

HIS SWEETEST SONG.

THE AUTHOR OF "KATHLEEN MA-VOURNEEN" A MUSICAL PRODIGY.

His Early Life In England—His Evolution of the Melody That Is Known All Over the World-Sketch of Nicholls Crouch,

the Remarkable Composer. Kathleen Mavourneen, the gray dawn is break The horn of the hunter is heard on the hill: The lark from her light wing the bright dew

It may be for years, and it may be forever.

Oh, why art thou silent, thou voice of my

Kathleen Mayourneen, awake from thy slum-Ah, where is the spell that once hung on

Arise in thy beauty, thou star of my night! falling
To think that from Erin and thee I mus It may be for years, and it may be forever.

Then why art thou silent, thou voice of my

"He died with a song upon his lips." Such is the brief obituary line of the



NICHOLLS CROUCH. of "Kathleen Mayourneen" and 2,000 other ballads. His life was an eventful romance from the first chap ter to the last.

A famous writer has said: "There is no eloquence that thrills like Irish eloquence; there is no poetry that touche as Irish wit; there is no melody so sweet and plaintive as Irish melodies." Professor F. Nicholls Crouch, F. R. S. (such was his habitual autograph), was born in Warren street. Fitzrov square, Marylebone, parish of St. Pancras, London, on July 31, 1808.

At 21 he was violoncellist before Rossini, and a little later he was at Drury Lane, in London, famous and accom-There he wrote his first songs, "Zephyrs of Love" for Miss Annie Tree

General Business.

BALSAM

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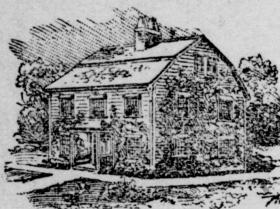
50 YEARS

and "The Swiss Song of Meeting" for the celebrated Mme. Malibran. There. too, he formed an acquaintance with John Howard Payne, and when that equally unfortunate genius produced hi opera, "Clari, the Maid of Milan." the orchestra was directed by Crouch. In this opera "Home, Sweet Home," wa sung for the first time on any stage. It was Mrs. Crawford's pen-for the words are hers—that gave to the musician the inspiration of his best song:

Kathleen Mayourneen, awake from thy slum The blue mountains glow in the sun's golder

Ah, where is the spell that once hung on my Arise in thy beauty, thou star of my night He had seen the little poem in a British magazine, or the authoress sent it to him (Crouch himself was doubtful), and he was impressed with the rhythmic beauty of the lines and the tender pathos of the theme. They kept jingling in his brain, and one day, while riding about the grounds of the Duke of Bedford's castle. at Engley, near the banks of the beauti ful stream Tamar, in Devonshire, he evolved the melody that was destined to be sung by countless generations and in almost every tongue.

When he returned to his lodgings, he completed the song. This was in 1835 It was first sung by himself at a little concert in Plymouth, and later he pre sented the score and copyright to Mrs Peter Roen, the wife of a music dealer in that English town, of whom he was very fond. The house of Roen failed. and their effects passed into the possession of D'Almaine & Co. of London. who issued numerous editions of the melody. With this were connected "Dermot Astore," "Their Marriage" "Death of Dermot," the quartet forming a history of Irish love and romance An unfortunate marriage drove him to the United States. In Portland, Me.,



CROUCH'S BIRTHPLACE. which he frequently revisited, being there last on his eighty-seventh birthday, he taught music from 1849 to 1856. Personally he was stalwart and broad shouldered, about 5 feet 7 inches in height, with wondrous black eyes that ciously to his scalp, and, with his long. drooping mustache, was until a few

years ago coal black in color and of silky texture. He did not look to be over 66 a singularly handsome man. The man ory of him is that of a musical prodies for his compositions fill nine volumes

years of age and was an embodiment of physical vigor till near the end. In his youth and middle age he must have been ALBERT P. SOUTHWICK.

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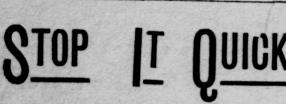
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Miramichi Advance.

OHATHAM, N. B., - - MARCH 18, 1897. The Legislative Session. The session of the Legislature just

closed at Fredericton was of about average length, and characterised by a promptness and efficiency in the conduct of its business which have demonstrated the capability, tact and industry of the acting leader of the House, hon. Provincial Secretary Tweedie, as well as the good understanding existing between him and all the other members of the Government, and the representatives supporting them.

