Miramichi Advance.

CHATHAM. - - - JUNE 15, 1881.

Miramichi Valley Railway.

NO. VI.

If there are still any persons on the Miramichi who entertain the belief that Messrs. Adams, Call, Park and the other "delegates," who have taken an active part in Valley Railway matters at Fredericton, desired to secure the construction of the road, we ask from them a careful consideration of the facts and deductions we shall now present as our sixth and last article on this subject. Those who are acquainted with the main features of our Railway negotiations since 1874, know that there was a time when Mr. Gibson, or the Riviere du Loup Railway Company—so-called—were on the point of entering into a contract with the Government to undertake the work for the original subsidy of $5,000 a mile, and complete it in two years. If that arrangement had been carried out the Valley Railway would have been in operation several years ago. Such being the fact, the enquiry naturally presents itself,—Why was it not carried out? We answer, because Mr. R. R. Call, as President and Mr. Michael Adams, as Secretary of the, so-called, Miramichi Valley Railway Company, together with other gentlemen connected therewith prevented it. Men of influence with the Government at that time,—Hon. W. M. Kelly, Wm. Swim, Esq., then a member of the Assembly, and others,—held a joint conference with the Secretary of the Riviere du Loup company and others and the Government, and the offer was made as we have stated, viz. that that Company would, in consideration of the subsidy of $5,000 a mile, at once undertake the construction of the road and finish it in two years. The writer well remembers the satisfaction which he and others experienced on the night the matter was thus arranged. The contract was to be drawn up at once and work begun that spring. It is true that the Government was not the best pleased party to the arrangement, but Mr. Kelly had forced the matter upon his colleagues, backed by Mr. Swim, whose influence at the time was streng. And, here, we will, as a matter of justice, say of Mr. Kelly, that in this, as in other matters affecting the Miramichi, he *led* his colleagues in the Executive, and when he made up his mind that Northumberland was entitled to Government assistance in anything, he insisted on her having it. The Bridges he constructed for us, and the Chatham Railway—although he was not altogether fortunate in his mode of conducting that work—are witnesses of his efficiency as a representative and of his loyalty to Northumberland's intérests.

On the day after the understanding above referred to was had, a blight came upon the prospects of the Valley Railway. A blow was struck against it by our own people—by those who have marred and mismanaged and stood in the way of it ever since. The good news had come over to Chatham and Newcastle, but there were those at the latter place who received it and sprung at once to oppose the good work going on in Fredericton. These gentlemen were Messrs. Call, Adams & Co.—the President, the Secretary, the "delegates," etc. A telegram was sent to the Government, followed immediately by a petition, earnestly protesting against any persons or company, save themselves, being given a contract for the construction of the Railway, on the ground that it would interfere with their rights and franchises and with negotiations then pending, by which they were to place themselves in a position to go on with the work. Messrs. King, Fraser, Stevenson, Young and other members of the Government were only too glad to have this protest as an excuse for going no further in the arrangement with the Riviere du Loup Company, and the design of "our delegates" succeeded. For, at least, six or seven years the construction of the Valley Railway was thus put off; for six or seven years more, a certain practical monopoly at Doaktown was ensured, and for six or seven years the necessity of a subsidy of $2,000 a year for a steamer to run up-river, was continued. If it were necessary we might go more particularly into the history of this part of "the delegates" management of our Railway interests, but subsequent events render that course unnecessary. History, it is said repeats itself, and we will proceed to show that, this year, under circumstances similar to those existing at the time when Mr. Call, Adams & Co, prevented the Railway from being built, they have resorted to tactics of the same kind.

There is no official record of the negotiations carried on with Mr. Gibson or the Government last spring, but it will be remembered by our local readers that the *World* published telegrams from Fredericton, week after week, in reference to efforts being made by Messrs. Call, Adams, Sadler, Park, Robt. Swim and others in behalf of the Valley Railway. Among the later forecasts and probabilities stated in these telegrams were references to successful arrangements with Mr. Gibson who was about to undertake the work. The interview of "the delegates" with that gentleman was brought about by Mr. Gillespie, M. P. P. In a letter written by that gentleman on 31st March to Wm. Swim, Esq., and read by the latter gentleman at a public meeting in Doaktown a few nights since, the nature of a provisional arrangement with Mr. Gibson is stated. We quote from the letter of Mr. Gillespie:—

F'TON, March 31, '82.

