister of traversed thousands of miles in order to the dominion, and as the minister repre- reach one extreme from the other. One senting this province in the government. of the very first questions with which we I fully appreciate that the honor which had to deal, as a government, shortly me compose the government of the Do- which we could annihilate to some extent in a democratic country, and particular- puliament, and as far as the government

portance of our doing something if it were

SUFFICIENT INDUCEMENTS ment policy, and therefore it is reserved | sum indeed, and might in many instances. for the premier upon such occasions as represent all the profit which the producmay be thought fitting and to such extent | er would make when the 'price of grain |

WE MADE ANOTHER ARRANGEMENT. We concluded upon the completion at the the canalz, which would furnish us with a IF WE ARE TRUE TO OUR CANADIAN INas may from time to time offer to spread possibility, if ever it was to be attained, feeling, in no spirit of antagonism to our out to a greater or less degree, as his of bringing our western traffic to the friends to the south of us, but purely from judgment may suggest, those particular ports of the St. Lawrence and ultimately the feeling of self-preservation, we should matters of policy and administration to the ports lying directly on the Atlan- take the means to insure to those who are \$47,000,000, or \$48,000,000

canals as far as the work has progressed. As part of the scheme for the carrying out of preside. (Hear, hear.) I think it is perhaps not unknown to most of the gentlemen who are here present that the department of railways and canals is one. department of railways and canals is one my submitting to parliament the necessary legislation for the purpose of secur-ONE OF THE LABORIOUS DEPARTMENTS IN | ing the completion of these canals at the earliest possible date. I found that the WHAT WILL BRING IMMIGRANTS TO CANADA?

of the Dominion. (Hear, hear) I have doubt whether there is any man in Cana- lines running to New York have drawn city of St. John. devoting whatever feeble energies I question the wisdom or propriety of the would otherwise have come to this. Since possess to acquainting myself with all its outlay. (Hear, hear.) I hope I am not immigration is the need of our western phases, in order that I might be the transgressing the rule which should be country, then, do not let us fail to take all The banquet given in St. John on better able to form a judgment and observed upon an occasion of this kind. initiate such features of policy as might You will notice that I am not speaking I have a very strong opinion, gathered from Intercolonial system itself. We are confiseem to me to be in the general interests upon questions of party political character, conversation with intelligent gent'emen on A. G. Blair, Minister of Railways and of the country. (Applause.) You have, because I do not apprehend that there the other side of the Atlantic, that they \$85.00. Canals, was one of the best and most in the course of your remarks, recalled are any party divisions upon this importsuccessful affairs of the kind that ever to my mind the fact that a period of ant question throughout our Dominion. to Canada as of equal importance with the nearly 20 years has clapsed since I first (Cheers.) I cannot refrain from speak- service between English and American took place in that city. It was entirely made my advent into public life. During ing upon political subjects, but I shall ports. A first-class line between Canada non-political, and although some of the nearly 14 years of that period I had the refrain on this occasion from party and England will tend eventually to raise Montreal. (Cheers.) We are handicapped CHIEF ADVISER TO HIS HONOR THE LIEU- you will all agree that there is and will give an added importance more the two positions. I apprehend again Canadian liner and make the passage as that there is scarcely a thinking man in rapidly and with as much comfort as by the Canada who has not concluded that it is American lines, serves to

WE NEED POPULATION IN CANADA.

expense of transportation. (Cheers.) I have indicated to you in this way what

carry the burden and perhaps reduce the to us by others for the finding of a through operating expense to a point where they railway, carrying our traffic across our own would not exceed the revenue. We have, territory for shipmert over the sea. (Aphowever, of necessity to deal with the plause.) ted. An allied question to that of know that in some quarters there is an im- tween the two points, but SERVING FRIENDS AND ASSISTING SUPPORT- railway construction—and one of equal pression that the I. C. R. cannot be turned FIVE OR SIX HOURS MIGHT COUNT AS SOMEtouch upon in a few words. That is the ocean ports. There is a feeling that the C.