One of the features of the session was the presence nearly every day of hon, Attorney General Mitchell who, although prevented by a serious and painful affection of the throat from taking an active part in the proceedings, has been exceedingly gratified over the loyalty with which his premiership has been supported and the hopeful solicitude manifested for its continuance. Not only has this feeling been manifested by every one of the thirty-six members who, whether they are in the Government or not, are proud acknowledge his leadership, but of undreds of other leading men of the Province, who have been in Fredericton during the session to manifest their allegiance and confidence, because they have, for years, been drawn towards him by his genial, unaffected personalty, unassailable integrity and confidence-inviting qualities, based on his well-known natural aptitude for public affairs, his valuable experiences therein, and the fact that he was long the trusted lieutenant of ex-premier Blair -who was, perhaps, the ablest leader

the government of the Province has

It might have been reasonably expected that after the Government had been, in so many general and byeelections, sustained by the people, and, also, in view of the fact that the premiership had naturally fallen Mr. Mitchell when Mr. Blair called to the Dominion Cabinet, the opposition press and the nine gentlemen composing the opposition in the Legislature, would have been disposed to treat Mr. Mitchell and his Government fairly. Instead of that, however, fied in resorting to methods and policy which only politicians of their class deem justifiable. They appear to have been incapable of profiting by the lessons which their former failures along the lines of underbred personal warfare ought to have taught them. They prophesied that Premier Mitchell would die before the House met. They were not contented with representing | Chatham Board of Trade. The object of Messrs. Tweedie and Emmerson as already fighting over the thus vacated premiership but proclaimed that th convening, as accustomed, of the cabi net to prepare for the work of the session and consider the opening speech, was an emergent meeting to settle, if

possible, quarrels between Messrs. Tweedie and Emmerson. When the House met and premier Mitchell's active duties as leader were known to have been entrusted to Provincial Secretary Tweedie, as senior member of the Government, the leading organs of the opposition—the St. John Sun and Globe-made a most indecent and determined attempt to write Mr. Tweedie down, resorting to the grossest misrepresentation in doing so, Not only so, but they also attacked scarcely less vindictiveness, simply because he ably aided Mr. Tweedie whenever necessary, and in that way demonstrated the falsehood of all their statements respecting internal Government dissenions.

The people of the Province will not forget the indecent personal attacks of such members of the opposition Messrs. Pitts and Pinder upon Mr Emmerson in the House, early in the session, supported by the equally unjustifiable reflections upon Mr. Tweedie by Dr. Stockton, the opposition leader. The friends of Mr. Tweedie will, however, for a long time, remember with increasing confidence in his good judgment and admiration of his fighting Eastern Railway qualities, the effective manner in which he settled and ended not only the vulgarisms of Messrs. Pitts and Pinder, but the more subtle thrusts under the belt by Dr. Stockton, who will probably never, hereafter, enjoy the Christmas season as well as he formerly did, be cause of its association with an allegorical picture, word-painted by Mr Tweedie and connected with a certain 4.20 p.m. "pie."

> Being obliged to abandon the tactics of personalities with which inaugurated their sessional campaign, the Government's opponents sought to create the impression that great wrongdoing was concealed in the transactions of the Board of Works, and after they had committed themselves fully to an apparently sincere wish to have the Board of Trade will be represented as sittings of the Public Accounts Committee open to the press and to have formal investigations of alleged corrupt expenditures on the Cocagne, Didge guash, Young's and other bridges, the Government, by amending the rules and voting them a free hand in the matter of witnesses, papers, etc., conceded all they asked. It turned out, however, just as was expected. They were not sincere. They did not want to investigate, but were compelled to do so by the Government majority. Every wit ness they wanted was brought to Fredericton at the public expense, and the result was that they not only failed to establish any wrong-doing, but Chief Commissioner Emmerson was proved to where it was originally intended to hold have exercised the greatest vigilance in the public interest in reference to all the matters touched upon, and it was shown that full value was received by the Province for every dollar expended. When the opposition wanted to run

Provincial Secretary Tweedie them understand that the House would be kept in session for any length of time they might ask, if they would only name their witnesses and with investigation, but their whole plan of campaign had collapsed and their leading men admitted it.

At the end of the session, therefore, the Government stood stronger than ever. All the prophecies of weakness. the misrepresentations of the conduct of its individual members, and the hopes that the leadership would be in hands unfit to guide, were disproved and disappointed, and the opposition went home conscious of greater defeat than they ever before experienced.