MY DEAR SIR,—

The Subsidy Bill was laid before us today and I enclose a copy of it. Practically it is not of much use to us, if we have to build it by a Miramichi Company. It will cost, to build and equip the road with steel rails and good rolling stock, about $8,000 a mile.

While R. R. Call and John Sadler were here yesterday I kept them to see Mr. Gibson. We had an interview with him and this is the result,—First, he said if he got full control of the road he would build it, provided the Government, instead of giving $3,000 per mile, would pay the interest on the $8,000 per mile as long as the subsidy would last, which he calculated would be about ten years, and by that time the road would be able to pay working expenses and interest on the bonds. Afterwards he would also take the $50,000 in the Act for the Bridge and connect the Valley Road with Fredericton Branch and Western Extension, so as to give us a direct route to the United States.

It depends now with Mr. Adams and the Government to make this arrangement. Adams was present and promised to do what he could for it and *Call promised, on behalf of the Company to give all their charter rights up to Gibson.* So far, this is good for the success of the road, as I do not care who builds or controls the road so long as it is built and kept running and I expect the people of the Southwest will be of my opinion. I am glad I was the means of bringing about this result.

I would also call your attention to the Act. It authorises the terminus of the road to be in Derby or Southesk parishes, or it may be extended to Beaubair's Point, leaving Nelson out. Now this very section will help to kill the road and I will show you how—If the terminus be as stated in the Act, the Valley Road will have to make arrangements with the Intercolonial road for the use of their track for three or four miles on each side to get to Newcastle or Chatham and it is not likely the I. C. R. authorities would allow this to a rival road; besides there are so many trains running over that road at present that they could hardly make a time table to suit, whereas, if the road was to be terminated at Chatham Junction, the I. C. R. authorities could not prevent the mere crossing of their road, and any cars for Newcastle could be taken over the I. C. R. by the regular trains. If our Valley Road could be taken to Newcastle by only crossing the I. C. R. I would be satisfied, but it cannot be done. You must bear in mind that the Valley Road cannot be a feeder for the I. C. R. but being the shortest and nearest route to the States, it will take all the freight and passengers, from the Kent road as far North as to Campbellton going to the States, from the I. C. R.

It is a short-sighted policy of Adams and his Government if they persist in keeping the Nelson terminus out of the Act for the reasons above stated. The road can cross near Miller's Bark Factory and I do not think anyone would suffer, unless the people of Derby below that factory.

I remain, Dear Sir, &c.,
T. F. GILLESPIE.

Here, then, we have Mr. Gibson again coming forward to build the Miramichi Valley Railway. In order to enable him to do so a special Act of Assembly, however, was necessary, in which the carrying out of his proposal to secure the payment of interest for a term of years on the cost of the road, must be provided for. But let us turn to the Act of Assembly put through the Legislature by Messrs. Adams and Davidson, by which it is now pretended by Mr. Adams that the double purpose of securing the route of the Valley Railway to Chatham *via* Nelson, and the Government Subsidy as security for the eight or ten years' interest on the Railway bonds is accomplished. It is one of the very latest acts of the last session and is "an Act further to amend an Act to incorporate the Northern and Western Railway Company of New Brunswick." It provides that,—

In lieu of the lines of Railway which the said *Northern* and *Western Railway Company* of New Brunswick, are authorised to construct under the Acts relating to said Company, the line or lines of Railway to be constructed by the said Company shall be, a line of Railway from the town of Chatham or from the Parish of Nelson, or from some point in the Parish of Derby or in the Parish of Southesk in the County of Northumberland, etc.

The said Company are hereby authorised and empowered to borrow not exceeding in the whole the sum of ten thousand dollars per mile for each and every mile of the Railways undertaken to be built by them and not exceeding in the whole the sum of one million dollars.