are corresponding disadvantages to the A FAST MAIL SERVICE ACROSS THE ATLANTIC that the I. C. R. so far as it affects the occupancy of such a position. In the between our home ports and the ports of older provinces cannot be turned to profitfirst place the man who has charge of a Canada. (Applause.) This grows, it ap- able account. I have taken occasion to banquet which were deserving of very large spending department becomes pears to me, legitimately and necessarily look somewhat closely into this question by reason of that fact a target for the out of the need which every Canadian and I have not concluded that the I. C. Ry. assaults of all his political opporents, who has studied the question will acknowwas so important in its bearing upon the great problem of railway transportant in its bearing upon to complain of it. It is part of the play to with the old land at all seasons of the play the were at all the with the old land at all seasons of the play the were at all the with the old land at all seasons of the play the were at all the without the wit of politics that every head of a depart- the year through our own territory. sympathy which they can receive from the ment who has any money to spend and (Cheers.) I am not suggesting by any people of the maritime provinces and the deeply interested, that we give it in spends it, shall at once be aimed at as means that there is a general unanimity citizens of St. John for taking hold of the WE SHALL TAKE A PORTION OF THAT TRAFFIC being above all others the particular mem- of opinion upon this question. I know western traffic and hauling it to this port if we can get it and although I saw the ber of the administration whose services there is a doubt in many minds as to during the winter season. which were nevertheless interesting could at the earliest possible moment and whether or not the people of Canada at with the greatest advantage to the public this time should assume so large an be dispensed with. (Laughter.) That is obligation as is involved in the subsidiz- would not suggest that any hostile attitude one of the disadvantages which attaches ing of the fast line service. There may should be taken with regard to them in what to such an office as that which I now be reasonable doubts in many minds in I look forward, with some hope and exhold. But we must anticipate that when respect of that question, but I venture to pectation, to accomplishing by way of the we take a place having such responsibili- think that if the national aspects of the I. C. R. I think the C. P. R. have properly weighed in all its bearings, if we take into account what has been disclosed to in its policy respecting this matter.

NO DIFFERENCE OF OPINION. transportation, and while this problem is and national point of view there are im- determine. a difficult and intricate one to handle, portant considerations involved in the eswhich touch us very deeply and nearly in

SELF-PRESERVATION. tween them and us in the most rigid (Cheers.) I would say that the United States. I know that those such legislation will be passed in such un. say it to the people of Halifax. mistakable terms that we cannot hope for THERE IS NO ADVANTAGE TO THE PEOPLE OF the continuation of these privileges? It appears to me to be the part of wis lom to bear in mind that the time may possibly come when this condition will arise, and

our chief producers in the west and who we hope will continue to produce in increasing quantities the products that find a market across the sea, a national, a safe and in carrying forward the deepening of these | and at all periods of the year. (Cheers.)

possible advantages in order that such impolitical subjects, and I apprehend Canada in the estimation of the old country the widest possible difference between effectively than anything she has heretofore

people that policy was vindicated by our doubt ample room for an increase in the not likely to be a very severe barden for a the road shall get into successful working long term of years, the period being limited order under the new arrangement, to ten years, an opportunity will be afforded A NEW DAY WILL HAVE DAWNED FOR THE confidence which the people conveyed to are productive and furnish a great attractions in regard to it will be realized. Now, must ever be relied upon as affording the Canada towards the mother land. I think MY ZEAL IN THE CAUSE OF MY NATIVE greatest prospect for the future of Canada. the feeling is more manifest than at and while I do not regard the position of We cannot get it until we have assured about it is not necessary I should dwell upon tory. What has transpired to bring this New Brunswick, at least, an ever- a minister of the crown as one of a local the people of Europe—at least the people tonight. The fact remains, and it is well or sectional character, and while I recog- in our mother country—that the west can that we should seize the feeling when it be settled upon under favorable condi- does exist, turn it to the best possible actions, that prosperity awaits the man count, make the connexion with the old who goes there. I think it is one essen- land as it is possible to make it, and insure tial element in building up and making to us the advantages which, as a dependenthe prospect inviting that we should cy of the crown, are sure to flow from the reduce to the lowest possible cost the fact that such a feeling exists. (Applause.) GREAT BRITAIN AND CANADA.

is the policy of the government as to the land a strong evidence of our des re to esantecedent and subsequent, that there was no doubt in anybody's mind that Canada was an important part of the British empire. That the people of England were prebeen made by Canada was apparent on every hand. I am assured that with the A CONTRIBUTION TOWARDS THE INCREASING fast line, and with the other advantages which are open to us through the establishment of an additional line, and that I rections, we may count with every confidence upon the date being not far distant

importance many might consider-I might to very much account as a freight carrier to P. R. is so favorably situated with the shorter line, and with other advantages,