Northumberland has reason to congratulate itself on the position its representatives occupy in the legislature. One is the trusted acting leader and another the presiding officer, while, as a whole, its representation commands an influence not exercised by that of any other constituency and whatever changes may take place they may, we think, be trusted to sustain the position they have fairly won as the strongest and most effective men eve sent by the County to Fredericton.

The "Canada Eastern" Question. We devote a good deal of space thi week to a report of the public meeting held in Fredericton last Thursday evening to consider the interests of the people living along the Canada Eastern Railway. in connection with negotiations known to have been entered upon by both the Canadian Pacific Railway Company and the Dominion Government, with the

object of acquiring that road. The call for the gathering emanated from the Fredericton Board of Trade, which, at a meeting held a week or more before, passed certain resolutions on the subject, affirming, unanimously, decided preference of that body for Government ownership of the Canada Eastern. The industries affected by the

Eastern. It was thought desirable that the people of the Miramichi and Nashwaak- satisfactory. Now, it appeared, whose interests would be, equally with those of the people of Fredericton, and it would fall into the hands of either affected by the proposed change of rail- of two parties, the Dominion Government way ownership-should be heard on the subject, and the general public meeting of out wishing to say one word in disparagelast Thursday night was announced through the press and held under the auspices of the Fredericton Board of Trade for the purpose of eliciting the a great corporation, governed by fixed views and giving expression to the sentiments of the people affected. It was conthey seemed to think they were justi- ducted under the fairest conditions for all interests and was practically unanimous in favor of the Dominion Government acquiring the railway, in the event their management, and they being de of Mr. Gibson and his associates offering pendent upon the people would carefully An attempt was made at the meeting,

however, by the only opponent of the

a ground-work for the statement that

transfer to Government present, to lay

some of the speakers had ridiculed the this was, of course, to incite a feeling of distrust and a desire for reprisal on the part of Chatham business men against those of Fredericton. This attempt seemed to be aimed at Mr. Gregory, against whom it was harmless, for that gentleman, as well as all the other speakers. said nothing that the most morbid mind could construe as other than courteous and considerate towards all interests. The party referred to also published letter against Mr. Gregory in the Gleaner of the day following the meeting and, ir other ways, proved that the political malice which had led him to insinuate in Chatham, only a few days before that if the government acquired the Canada Eastern a certain Dominion Minister would steal a part of the purchase money, had not given place to feelings better calculated to serve the important interests involved. It was hoped that the tone and temper of the Frederic on mee ing would have Chief Commissioner Emmerson with | engendered a fairness of discussion in the quarier referred to, calculated to lead to a better understanding in Chatham of a subject of such great importance to the people from the mouth of the Miramichi to that of the Nashwaak, as well as of the whole city of Fredericton, but it is amply demonstrated by the malicious misrepresentations of the meeting and those who participated in it, published in Chatham last Saturday, that such hope may not be entertained, if it is possible for the leader of the Chatham Board of Trade i the matter thwart it. That our Board of Trade permitted itself to be led by influence so sinister, and to be looked upon as in sympathy with the insult offered almost under its auspices and in the name of both Liberals and Conservatives to the Minister of Railways, is regrettable, and when the exponent of such tactics is placed in a position which justifies him in addressing meetings abroad as the officer and spokesman of the Chatham Board of Trade, can it be wondered at that a further liberty taken at the expense of truth on Saturday last to make the mem bers of that body believe that such defender was necessary to them in Fred ericton or elsewhere? It happened that a gentleman of the Miramichi, whose at titude in almost all public matters approved by normal-minded people, was chosen to move the Miramichi-Nashwaak resolution which received mous endorsation at Fredericton. was sufficient to incite the usual from the quarter referred to, which aimed at Mr. Gregory in Fredericton, bu turned with even increased venom another envied quarter in Chatham, remains to be seen how long the Chatham

Railway Meeting at Fredericten

needing championship from such a

On Thursday evening last a public meeting was held at Fredericton to discuss the proposed sale of the Canada Eastern Railway to either the Dominion Government or the Canadian Pasific Railway.

The meeting was very largely attended by gentlemen from Chatham, Newcastle, Derby, Doaktown, Boiestown, Stanley and other places along the line of the Canada Eastern, by members of the Fredericton Board of Trade and many such a large number of people were in at- for sale, tendance, that the City Council Chamber, ne meeting, was found to be too small entirely to contain them, and the City Hall proper had to be used. On motion of Jas. S. Neill, A. H. F.