The remainder of this section provides for the issue of debentures for the moneys to be borrowed, such debentures being secured by mortgage to Trustees, on the Railway and other assets, property, rights, bonuses, grants, franchises, receipts and profits of the Railway or otherwise as the Directors may deem expedient. Section 6 of the Act reads as follows:—

Should the said Company, for the securing of the principal and interest of any debentures to be issued by them, see fit to pledge, assign or mortgage the bonuses or aid to be received from the Province towards the building of the said road, they may enter into an agreement with the Debentures holders to lodge such Provincial bonus, as it may be earned and received, in some one of the Banks of the Dominion, to be held and applied by such Bank in terms of such agreement towards the payment of interest and principal of the Debentures so to be issued by the Company.

Now, Mr. Adams and some of his friends, when the subject of the route of the Valley Railway is brought against him by electors on the south side of the Miramichi, refer to this Act (a portion only of which is above quoted) and pretend that it was passed at his instigation, in order that the road might come to Nelson. They point to the Act and ask "are not Nelson and Chatham both provided for as well as Derby and Southesk Parishes?"

To show the deliberate deception of this Act, so far as Nelson and Chatham are concerned we will suppose Mr. Gibson, or any other capitalist or company, to be desirous of building the Railway to a point in Nelson Parish. They go to the Government and ask that an agreement be entered into under section 6, by which payment of the interest on debentures to the amount of $8,000 or $10,000 a mile may be secured as far as the Subsidy of $3,000 a mile will go. The Provincial Secretary will say:—

"There is a mistake on your part. There is no provision for a subsidy of $3,000 a mile under the Amended Northern and Western Railway Company's Act."

"We know that," would be the reply, "but we are going to construct our railway under the Subsidy Act of 1882."

"If you are," would be the reply of the Provincial Secretary, "you cannot build it to touch Nelson, for Mr. Adams cut Nelson and Chatham off when that Act was passed. That Act mentions only Derby and Southesk parishes. If you wish to build to Nelson you must do so simply under the Northern and Western Act, which does not provide for any subsidy."

The deception practised in regard to the route of the Railway, is however not a very important offence when compared with the bad faith being kept with Mr. Gibson by the Company. According to Mr. Gillespie's letter, and by the face of matters, as they stand, on paper, there is nothing to hinder Mr. Gibson from going on with the work. A change has come over the minds of the Board, however, and the latest declaration on their part discloses that they now stand on their "charter rights." What these may be, beyond Mr. Call's *Andover* subsidy prospects, it is hard to determine. The declaration referred to was made by one of the members of the Board, Mr. Robert Swim, who at the public meeting of last week above referred to said—

"There are secrets concerning the Valley Railway which it don't do to tell everyone and I did not know it was so difficult to build a railway, after all. A company has the Road in charge and that Company has charter rights, which must be looked after. They now expect a subsidy from the Local Government and a subsidy from the Dominion Government and then they expect to get the County Council to give aid to the road, running over a period of forty years and *then* the Company will build the road and let the next generation pay for it."

This, then, is one of the great secrets of the Company—a secret, however, that has not been as well kept as some of its custodians could have wished. This is the stumbling-block to be placed in the way of Mr. Gibson or any others who may have the capital and be desirous of going on with the road. It is true that Mr. Adams is not Secretary of the Company, as he stated in his canvass in Blissfield recently, when he was charged with preventing Mr. Gibson from undertaking the work in 1875, but he was then Secretary and a party to the telegram which, in that year, prevented the contract. Who is now his successor? His friend and fellow-laborer in Mr. Call's interest, W. A. Park, Esq. These gentlemen, Mr. Robert Swim, Mr. John Sadler and anybody of influence whom they may pick up for the time, are "the Directors" and "the Delegates." It is an open secret that after cutting off the south side of the river from the Subsidy bill and "counting noses" at the Municipal Council Board, they figured a majority in favor of taxing the County for between two and three hundred thousand dollars, which, as they argue, would *only* be $2,000 or $3,000 a mile. They count on all the up-river Parishes supporting this scheme. Mr. Adams pretends that he can make the representatives of Rogerville and Alnwick do as he desires and thus, with the votes of Ludlow, Blissfield, Blackville, Derby, Northesk, Southesk and Newcastle, secure the necessary taxation on the County. It is not now necessary for "the Company" to protest against the Government making a contract or to stand on their charter rights against Mr. Gibson or others who may desire to build the road, for we have Mr. Adams in the Government, and, as a member of the Railway Board, he can present his protest in person. With Mr. Park to join him in such protest, it is not difficult to understand that the prospect of securing the construction of the Miramichi Valley Railway is as remote as ever.