I fully appreciate their position and matter be considered, if it be closely possession of a portion of the traffic so far bor, but I cannot think that of necessity us during this very Jubilee year, if we lation as a competing line. (Hear, hear.) measure all thes considerations at their I know of no reason why the people's railtrue value, I venture to think there will way upon which has been expended so large be few men who will consider the govern- an amount of money, could not also be turnment of the country has made a mistake | ed to some account in bringing the traffic of the western country down to our port during the winter season. There are, of course, two rival ports upon the maritime coast, I can remark upon this I think without each likely to be claiming that it ought to we have lighter grades, we can make a litimpropriety, because I do not understand be considered the winter port of Canada. | the faster time and when we get our road that there is any division of opinion upon The question of the relative claims of these equipped as I hope it will be before many party lines with regard to the subject of two ports is one which I should fancy years go by, we will be able to make faster the fast line service. From a Canadian the government could not be expected to time than we do now. I know our friend

each of these two ports has its particular merits. The port of Halifax has some ad-I should be very sorry to suppose for one has not and on the other hand the port of moment that the time would ever come St. John has some advantages which perwhen serious difficulties or causes of offence haps the port of Halifax has not. You would spring up between our neighbors would not expect the government to neuto the south of us and ourselves, but I tralize any of the alvantages which either

this great and flattering demonstration, competition with the products of been adopted by the congress of the republication with the products of been adopted by the congress of the republication. If there is a greater quantity freight over the I. C. R. to this port. can be obtained upon application to W. D. Carter, Esq, Indian Superintendent, Richibucto, N. B., or to the undersigned.

thank you, Mr. Mayor, for the very compliance there was passed by consistent of the great west to the undersigned.

thank you, Mr. Mayor, for the very compliance there was passed by consistent of the great west to the undersigned.

The Mayor, for the very compliance there was passed by consistent of the great west possed this toast, and I thank you all for of Canada upon the most favorable foot.

The Mayor, for the very compliance there was passed by consistent of the great west passed by consistent of the great west passed to bring it, and the possed to bring it, and the people in this displacement. posed this toast, and I thank you all for the cordial and hearty and enthusiastic ing in this regard. Happily we found it for the repeal of the bonding privilege bein our power, by effecting arrangements tween these two countries? It was contending privilege between the shipping can be found to carry
going to be able to get some freight along
the line of the Grand Trunk, and I am not be expected I should to-night undertake to disclose any cabinet secrets of import- to disclose any cabinet secrets of import- enter upon the construction of a railway in land language of that enactment unquestion- the disclose that the disclose and the opinion has been given by eminent counsel that the terms and language of that enactment unquestion- the disclose that t occasion are fitted for such announce. to justify on their part the entering into ada, the treaty in that regard. Now, if it nents. I realize, sir, that there is but a contract whereby they reduced the cost were possible for such an enactment to be all advantages lie is in all human probabil. I have said to you that I am not one gentlemen in the government, under of the ship-passed, so that it required not the legal our responsible system, who is authorized ment of grain from the Northwest to the opinion but the political judgment of the I have some reason for thinking that as far on behalf of my colleagues or the governto make important and authoritative lakes by no less than three cents a bushel. legal officer of the cabinet at Washington to as the port of St. John is concerned it has ment upon this question. Of course it goes announcements upon questions of govern- (Applause.) This is a very considerable escape from the consequences and bring advantages not possessed by the other. without saying that the head of a departthis enactment to a hasty conclusion, how (Renewed cheers.) I say this is all frank- ment must initiate the policy of that long can any of you say it will be until ness. I say it to you to-night, as I would department and I cannot conceal from you