Randolph, vice-president of the Board of Trade, took the chair, and J. W. McCready was made secretary. away from a number of their charges,

present was aware that the meeting had He said the financial interests of Newca tle been called on account of the rumored change in the ownership of the Canada Eastern Railway, and that because of the great importance of that change to the section of the courtry through which the railway ran, representatives from all that part of the country had been invited to b present. He was glad to see such num bers of them there and would be pleased to hear them express their opinions on the matter to be brought up for discussion.

SHERIFF STERLING

called he had thought it advisable that some resolution be put forward embodying what was believed to be the views of the gentlemen assembled, and with tha end in view he had prepared a resolution which he proceeded to read, as follows: Whereas it is generally believed that pro iminary negotiations are under consideration for the purchase of the Canada Eastern Railway, and as this railway has, since ts construction, proved a valuable factor in the development of the large lumbering, agricultural, fishing and commercial industries of this province and especially of that section of the province through which the road runs, and also of the commercial and nanufacturing interests of the Towns of Chatham, Newcastle, Nelson, Blackville, Doaktown, Boiestown, Stanley, Marysville, and the city of Fredericton, making the latter a competitive point for transportation from and to all points in Canada;

Therefore resolved, that in the opinion of this meeting, composed of the representatives from the above named places, the purchase of the Canada Eastern Railway by the Dominion Government, thereby making it a part of the Intercolonial Railway system of Canada would best maintain and promote he progress and advancement of the agricultural, lumbering, manufacturing and other industries of this section of the prorince, already materially developed and

fostered by this railway. Further resolved, that this meeting for he reasons stated, strongly urge upon the Dominion Government the necessity of purchasing the Canada Eastern Railway.

Wm. Richards of Chatham and Boiestown In speaking to the resolution Sheriff Sterling disavowed any feeling of hostility to any other railway or company, and said the question should be approached the communities served by the Canada road are many, and the growth of business along its course has been most the management was likely to change hands, or the Canadian Pacific Railway. Withment of the C. P. R., it would be agreed that it was not desirable to have the control of the road in the hands of such rules, and with which the wishes of the people of Fredericton or of any place along the line would have but little effect. On the other hand governments regard their wishes, and if the road should fall into their hands there was every reason to think that the same liberal management would prevail as has in the

GEORGE F. GREGORY ESQ. Q. C. suggested that the last paragraph of th resolution be amended, and with the consent of the mover and seconder it was amended to read as follows :

Further resolved, that this meeting for the reasons stated, strongly urge upon the Dominion Government the advisibility of purchasing the Canada Eastern Railway. case this road should be offered fo sale by the present owners,

He said that as the resolution stood might be inferred that there was some thing in the present management to be delivered from. He, as an officer of the road, did not know that there was anything in its rumored sale, though there might be something he had not heard of at any rate it was not desirable that any impression should be created that the present owners were hawking the road for sale, or knocking at anyone's doors to buy it. He thought they would sell i they got a good ofter. He did not think there could be two opinions as to whose hands we had better tall in, the Dominio Government or the C. P. R. Mr. Steri ing had been very prudent in his observations in respect to the management of the C. P. R. He had nothing personally to say against them, but we all have ears, and we know that the citizens at large have no little dread of falling into the hands of the C. P. R. He thought that in view of what Fredericton had done for the C. P. R. in building the branch road the citizens have not been fairly treated this season the accommodation had been slightly better. He could see no reason why the passenger rates from here to Boston, Bangor and other places should be higher than from St. John to the same places, except that the C. P. R. has but one object in view and that was to make money for its stockholders, and as Mr. Sterling had said, one locality would have very little to say about the management. He said he would not be quite as mealy-mouthed as Mr. Sterling had been, and would say plainly that it is not in the interests of the people of Fredericton that they fall into the hands of the C. P. R.. but that they had better fall into the hands of the Dominion Government irrespective of what party might be in power. The Canada Eastern is a paying road the following resolution: and at a price of say \$10,000 per mile, it would be a good investment for the Government, allowing that they had to pay 31 per cent, interest on the purchase money, which is the rate they are paying Whereas, The resolution passed by the now on money they are borrowing every time in reminding the Government of this

day, and that the people should lose feature of this transaction. He said had noticed by press reports that there was some agitation in Chatham that the C. P. R. get control of the road and sup posed they had taken that view of it he cause they wished to continue to have two competitive roads as at present They now have the Canada Eastern and the Intercolonial, and if the C. P. R. took over the Canada Esstern they would still have competitors, instead of having both roads owned by the Government.