Need we further point out to our readers why no blow is yet struck on the Miramichi Valley Railway? Is it any wonder that those who honestly desire the construction of that Railway and have faithfully followed the negotiations connected therewith from the first, have no confidence in the sincerity of the self-appointed "Delegates" who have prevented rather than promoted the success of the undertaking? Do not the people of the Miramichi now understand the bond of union between Messrs. Adams, Park and Call and how necessary it is to the maintenance of the latter gentleman's steamboat monopoly that the two former should represent Northumberland at Fredericton? If, in view of the history of this Railway matter, any man in Northumberland still believes it will be built, so long as these gentlemen can prevent it, then he ought to suffer the consequences of that belief, which he can secure by continuing to send Mr. Adams to the Legislature. For Mr. Park we are sorry, because he has been led, step by step, into the false position he occupies and, doubtless, is going on against his convictions and the better promptings of a conscience not, we hope, yet hardened by the habitual self-seeking and deliberate deception of the public, which characterise the record of his older associates in this Railway matter. We say—without any de ire to retaliate upon the gentlemen concerned for the cold-blooded malice with which they have pursued the editor of the ADVANCE—that the interest of the people of Northumberland in the Miramichi Valley Railway rises above and beyond any question affecting the success of any politician. The purposes of legislative representation are defeated when representatives allow themselves to be the means of creating or maintaining personal monopolies at the public expense. When men are entrusted with the interests of thousands of their fellow-citizens for years, the confidence thus reposed in them should be held as a sacred trust appealing to every feeling of honor against betrayal, and we ask, in all candor and seriousness, whether Mr. Adams has or has not proved himself a worthy representative in his conduct towards Northumberland in respect of this Railway. In June 1878 he asked the electors of Northumberland to repose confidence in him as a representative. In response, he was elected by 1800 votes. Since that time the number of electors has increased and we are willing to take the comparative number of votes he will receive on 22nd inst. as the verdict of his fellow-citizens upon the return he has made to them of the public trust reposed in him.

The Chances of the Two Parties.

The *World*, a Toronto paper, which is often referred to by the Conservatives as an independent journal, whose statements may be relied on says:—

"The signs that a reaction has set in in Ontario in favor of Blake and the liberal party are at the present moment unmistakable to anyone occupying the mid ground between the two contending forces. The *World* records this fact as a matter of news, borne out by the evidence received from many quarters.

"It is a fact unquestioned and unquestionable that the enthusiasm which greeted Sir John and his lieutenants in the combat of 1878 has been transferred to his opponents in the present election.

"It is a fact that the conservative candidates in many constituencies which they accounted safe at the prorogation of Parliament, are calling for outside help to carry them through the contest.

"It is a fact that Sir John has been thrown back on resources he hoped not to have required, among them a personal tour through the doubtful constituencies, an urgent call to the manufactures for assistance and the appointment of an additional representative of the Irish Catholics to his cabinet.

"It is a fact that the betting men—those to whom an election contest affords an opportunity for gambling—are risking their money evenly on a liberal victory.

"It is a fact that pronounced conservatives, well informed as to the progress of the contest, concede that Sir John's majority will be largely reduced on the 20th of June.

"It is a fact that many manufacturers and mechanics depending upon them, disregarding the loose and unauthorised diatribes of the *Globe* regarding the National Policy, and believing the duty on coal and breadstuffs to be mere excrescences upon an otheswise truly National Policy, are throwing in their sympathies and their assistance with the liberal party, on the strength of Mr. Blake's declaration of policy on that subject.

The latest reports from the different New Brunswick constituencies indicate that the support of Mr. Blake from this Province in the next House will be quite as strong as it was in the last, in which all but four of our members were of his party. Sir Leonard Tilley went home from Restigouche the other day thoroughly disgusted with the conduct of the Tory Candidates there and he, himself, admits that Mr. Haddow's election is sure. He gave Restigouche up, and thought it was not worth his while to waste time there.