It is well for us to face the actual conditions

C. P. R. under the existing bonding privi- Canada, (Cheers.) perpetual roadway over our own territory leges then there always will be brought by that great railway a large amount of traffic,

national idea, it seems to me, that it is not large amount of traffic is not brought. I willing to spend lots of money. I would and long continued cheering. take it that the fact that the Canadian Paci- prefer not spending it, unless I could feel fic is in possession of the western side of that the purposes for which the expenditure I may say to you frankly that when quite expenditure of seven million or eight In the short visit which I made recently Montreal and the west for shipment from proper purposes. I would ask any broad-this part is a reason why all others who have minded Canadian whether the building up WOVEN WIRE FENCING I may say to you trankly that when quite expenditure of seven million or eight In the short visit which I made recently Montreal and the west for shipment from unexpectedly and unsolicited on my part million dollars more was all that was re- to the mother country I was impressed this port is a reason why all others who have minded Canadian whether the building up I was invited and pressed by our respect quired in order that we might demonstrate more strongly than ever before with the im- freight to ship should desire to get it to of a winter port for Canada is not such a flattering one, demonstrating his poputed leader to accept this responsible post, whether the previous outlay, probably portance which the people in that country this same port, because the more ships necessity as would justify the expenditure larity in the commercial metropolis. I scarcely realized how arduous were the extending over a long period of years, attach to the establishment of such a ser- that are coming the more favorable will of half a million of dollars? (Cheers.) We labors which attached themselves to that department, but when I once found myself entered upon these duties, I regarded it as imperative upon me that at any effort in my power, I should at the earliest possible day familiarize myself with the various familiarize myself with the various familiarize myself fully acquainted with all that myself fully acquainted with all that myself fully acquainted with all that is bearings.

They will tell you that you cannot would ensure us the return which we anticipated and would give us the water-way which attached themselves to that would ensure us the return which we anticipated and would give us the water-way which was regarded on all hands as so with the facilities which are now provided. When the immigrant takes a steamship paid a warm tribute to that gentleman. His absence he said, had caused the duty of proposing the toast to devolve upon him, and it gave him great pleasing that is brought here the more freight have spent large sums of money in times that is brought here the more ships there way which attached themselves to that is brought here the more ships there way between the many present the claims of the rival port of the came and am sorty I was nown that the themselves to that is brought here the more freight have spent large sums of money in times that is brought here the more freight have spent large sums of money in times that is brought here the more ships there way which as a storting or argument of the came and any or argument of the that is brought here the more freight have spent large sums of money in times that is brought here the more freight have spent large sums of money in times that is brought here the more freight have spent large sums of money in times that is brought here the more freight have spent large sums of money in times that is brought here the more freight have spent large sums of money in times that is brought here the more freight have spent large sums of money in times that is brought here the more freight have spent large sums of labors which attached themselves to that would ensure us the return which we let the rates and the more freight have spent large sums of money in times He expressed regret for the inability of

might appertain to the proper administ points -- to which I shall take occasion to assure me that the shortness of the voyage have also to consider another. You have tration of the railway and canal service refer a moment or two later. I would and the facilities which are afforded by the the Intercolonial railway running into the from that time down to the present been da so circumscribed in his views as to away immigrants to that country who we are proposing to continue the inter-

metropolis of Canada. (Cheers.) We are deat that that road will never work out and realize what can be reasonably expected of it; it will never provide an adequate nor reasonable return upon the vast sums of money which have been expended upon it at every turn. We have to consult the Grand Trunk Co. before we can make a freight rate from Montreal to any of the maritime ports or any point apon the Intercolonial railway. While I do not wish to say anything reflecting at all upon those who have been connected with the control of the Intercowith the fact that Canada is after all in the lonial in the past, it has always been a

(Cheers.) We have secured, I venture to say, the shortest, the best, the easiest communication that it is possible to make between Chaudiere and Montreal, and we have secured it at the lowest possible cost. I affirm that. (Cheers) I have been I have seen the competing roads. I know something bout the grades of the railways that have been mentioned as alternative routes, and I say that none of them is comparable with the route chosen, and that will be the universal judgment of the people of this country when the feeling is passed away. Now, the extension of the Intercolonial railway to Montreal means everything, I take it, for the all-Canadian winter route We have given to the people of Eng- for the freight of the west. It means everything, because it means that what the western country. In this connection I tablish closer trade relations with them. Canadian Pacific cannot bring down to the A SPECIAL EYE TO THE INTERESTS OF THE might express to you a doubt which has We have struck a responsive chord in that west side of the harbor, and it cannot bring even arisen in my own mind as to whether country. They have appreciated what we all, the Intercolonial can down to the east

(Cheers.) They have got to realize how ward, for when you speak of the extension eastward you may be taken to mean the placing of such facilities here as may be required for the road. (Cheers.) I want pared to respond to the appeal that had you to understand I am not expressing an opinion of the government as a whole. have no right on this question to speak for my colleagues. I can only speak for this question, leaving it to my colleagues and perhaps afterwards, if it passes the ordeal of the government, to parliament to say whether they concur. I want to put the people here, and so for as I can the peohas gone abroad that the I.C. R. is too long a road to haul freight to St. John or Halifax. Of course Halifax is some miles longer. I think Halifax cannot be reached cause we have had so to deal with them I am naturally led in connection with the within five or six hours as soon as can St.