Mr. D. G. Smith: They have but one road, as the junction with the I. C. R. nine miles from Chatham.

Mr. Gregory, continuing, said thought Chatham's interests about life the interests of Fredericton: they are now out and had better not fall into the hands of the C. P. R., and he hoped the other representative citizens. In fact the Government to buy the road if it was MR. JOHN MORRISEY.

the people were in favor of the purchase of ence. The C. P. R. is simply a body of having been given to the subject, and a down to give reduced freight rates. Mr. Randolph said he thought everyone the Canada Eastern by the Government, business men working together to make more deliberate examination of the argual The motion was carried without division.

are the same as those of Fredericton, and if the purchase of the Canada Eastern by the Government is to the interests of Fredericton should it not be to the interests of the little town of Newcastle in which he lived. That was the light in which he viewed it, and late the night before he had been asked to come to Fredericton and with his friend. Donald Morrison, represent the people doing business at Newcastle. He said they might have chosen a better man, but they certainly could not select one who felt a greater pride in meeting the people of Fredericton said that being very closely interested in than he did. The people of the counties the object for which the meeting was along the St. John river had had more experience with the C. P. R than the people of the North Shore and should be better judges of the Company's methods.

> He would ask Mr. Welch, a business man, who is admired by all who know him, what had been his experience? Had he not been charged \$12 by the Canada Eastern and \$30 by the C. P. R. for carrying a scow for ar equal distance on both roads? Were the people of Fredericton or the people of Chatham willing to put up with such treatment as that? If so, then hand the road over to the C. P. R. The people would get fair play from the Dominion Government. On the other hand the C. P. R. was but a grind ing corporation looking to the interests of Manitoba and the West. One question would be raised and that was as to whether it was advisable for the Government to take control of these branch roads. He would leave that to the politicians to decide. the people the two great questions to settle were whether the Government or the C. P.R. Newcastle, he said he thought the C. P. R. For his part he would as lief Mr. should get the road. As far as Newcastle goes they would vote for the Government to get it, and he hoped that the object for which the meeting was called would soon be realized and the Government induced to take over the road when a sale is made. The resolution was then put and carried

unanimously. This resolution was seconded by Mr of Chatham rose to move the second resolution and had said only a few words when Ald. Limerick said that the council chamber (in which the meeting had so far assembled) was so crowded and so many were in the corridor standing that they had opened the large city hall up stairs, and he requested When all had been seated in the big hall, Mr. Smith resumed the floor, but was obliged to take the platform. He said that he, with a number of other people of the districts lying along the line of the Canada Eastern Railway, who had not the good fortune to live in Fredericton, had considered it advisable that a resolution should be passed by them at this meeting touching on this subject. Before reading the resolution, however, he thought it might be well to refer to the action recently taken by the Chatham Board of Trade, which was not, in the opinion of any of the many residents of the Mirami chi and Nashwaak now present, in Fredericton, in line with the in terests and sentiments of those importan districts. From personal knowledge he could not say what had induced did not like to have fault found with Chatham Board of Trade to favor the acqui sition of the Canada Eastern by the C. P. R. rather than the Dominion Government. because, although a member of the Board and its Council, he happened to be absent from Chatham when the matter was sprung upon the Board for what many conceived to have been too hasty a decision. understood that the meeting was called quite hurriedly, and he believed that many at the meeting did not seem to realize that