In Gloucester, Mr. Anglin's triumph on 20th inst. is being the better assured daily. The combination between Messrs. Burns and Young is gradually being better understood, and after the proceedings at Bathurst yesterday, no man can entertain a reasonable doubt that Gloucester will be true to herself, and again return as her representative the true, tried and able statesman who has so long and so faithfully represented her at Ottawa.

In Northumberland County Mr. Mitchell's return unopposed is now assured, and we wish the Tories joy over their expectations of a following from him, however strong may be his personal friendship for certain prominent members of the Conservative party.

In Kent, Mr. McInerney is doing excellent work and his prospects of redeeming that constituency from the Tories and their $2,400 supporter are excellent.

Sir Leonard's defeat in St. John is very probable, and if that city does her duty she will retire him to private life, while Messrs. Burpee and Weldon are sure of their election, against Messrs. Tuck and Everett.

Sir Albert J. Smith's success in Westmorland is beyond doubt

Our advices from York show that Mr. Pickard will even increase his usual majority there, owing to the quarrellings among the Tories over their two candidates, Messrs. Fisher and Fraser, for although the former gentleman has retired he cannot remove the hard facts he has helped to place before the electors to show why Mr. Fraser should be rejected.

"Farmer" Irvine will increase his majority in Carleton.

Victoria returns Hon. John Costigan, who bids fair to be the only out and out Government man who will represent New Brunswick.

Sunbury loyally supports her "old reliable" standard-bearer Charles Burpee, an uncompromising Liberal, while Queens and Albert will return the representatives they had in the late House.

All the indications are in favor of large liberal gains in Nova Scotia and Prince Edward Island. The practical defeat of the P.E.I. Tory Local Government recently, which went to the country with twenty-five supporters out of a House of thirty, shows what a reaction has taken place in that Province, and these facts, together with the good news from Ontario, fully justify the enthusiasm of the Liberals, and the corresponding despondency of the Conservatives.

What Mr. Anglin has done for Gloucester.

It is astounding that Messrs. Burns and Turgeon, Young, Welsh and other lights who are laboring so zealously to turn Mr. Anglin out of Parliament, should have the effrontery to tell the electors that he has done little or nothing in the way of services of a local nature during the time he has represented Gloucester at Ottawa, and it may not be amiss to enumerate some of the works he has secured, in whole or in part, by his able advocacy, from the party to which he is opposed as well as that of which he is so distinguished and influential a member. Gloucester owes it to the efforts of Mr. Anglin as much as to those of any other man in the Dominion who may have co-operated with him, that the North Shore line for the Intercolonial Railroad was selected instead of the Valley of St. John line, on which Sir Leonard Tilley, Sir Geo. Etienne Cartier and others worked so strongly.

The amount spent in Gloucester County in the construction of that line was over	$1,000,000
Shippegan Breakwater, over	20,000
Grand Anse Breakwater	7,000
Clifton Breakwater	10,000
Dredging Bathurst Harbor, not less than	15,000
Lighthouses.	
Lighthouse at Tracadie and range lights.	
Lights on Big Tracadie River.	
Lighthouse at Pokemouche.	
Lighthouse on Shippegan Gully and range light on Point Miscou.	
Second lighthouse on Miscou.	
Lighthouse on Pokemouche Island.	
Light on Caraquet Island.	
Lights at Bathurst Harbor.	
Lighthouse at Petit Rocher, total cost about	$12,000
Money brought into the County as salaries of Railway Station Masters, trackmen, etc., probably much over	20,000
As salaries of lighthouse keepers' since appointed, about	10,000
Post Office Service.	

Mr. Anglin obtained an additional mail, making three per week to Tracadie and a daily mail to Caraquet and other points.

A mail twice a week to St. Isidore.

A mail three times a week to Millville, (for which Mr. Burns ought to be thankful) and once a week to Paquetville.

A mail to Miscou.

New Post Offices were established through his instrumentality at the Tracadie Road, near St. Isidore road, at St. Isidore, at Miscou, at Pokemouche, at Millville, at Paquetville, and a second office at Grand Anse. It is difficult to estimate the sum these brought into the County, but it is very considerable.

OTHER SERVICES.

