

The Union Advocate.

Established 1867.
NEWCASTLE, N.B.
WEDNESDAY, OCT. 5, 1881.

THE INTERCOLONIAL RAILWAY.

From the period when the decision was given that the Intercolonial was to be built by the Northern route, until the time of its completion, and for some time after the opening of the line, its enemies frequently indulged in condemnation of those who had been mainly instrumental in securing the Northern route, and flung out their prophecies of failure as liberally as a circus advance agent distributing the printed announcements of the coming show. Among the most industrious of the Intercolonial defamers have been the Grit party of Ontario, headed by the late Premier Mackenzie, who lost no opportunity to have a fling at the road, and who, we doubt not, would have done his utmost to change the route when his party came into power, had not the line at that time been very near completion. And in our own County one of the busiest enemies of the Hon. P. Mitchell—the man who promised to bury the hatchet, but who never kept his promise—was heard to say publicly that the road would never earn grease for the wheels. Now let us see how the croakings of these men have turned out. During Mr. Mackenzie's administration the affairs of the road were in a bad condition, and its receipts fell short of the expenditures annually by several hundred thousand dollars. This was due to the reckless management of the affairs of the country generally, and not to the location of the road, as evidenced by the fact that under the administration of the present Governor, as the affairs of the country have looked up, the business of the road has proportionately improved, and now the pleasing and gratifying intelligence is announced that during the past fiscal year the receipts of the road have exceeded the expenditures by the extent of about one hundred thousand dollars. Two years ago the deficit between receipts and working expenses amounted to \$716,000, so that during these two years the business of the road has increased to the extent of \$816,000. This is the most important fact in the road's history. The warmest advocates could have reasonably expected, and is an evidence of the great improvement which has taken place in the business of the country since 1878, as well as of the able and careful management of this important road under the direction of the Minister of Railways. The gratifying news is a fitting answer to all the ill-natured statements that have been indulged in with reference to the road, and will, we doubt not, effectually silence those croakings for the time to come. Let our people not forget that for this fine road, which is so great a benefit to the North, they are largely indebted to the Hon. Peter Mitchell and the Macdonald Government.

Notes by the Way.

Bathurst, Sept. 26, 1881.
DEAR ADVOCATE.
A few notes by the way during a journey from Newcastle around the coast to this place may not be uninteresting to the reader.

THE ROADS.

The most important consideration with the traveler is the condition of the roads, which are, with a few exceptions, in very fair condition, being especially good from Newcastle to the County line, and from Portage to the County line. The Big Trunk Road is in good order, and this part of the road is to be repaired immediately, the Local Government having granted the sum of \$500 for the repair of the Great Road from the County line towards Carleton Place. The people state that they are indebted to Mr. McManus, their member for the Local House, for this grant, and feel grateful to him for it. The notices for repairing were posted up by the Commissioner, Wm. Walsh, Esq., on Monday last, as soon as he received notice of the grant. The remainder of the road round to Bathurst is very rough in places, probably caused by the continued wet weather in our section.

THE CROPS.

In our own County, throughout its length and breadth, nearly the same reports are made as to the crops. Hay is said to be a heavy crop, and a good deal was housed under very good conditions. Some hay was still out in places, but the weather of the past week will enable the farmer to house it in good order. Oats sown early are very good, and where sown in land not too rich will yield a good return of grain. In rich land where the growth is luxuriant the heavy rains lodged the grain badly, in many places rotting it. Wheat is a fair crop although, owing to the wet weather, it is considerably damaged with rust, and in some places weevil. In regard to wheat we notice that the imported seed appears to be the most easily affected with rust, as home grown seed has in a great measure escaped it. A great deal of grain is yet very green and as there have been quite heavy frosts it is a question whether they will ripen into good plump grain, if not much of it will have to be cut for feed. Where barley has been sown early it looks well, and promises a good crop. Potatoes are rather below the average, having been struck with the rust. Harvesting was proceeding rapidly, and shows that the country is progressing when the best labor saving farming implements can be put to work through the country. From the modern plough to the complicated reaper. We hope those enterprising farmers will be well recompensed for their outlay.

TRACADIE.

The exterior of the new R. C. Church in this place is completely finished and presents a fine appearance. It has been done inside this season. It is intended to complete the interior next season.

Mr. Justina Savoy is erecting a store in front of his residence and expects to occupy it in a short time.

In this part of the County of Gloucester fruit trees appear to flourish and bear large crops. The garden in connection with the residence of John Young, Esq., always seems prolific in fruit, &c., &c.

black and red plum trees bearing heavily, as well as apples and greenhouses. The fruit is however far from being ripe owing to the season being so wet and cold. The famous trees in Mr. Young's garden also show a fine lot of fruit.

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