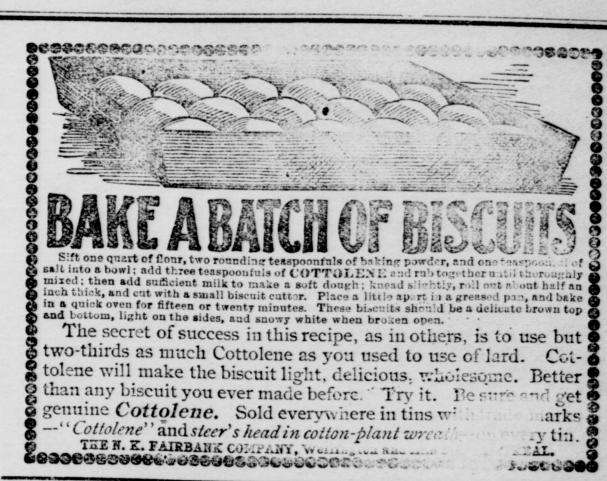
there were two sides to the question. From what he had heard, the resolution was not endorse 1 by the people of Chatham, and three of the gentlemen whom he had questioned on the supject were sorry they had ject. taken the action they had. He thought that in justice to the Board of Trade it was only due to say that there were but seventeen a the meeting, and the question had not been as thoroughly discussed as it might have been had there been a more representative meeting. He said the C. P. R. is a railway that every Canadian should be proud of, but it was so managed as to make money for its stockholders. That was right from their point of view, and what we all would do if we were so fortunate as to be able to hold stock in it; but the question for the people living along the line of the Canada Eastern to consider was whether their interests would be best served with that road in the hands of this great and money-making esrporation, or those of the Dominion government, who they could, at least reach and influence occasionally, and who would be desirous of winning the people's confidence by fair, considerate, and even paternal treatment. When the whole subject was fairly considered, on its merits and from a purely business standpoint, as it had been I. O R. Those, therefore, who talked of michi and Nashwaak with whom he was now acting, there could not, he believed. be any but one decision arrived at, and that decision was embodied in the resolution he was to move. He said that amongst those who were present when they had talked the matter over, and for whom he spoke, were such men as John A. Humble, Havelock Kelly, D. R. Moore, H. R. Turnbull, Wm. Whyte and B. McMinimin of Stanley: W. R. McClusky, C. T. Duffy, Justus induce it to extend the I. C. R. by a branch Fairley, Jas. S. Fairly and others of Boiestown, Robert Swim, Jas. L. Murray, Wm. opposite Chatham. But, still, the river Russell, Geo. Nelson, Harvey Doak, Henry | would intervene and such branch would, after Swim, J. S. Pond, of Doaktown; John all, not reach Chatham. But the fact that Betts and T. C. Miller, of Millerton ; John H. Sargent of Nelson and Chatham : Wm. Richards, of Boiestown and Chatham J. A. Rundle, Donald Morrison, R. H. Gremley, rissy of Newcastle. These felt that their sentiments were embodied in the resolution passed the other day by the Fredericton

Whereas, The people of the Miramichi and Nashwaak rivers are equally interested with those of Fredericton and Marysville in any matter affecting the ownership and management of the Canada Eastern Railway

appreciation of Mr. Gibson's fair treatment the patrons of that road, and the belief should be decide to sell it, that its acquisition by the Government of the Dominion would be in the best interest of the people increasing western who supply its traffic Therefore resolved, that the residents of Miramichi and Nashwaak rivers present. including citizens of Chatham, Newcastle, Derby, Doaktown, Boiestown, Stanley and places on said river, heartily endorse said resolution and join in the request that

of Mr. Gibson offering it for sale. The resolution was seconded by Mr. John A. Humble, of Stanley, and others. MR. DONALD MORRISON.

of Newcastle, said that the matter had come up before the Board of Trade at Newcastle. and they felt they should pause for further information in regard to the proposed change of ownership. They thought it unagainst the Government in the matter, if Canada Eastern Railway, and it was un-



money, and they would run the road simply ments of the C. P. satisfied, therefore he thought it to the in their min's terests of the people of York and Northumberland and of the Province in general to next addressed the meeting briefly. He have the Dominion Government purchase was quite surprised when he saw it stated the Canada Eastern if it was for sale, and as in a Chatham paper several weeks ago that everybody knows there are rumors that it is the board of trade wanted the C. P. R. to on the market, he thought the people should | purchase the Canada Eistern. He thought lose no time in strengthening the hands of it would be a terrible mistake should the the Government. As a business man of Canada Eastern fall into the hands of the people of that town would be standing Gibson should retain the road as have it sold in their own light if they did not favor the to the government, as it was being managed transfer to the Government rather than the satisfactorily. He thought he voiced the C. P. R. The Government would not be sentiment of the people of the Miramichi looking for any great profits, and if anything when he said they were unanimous for exorbitant in the way of rates was charged, having the government purchase the road the people had ready access to the manage- | should the owners decide to sell. ment through their representatives in parliament, who having to come back for re-elec- said he could not be expected as a prominent tion would bring the necessary pressure to officer of the Chatham Board of Trade to bear to have matters adjusted. Since coming remain silent, and hear the action of the to Fredericton he had received a telegram board ridiculed by persons who were not from a member of the Board of Trade of present at its late meeting. The reason that Newcastle, Mr. P. Hennessey, who was at | the board had passed the resolutions referred first a little inclined to think that the pur- to was that they wanted the Canada chase of the road by the C. P. R. would be best for the people but who now, with the majority of the people, favored the purchase by the Government. Mr. Morrison then read the following telegram :--