We propose, at all events, if I have my contident that way, to try it. (Renewed cheers.) I am going to enter, if I have my way, into active competition with my friend Timmerman's

to haul than the C. P. R., and although that figure is 50 miles astray, I want to say here to-night as an absolute fact-and I am not perhaps giving my friend Timmerman any information when I make the statement -that we can haul the same carloads of freight from Montreal to St. John in the same time as my friend can haul it over his road. (Cheers.) The question of time is perhaps all there is in it. We require no more hands and no more coal. We attach our cars to our locomotive and start hem out from Montreal via the I. C. R. and my friend Timmerman may start out his train at hundred and fifty miles as far as we do, but we get here as soon as he does. How do we John can do, rather than to press unduly do it? Because we have in some respects and unreasonably the interests of the port.

Montreal to land a carload of freight in St.

minion. I assume that you have desired the great distance that separated the in- ly in the country to the south of us, might see its way clear to recommend, the which I will just mention to you now. I

if I would-I do not know that I ought to if I could-that there has been a careful study made of the situation here in the port of St. John. We have had our engineers examine this situation carefully, and I confess to you that in order that St. John and make ourselves thoroughly familiar should be equipped from the government with our circumstances as compared with point of view, a considerable amount of will promote and enhance her prosperity to our neighbors, and let us take such steps money will have to be laid out in wharf a degree which we have not hitherto enof the government to take such occasions the sea, and which would insure us the and if we are inspired by a true national as these circumstances and conditions may accommodation, perhaps elevator accommodation, perhaps elevator accommodation. suggest to our minds. Now, it appears to dation and the providing of accommodation WE ARE ON THE EVE OF VERY PROSPEROUS me that our neighboring and rival city, the in other forms. The providing of this



with the pan. Cottolene pro-

the harbor for the purposes of a winter port IMPRESSED THE MEMBERS OF THE GOVERN-

and they went away with a feeling they have since told me not only of respect and citizens of St. John have taken in the outlay they have made, but they went away with a feeling of strong sympathy for the to be able to give you that assurance and it encourages me to hope that ultimately such a way that you may be benefitted by them. I have felt that perhaps I was (No, no.) I have felt the importance of this question and will have to plead that as my length, but I would say in conclusion upon that branch of the subject that I am assuras I hope it will be laid, before parliament, and that at no very remote date, that parliaforce of the arguments which can be advanced in favor of our taking hold of the our equipping it at all points as the govern-(Cheers.) I am hopeful of that I say, though of course one can never speak with absolute confidence as to how these matters will impress themselves upon the minds of people who do not feel themselves directly interested in the questions involved. The freights, and it adds something to the cost difficulty is in making our western people of transportation. But what I wanted to realize how great a Canadian interest this say was, that I think it is an entire mistake | matter is, and in making them realize how in the transportation-will not and can not | you look at it from a national point of view be made a factor -- of western products to in order to provide us with the necessary

> A VERY STRONG CASE CAN BE MADE UP. I have no prejudice against any other port. I am assured that so far as the port of Halifax is concerned I might put it in this way. | the Minister of Railways had said to-It will be able to make a very strong case for the fast line service during the winter night concerning the development of season. I believe that. Do not let us rua away with the idea that because we see our way clear towards convincing the shippers of ocean freight that this is the best port to come to, that, therefore, we have all the advantages for all classes of service. I think we might deceive ourselves in that regard. Let us evince a disposition to

TREAT OUR NEIGHBORS AND RIVALS IN A FAIR (Cheers.) Do not let us deny to them the advantages they do possess, and those advantages are of a marked character We would do ourselves more credit by making the same time. He does not travel by two a moderate statement of our case and presenting a reasonable claim as to what St. I think I shall now have to ask you to of party. pardon me for the long address I have delivered to you to-night but I am one of those who have always felt very strongly