Mr. Anglin obtained, in 1878, a grant of $1,500 for the Tracadie Lazaretto, and was mainly instrumental in inducing the Dominion Government and Parliament to undertake the maintenance of that establishment and leave its care and management wholly to the Nuns. Not only the County of Gloucester, but the whole Province of New Brunswick is under obligation to Mr. Anglin for this, as it has relieved the Province of a considerable amount of expenditure.

It is due largely to his efforts that the right to the salmon and other standing net fisheries in front of their farms has been secured to persons holding lands on the coast. It was also through his efforts that the regulations requiring fishermen to raise their nets on Saturday evenings, and other vexatious regulations were rescinded and modified.

When Messrs. Gough and King, contractors on the Intercolonial Railway, failed and the Government took the work, Mr. Anglin, after much trouble, succeeded in getting all the sums due to hundreds of laborers and others paid by the Government.

Other claims remained unsettled, to which he gave the fullest and most laborious attention. The claims for damages sustained by owners of property along the line were also very numerous and every one received the fullest attention. Nearly all were satisfactorily settled through his efforts. Some were resisted by the railway officials, and at the instance of Mr. Anglin and others an act was passed in 1878 *providing for the settlement of such claims by arbitration.* It is under that Act (passed by the Mackenzie Government) that several of the claims of which we now hear so much in the county (in connection with Mr. Turgeon) have since been settled.

Mr. Anglin's latest service to the County was his successful effort to establish the claim of the fishermen to the four and a half million dollars paid by the Americans to Canada under the award of the Halifax Commission, and his effort to obtain for fishing vessels of less than ten tons, payment of the bounty of $2 a ton, instead of $4 for each ten ton vessel which the Government proposed to pay.

He has done all he was able to do to obtain a line of railroad from the Intercolonial to Caraquet and Shippegan; first when Sanford Fleming proposed his scheme for the shortest line of communication between Europe and America, and recently in the House, when the Government showed themselves inclined to subsidize several branches of railways in the different Provinces.

The French electors of the County of Gloucester have special reason to support him and re-elect him on account of the many appointments made and services rendered in their behalf.

Some of the Frenchmen appointed to office through Mr. Anglin, are as follows:

Mr. Sormany, Shippegan, Collector of Customs.

Mr. Bourgeois, Tracadie, Deputy Collector.

Mr. Blanchard, Caraquet, Inspector of Weights.

Mr. Hachey, Caraquet, Inspector of fish for the County.

Mr. Philip Robicheau, Keeper of Pokemouche Light.

Mr. N. Poirier, Keeper Caraquet Light.

Mr. Adolphe Hachey, Fishery Warden, Shippegan.

Mr. Alexis Landry, Fishery Warden, Pokemouche.

Mr. C. Lanteigne, Warden, Herring Fishery, Caraquet.

Mr. F. Comeau, Fishery Warden, Petit Rocher.

Mr. J. Morrison, Station Master, Jacquet River.

Mr. F. Morrison, Assistant Station Master.

Mr. Comeau, Station Master Petit Rocher.

Mr. Perry Comeau, Track Master, with salary of $1200.

Mr. Peter Hachey, Harbor Master, Bathurst.

Mr. Gervaix Poulin, Harbor Master, Caraquet.

Mr. Degrace, Harbor Master, Shippegan.

Mr. Savoy (?) Harbor Master, Tracadie.

Mr. Laurier, Postmaster at Tracadie Road.

Mr. Delagarde, Postmaster at St. Isidore.

Mr. Allard, Postmaster at Pokemouche.

Mr. Ubald Landry, Postmaster at Grand Anse.

Mr. Joseph Poirier, Postmaster also at Grand Anse.

A French Postmaster at Millville and one at Pacquetville.

Others employed on railway trains, at Railway works, Moncton, and other places, and others at Ottawa.

Comment on the above services are not necessary. They were not performed by Mr. Anglin in order that boasting in his behalf might be indulged in in connection with them. We refer to them as an answer, in part, to the unjust canvass of Messrs. Turgeon and Burns, who seem to think it necessary to misrepresent and undervalue the local services of a representative whose industry, great ability and zeal for Gloucester have secured hundreds of thousands, all for the people, and not to fill his own coffers, and be paid out in the shape of "due bills and truck."