NEWCASTLE, March 11. Morrisey and Morrison, Fredericton: Have wired our four representatives to ssist you at the meeting to-night. (Signed) GEO. BURCHILL, SR.,

A. RITCHIE. R. R CALL. JOHN NIXON. E. LEE STREET, JAS BROWN. JOHN FERGUSON. P. HENNESSY.

GEO. GREGORY ESQ., Q. C. said the meeting was, no doubt, pleased with the attitude of the gentlemen present in whose behalf the resolution under discussion had been moved, and there seemed to be an entirely unanimous feeling of accord, on their part, with their neighbors of Fredericton. These gentlemen largely represented the towns and other centres along the Miramichi, as well as the Nashwank. Yet, an entirely different view of the subject had been taken by the Chatham Board of Trade. He confessed he could not understand what the reasons-the arguments-were which had led the Chatham Board to arrive at the conclusion it did. If those reasons were stated they might be discussed and judgment as to their merits formed. They would like to hear from Mr. Smith or some other person from that quarter on the sub-

said that although he was a member of the Chatham Board of Trade and of its Council, he was absent from Chatham when the meeting in question was held. He was, however, in Chatham next day, and being then as much puzzled as to the reasons for the Board's action as Mr. Gregory and others now seemed to be, he had questioned several gentlemen of the Board on the subject. So far as he could gather from what they said, it appeared that three principal canvasses were responsible for the action taken. - One of these was that if the C. P. R. acquired the Canada Eastern it would give Chatham a competing railway. When, however, they had, after the meeting taken time to think, they were faced by the fact that Chatham had only one line of railway, which was the Canada Eastern. Whether the present company, the C. P. R. or the government owned it, Chatham traffic would have to be carried nine or more miles over it before it could reach the Canada Eastern furni hing Chatham with a competing railway seemed to be arguing on conditions which had no existence, for Chatham was reached by one, and only one

railway. The second argument was related to this competitive aspect of the question, and it was that if the C. P. R. acquired the Canada Eastern, Chatham people would bring such influences to bear on the Government as to some five or six miles long to a point Board of Trade and he, therefore, submitted C. P. R., the Government would say,-

of looking at it from a Chatham standpoint, vance the best interests of the Province and He had heard of a third inducement canvassed in fayor of the C. P. R., which was | ment being entered into between the Dominthat it was confronted with the necessity for its evercattle and produce traffic, especially in the months of February, March and April, before ocean- rates now prevailing on all ones owned or going vessels could pass up the river St. Lawrence. A part of the C. P. R. scheme, accordingly was, in the event of its acquiring the government of the Dominion will take the Canada Eastern, to extend that line his resolution, quoting statistics showing the teps to purchase said railway in the event from Loggieville to Point Escuminac, and amount of grain exported from Manitoba there build a harbor-in fact, establish a port. | and pointing out that a reduction in rates Against this idea, however, were several would greatly assist immigration. serious physical facts. It was well known to many Chatham people that no oceangoing steamer dare go nearer than three miles to Point Escuminac, so the proposed harbor works would have to be built out for that distance-a very expensive operation, Then, it was known that no vessel of

any kind would even enter the Gulf of St. Lawrence until along in the the Government proposed to purchase the month of April, to say nothing of the been what had been expected owing to the frozen straits of Northumberland. It was meeting would be unanimous in urging doubtedly to the interest, of the people to clear, therefore, that if the proposed harbor fall into the hands of the Dominion Govern- were constructed by the C. P. R. at Escuminac a very expensive water-heating plant | He was of the opinion that if the protective change came. He said he had heard at a would be necessary to inject sufficient hot system was continued in Canada, possibly of Newcastle said that in his opinion the Board of Trade meeting in St. John many water into it to keep it open, and also to so the building of the road might be a benefit people of Newcastle should work in harmony complaints made against the exorbitant rates warm the straits and a portion of the to Manitoba, as, if freely used, some of the with the people of Fredericton in the inter- charged by the C. P. R., and the people Gulf of St. Lawrence as to make them safe- products might be shipped into the mounests of our common country. Some people who were so overcharged should have the ly navigable. The expense of the proposed tain country, but if we had free trade, then would look at it from sectional stand- sympathy of the people in this case. It had Escuminac extension and ocean terminus the importance of supplying that small dispoint; probably Chatham at the time oppos- been asked what difference would it make for the C. P. R. could not, therefore, he trict would not be of so much consequence. ing those resolutions looked at it in that whether the Government or C. P. R. got the believed, be seriously entertained [laughter]. The franchise of the road should not be light; since then he believed a majority of road? He thought there was a vast differ- It was because of serious consideration given to the C. P. R. unless it were bound

advocates having been ! with that end in view; on the other hand we made since to meeting of the Chatham have the Intercolonial run by the Govern- Board of Trade, that several of its members ment in the interests of the people, and so who had voted against government control long as it pays expenses the government is of the Canada Eistern had since changed