NATIONAL AND IMPERIAL QUESTIONS. I am an imperialist at heart, in, I think, the broadest sense. I am not very much con-John in some 36 hours. We will make a ceroed as to the question of whether or not Eastern Railway on Saturday last, in his contract to land freight in St. John in the we will be able to agree on some form of official car, accompanied by Alex. Gibsame time. We therefore stand side by council or legislature or executive body in We are in a sense rivals, but not in the future which will be representative of son, Esq., President of the Company and the sense as though we were draining our all the colonies and which shall govern and Supt. Hoben and others also; by General traffic from the same source. We would control the affairs of the empire. I feel Manager Pottinger and Chief Engineer merits. The port of Hahlax has some advantages which perhaps the port of St. John close competition is apt to breed senti- Canada and England as closely together as McKenzie of the Intercolonial, secrements of that kind. But between Timmer- it is possible for us to come in our trade taries, etc. The party brought with them us to ask ourselves any question beyond

ments of that kind. But between Timmer- it is possible to the standard myself there will never be a parti- relations and in all other profitable ways. two official cars and arrived at Chatham dr in very largely another. (Cheers.) We appears to me, the stronger it becomes. I station at 4.30 p. m., where they were met this. Is it to our interest that we should the great distance that separated the in-terior of the dominion from the coast, that there may grow up a party sufficiently providing of sufficiently providing of sufficiently the providing of sufficient that are the providing of sufficient to the provid and whether there was any means by powerful to enforce non intercourse be- them as the busines might warrant. I have been much criticised for that ar- these relations with them, if it is then let which we could even in a small degree tween them and us in the most right reduce to the producers of the soil in this manner. I know that the sentiment in this manner. I believe we will be conferring a great ing to Chatham station shortly after six, ment than was made with the Grand boon upon mankind. I have the feeling when he proceeded to the residence of Tendereis will state the above privilege of our Dominion; but whether one or all it gets to that point it goes upon sea-goir g sympathy with the labor legislation, and lying and under which the business is like the business is much of the other legislation which has lying and under which the business is Trunk and we can invite people to ship the empire, and I am convinced that the lie with direct reference to Canada. But of ocean freight flowing to one post than the lie with direct reference to Canada. But of ocean freight flowing to one post than the lie with direct reference to Canada. But of ocean freight flowing to one post than the lie with direct reference to Canada. But of ocean freight flowing to one post than the lie with direct reference to Canada. But of ocean freight flowing to one post than the lie with direct reference to Canada. But of ocean freight flowing to one post than the lie with direct reference to Canada. But of ocean freight flowing to one post than the lie with direct reference to Canada. But of ocean freight flowing to one post than the lie with direct reference to Canada. But of ocean freight flowing to one post than the lie with direct reference to Canada. But of ocean freight flowing to one post than the lie with direct reference to Canada. But of ocean freight flowing to one post than the lie with direct reference to Canada. But of ocean freight flowing to one post than the lie with direct reference to Canada. But of ocean freight flowing to one post than the lie with direct reference to Canada. But of ocean freight flowing to one post than the lie with direct reference to Canada. But of ocean freight flowing to one post than the lie with the bottom of my heart and express to you that reach the ocean at less cost and we would be unwise if we were to shut our John to provide ocean freights and as a be dropped off and carried by the I. C. R. The means shall be greater at St. Grand Trunk as far as Montreal and then to the world at large. It is my view that no quarters on the Minister's car and the ties in this regard. (Cheers.) How long has it been since there was passed by conhas it been since the result of the consideration of the world than been since the consideration of the world than been since the consideration of the world than been since the consideration of the conside weakened, and I am happy to know that night there is no part of the great extended empire that would not rise spontaneously when the moment came when the Imperia interests were imperilled or England were in jeopardy. (Cheers.) While that feeling ably mean that congress designed to practically abrogate, by the extra imposition of the natural difficulties are per cent upon goods which came from Can
greater to overcome in one case than the other, in the distance to Halifax be greater than to (Cheers.)

The distance to Halifax be greater than to (Cheers.)

The distance to Halifax be greater than to (Cheers.)

The struction a little active competition. (Cheers.)

The struction and the other, in the distance to Halifax be greater than to (Cheers.)

The struction have brought about this happy condition of affairs. Let us grip the old mother country upon confering the greatest benefit upon materialising. Canada and the greatest benefit upon England, and I venture to believe, though it Let me make one remark in closing.