Misrepresentation of the Bishop's Letter.

Ex-Orange-Grand-Master E. Willis, editor of the *News*, who led the Opposition in the House of Assembly, when Mr. Adams and he plotted together against Messrs. Fraser, Wedderburn & Co.—who subsequently went into the same Government, then went out again and has now jumped back and is again a political partner of Mr. Adams, stated as follows, in his paper of Thursday last,—

"The manifesto against Mr. T. W. Anglin, addressed by Bishop Rogers, of Chatham, to the Very Rev. Vicar General Barry, at Caraquet, to be communicated to the clergy and people of the Bishop's flock in Gloucester, in regard to the Dominion election, contains, among many others, equally wise, the following righteous remark:—

"Candor and justice require me to premise that for some year or two previous to that period (of Mr. Anglin's first election), a passing cloud sometimes dimmed, in my estimation, the lustre of his public career, by certain unjust and intemperate utterances of his, derogatory to eminent official personages both in Church and State. As, previously, he had been regarded as a model, upright Catholic, and correct exponent, in his words and acts, of Catholic principles, his then unwise course was liable to bring odium on the Catholic body, as it certainly caused anxiety and displeasure to myself and other bishops.

"The Bishop's letter has had much weight among the R. C. voters of Caraquet who formerly supported Mr. Anglin, and it is impossible to find a well-posted elector in Gloucester who will admit that Mr. Anglin stands the ghost of a chance for re-election."

The above is intended, of course, to convey the idea that His Lordship desires Mr. Anglin's defeat, for it characterises the letter—the full text of which we published last week—as "the manifesto against Mr. T. W. Anglin, addressed by Bishop Rogers of Chatham to the Very Rev. Vicar General "Barry," etc. In view of the whole tone of the letter referred to, however, this attempt of the *News* to misrepresent the Bishop's expressed sentiments of the highest esteem towards Mr. Anglin and his declaration that "*it would be regarded generally as a public loss were he* [Mr. Anglin] *to lose his seat in Parliament*" and that his Lordship also wrote "*I myself would much regret his absence from the House of Commons*" and his further declaration that "*it was an honor as well as a benefit to Gloucester to be represented by such an accomplished and distinguished statesman*"—the dishonesty of the *News* and its editor is not only brazen-faced and reckless, but an insult to the good Bishop, who so generously laid aside his well-known political preferences to pay a just tribute to the merits of a distinguished man, at a time when his doing so might aid him against a godless and self-seeking combination of men, who have, heretofore, published to the world that each other were public robbers and rascals. Such creatures as this ex-Grand Master are worthy associates of the Young-Adams-Burns-Turgeon combination against Hon. T. W. Anglin. The statement of the *News* that Mr. Anglin will be defeated, is about as near the mark as the construction it puts on the Bishop's letter.

The Religious *Intelligencer*, whose Editor does the work of Chaplain in the House of Assembly, under Mr Adams' Government, seems to take a different view of the Bishop's letter from that of ex-Grand Master Willis. The *Intelligencer* is the "Free Will" Baptist organ, although it is much more of a political than a religious sheet since its editor became Assembly Chaplain. It says,—

Mr. Anglin carries about with him in his canvass a letter from Bishop Rogers. The letter expresses the bishop's admiration of Mr. A. as a Catholic and Statesman (!), and his regret if, by any chance, he should cease to occupy a seat in Parliament. He reads this letter to the people at his Sunday and other meetings, and, of course, *it secures him votes.* By means of this kind he has heretofore secured election, and perhaps may do so this time. It is not stated whether the letter grants him absolution for violation of the Sabbath.

If Messrs. Burns, Turgeon, Adams and Young, assisted by the Orange Grand-High-Cockolorum, Willis and Rev. Bro. McLeod of the *Intelligencer*, cannot win Gloucester from Mr. Anglin then the utility of patent combinations and unholy alliances is past. The electors of Gloucester ought to require Messrs. Young and Burns to explain, however, why it is that their dear friends of the Orange and Baptist organs do not agree in reference to the purport of His Lordship's letter.

The "World" as an Irish Champion.