MR JOHN O'BRIEN M. P. P. MR. J. L. STEWART

Eastern to remain as a competing road with the I. C. R., which it could not be if sold to the government. The board had viewed the matter from a business standpoint and felt that it was better to have two roads than one, the same reason he held which had prompted the Fredereton board of trade to take the action they did. There might be those present at the meeting who cors dered they knew more abou, what was best for the interests of Chatham than the board of trade of that town, but he did not

SHERIFF STERLING. Sheriff Sterling said he did not think

anything was to be gained by discussing what the Chatham board of trade may or may not have said. He thought there were questions to discuss upon which more unanimous feelings might prevail. He hoped the speakers would confine their remarks to the subject at hand. GEO. F. GREGORY, ESQ., Q. C. Geo. F Gregory could not agree with

Mr. Stewart that any person had ridiculed the action of the Chatham Board of Trade. They only wanted to know what grounds they possessed for taking the course that they had. He could not see what Chatham was going to gain by having the road purchased by the C. P. R. MR. DONALD MORRISON.

Mr. Morrison said he i think that any statement he i be taken s a reflection on the of Millerton his hearty accord with the resil

MILI N, Miramichi, N. B. March 11. 1897. To the chanm a f the Public meeting at Fredericton to consider the question of the proposed change of ownership of the Canada Eastern Railway-DEAR SIR: 1 regret my inability to at-

sent the fell

tend your meeting to-night, but we are heart ly in favor of the Causdian Government acquiring the Canada Eastern Railway, as we consider it is for the very best interests of our Province

Yours very truly (Sgd.) J. C. MILLER Manager Miller's Tauning Extract Company. The resolution was then unanimously adopted by the Miramichi and Nashwaak gentlemen present.

On motion of Geo. F. Gregory, it was resolved to transmit the resolutions to the Minister of Railways. On motion of Mr. J. D. Phinney, seconded by Z. R. Everitt, a hearty vote of thanks was

presented to Mr. Coleman for his efforts in making the meeting a success, and was gracefully acknowledged by that gentleman. On motion of John Morrisey the chairnan was also tendered a vote of thanks. The meeting then adjourned and at the request of the chairman many of the gentlemen present attached their signatures to a

Monopolistic Freight Rates.

petition in line with the action of the meet-

ing, to be forwarded to the Minister of

WINNIPEG, March 4 :- Freight rates was the chief subject under discussion is the Manitoba Legislature to-day, Mr. Young of Deloraine moving the following resolution: -Whereas the freight rates charged by the lines of ailway in this Province, both for the necessity of this branch was anticipated | transportation of our own products to the proved that those who entertained the idea | seaboard and on articles necessarily imforesaw that the demand for it would be creat- ported into the Province for the use of its ed by the bad treatment expected from the settlers, are very high and in the opinion of R. L. Maltby, D. Doyle and John Mor- C. P. R., and it was feared by many that this House excessive and bear heavily upon when the time came for Chatham to cry to the farming community; and whereas the the Government to thus save its merchants | C. P. R. Company has been largely subsiand shippers from the exactions of the dized by liberal amounts of public money and extensive grants of most valuable lands: "No! we were willing to buy and run your and whereas a material reduction in freight only railway for you, but you preferred to rates generally would promote the best interplace yourselves and your interests in the ests of our present population and add hands of the C. P. R. - You have made your greatly to the success of our efforts to secure bed and now you may lie in it." That, to settlers; therefore, be it resolved, that in his mind, was a logical and businesslike way the opinion of this House, in order to adinduce settlement, in the event of any agreeion Government and the C. P. R. Company for further rulway construction, any such agreement should include as one of its conditions a material r-duction of the freight controlled by the said

The mover spok at length in support

Mr. Sirrett, Pat on, of Beautiful Plaine, seconded the motion, adding the words:-"And that the control of such rates for the future be ceded to the Government of the sion to be appointed by that Government." He claimed that the Northern Pacific. was a matter of opinion whether the Crow's Nest Pass Railway was a necessity or not.