> city of Halifax, is somewhat unfavorably accommodation it appears to me, if the It is therefore a fitting moment for us to inces. They arrived in St. John by situated by reason of the fact that the national idea is to be worked out, if we are bring to the notice and attention of our Canadian Pacific short line to Montreal, so to avail ourselves of all the advantages we friends in the other provinces the advantafar as freight matters are concerned, termi- possess, is a question which will have to be ges which we possess down here by the sea. after one o'clock last Friday morning from nates at the city of St. John, and so long as grappled with or ought to be grappled with, I think the time is fitting when we should Amherst. The train consisted of four there be no obstocle to the working of the by the government and parliament of make them aware of the national importance which attaches to this question, and THE EXPENDITURE F \$600,000 OR \$700,000 when we should seek to convince them that At eleven o'clock they became the guests

Everything depends upon the enlightened

an impetus just now when there is that

to provide facilities on the western side of importance of St. John as New Brunswick's commercial metropolis and said there seemed to be too prevalent a disposition to look upon this question of admiration for the bold course which the a winter port as one which was of concern to St. John only. That, however, was a great mistake, for what people of St. John. (Cheers.) I am glad would benefit the trade of St. John would also be beneficial to the trade of these feelings may find expression in acts in the rest of the province. As an illustration of how the winter port affected trespassing a little too long on your time. the particular portion of the province from which he came, he said that one excuse for having detained you at such pulp mill alone would produce for export at St. John this winter a thousand ed, when the whole matter comes to be laid, tons of pulp a month and that another mill at Chatham was turning out ment will not hesitate to give in to the almost a like amount. This was considerable export from one place in the Intercolonial Railway with energy, and of province alone. He also referred to the fact that if St. John were the winter port of Canada the demand for labor would be enormously increased and many of our best men from all over the province would find employment in that city instead of having to seek it abroad. He said he had been to suppose that the I. C. R. is not a factor trifling is the sum of money after all when associated with the Honorable Minister of Railways as a member of the govthe sea at the port of St. John. (Cheers.) equipment. There lies the difficulty. I am ernment for seven years and during that period he had always found him to be steadfast in his desire to improve the condition of the province. What

> was several times applauded during his brief remarks. Mr. D. G. Smith was also one of the speakers in response to the toast of the press. He emphasised the duty of the press and constituencies to support our best and ablest public men, regardless

> New Brunswick was quite in line with

his whole aim and object while pro-

vincial premier. He congratulated the

Minister on the magnificent reception

he had received. Mr. Tweedie's speech

The Minister of Railways at Chatham.

Hon. A. G. Blair, Minister of Railways and Canals made a run over the Canada do not see that it is at all necessary for by a few prominent citizens and proceeded to Loggieville, where the Minister

During his stay here a number of our people called upon him. As soon as it was known on Saturday that he was continues why need we desire anything else | coming a movement for a demonstration than that these relations should go on which of welcome under the auspices of the Board of Trade was made, but the anto us by a grip of iron. Let us do all we nouncement of his intended departure at can to make these relations stronger. Let so early an hour on Monday morning, nection, and we can then count, I think, prevented the proposed honor from

The visit of the Minister on this might be considered a broad statement to occasion was in connection with the affirm, the greatest benefit upon the world. general movement for the promotion of the interests of the country and the way in which we take hold of this great development of its transportation facilities question. It is possible for us to give her in connection with the Intercolonial.

Vice-Regal Visit.

The Governor-General and Lady Aberspecial train over the I. C. R. a little cars. The party remained in the cars. and while there is a large amount of traffic in order to put this port in proper shape is should yield to the demand of the people in Robertson to their rooms at the Royal deal with the transfer of heavy freights, IT CERTAINLY WILL START WITH ADVANTAGES come to think of the results. I know I am a national highway to the sea and opening hotel. The mayor, lieutenant-governor but is a part of the execution of the which are not enjoyed by a port to which a laying myself open to the suspicion of being up of a winter port for the dominion. (Loud and prominent citizens gave the distinguished visitors a drive about the city The reception of Hon. Provincial and through the park. In the afternoon this harbor, that it moves its freight from was proposed to be made were worthy and Secretary Tweedie, who proposed the Lady Aberdeen met a number of ladies ment at Lady Tilley's residence, and Lord Aberdeen had a conference at the public hospital with a number of the city phy-