The *World* may improve its standing in the estimation of all classes of people if it will bear in mind the fact that there is, in this community, a sense of propriety and regard for ordinary decency even among those whose prejudices it may think are most easily appealed to. When we referred in censure to Senator John Boyd of St. John, whose public abuse of our late member of the House of Commons was deprecated by gentlemen of both sides of politics here, the *World* came out in the Senator's defence and headed its remarks "Hard on the Irish," and also lugged in the assertion that our course in the matter was in keeping with our "dogmatic assertion *against* the decalogue as given in the Roman Catholic Catechism." This, in behalf of Mr. Boyd, who only poses as an Irishman when it suits his interests, and who, like the editor of the *World* boasts of being a true blue Presbyterian, is exceedingly far-fetched and a hint to Irish Roman Catholics of the estimate the *World* places on their intelligence. In our estimation an Irishman or Englishman, Catholic or Protestant—or even a "whitewashed yankee," like the gentleman who has been imported to run the *World*—is as good as any other man, so long as he behaves himself as a citizen, and as the Irishmen and Roman Catholics of Chatham and the ADVANCE have always got along well together, entertaining a mutual and deserved respect for each other, we think it will take something more than the efforts of the *World* and the few semi-infidel nonentities who largely advise it, to disturb those relationships. If the *World* desires it, we think the ADVANCE can remind it of a time, only a few years ago, when its editor had not quite so tender a regard for the prejudices of Irishmen and Roman Catholics. In some places, within this Province, there are men of that nationality and denomination who would very promptly repudiate him as a champion.

The Canvass in Gloucester.

To the Editor of the Miramichi Advance.

DEAR SIR:—Mr. Anglin is just now visiting his constituents in the lower end of the County of Gloucester and has every reason to be well pleased with the manner in which he is received everywhere. He is going around in his usual quiet, unostentatious way, depending more on the steady, faithful adherence of his numerous friends and on the strength of his claims to their confidence and sympathy than on boastful and empty promises, a flourish of trumpets and flying colors—the stilts on which so many candidates endeavor to speed their way to Parliamentary honors. Very few of his old friends have left him, and as a compensation for those who have, he has gained the support of several influential persons who were more or less strongly opposed to him at his election in 1877. The prevailing opinion down here is that he will be elected by a handsome majority.

Mr. Burns will, no doubt, be strongly supported in Bathurst and Tracadie, but it would require, at least, the undivided vote of those two electoral districts to ensure his election, and that he will certainly not get. Indeed, there are strong reasons to believe that the support he will receive in those strongholds will fall far below the mark set at first even by those who are opposed to him, however strong his friends, and especially himself may consider his position there and in other places.

As for Mr. Turgeon, nobody but himself and a few deluded supporters of his think that he has the slightest chance of being elected. Mr. Burns gives it as his candid opinion that Mr. Turgeon will resign, but he will do nothing of the kind. With the conviction that he has nothing to lose—many people share that conviction—and the hope that he might possibly attain his end by going through the ordeal, he would be a fool to give up the contest, unless indeed he had sufficient inducement to overweigh the fond hope he entertains, and to move him to take that step.

As the main canvass against Mr. Anglin is that owing to his non-residence in the County, he has not been attentive to its wants and has neglected the interests of his constituents, he has thought proper to meet this charge by showing what he has done for the County of Gloucester since he was chosen as its representative. This he has done at the several meetings he has, so far, had occasion to address. He goes through the long list of valuable services he has rendered, and defies anyone to point to any County in this and neighboring Provinces, the large centres of population alone excepted, where even half as much has been done, and in many counties, the quarter, or even the tenth as much, as has really been done in this County through his instrumentality during the fifteen years he has represented it in the House of Commons. He shows that he has even been able to do more for the County of Gloucester whilst in opposition than has been done at the same time in many Counties represented by men favorable to the Government. He points to the number of lighthouses along the coast, the harbor improvements, breakwaters, new lines of mail communication, the appointment of a large number of persons to different posts and many other things he has been mainly instrumental in obtaining for the good of the County, and he then asks whether it is fair to charge him with having done only little for the County and having neglected the interests of his constituents. The impression left on the mind of his hearers is not only that he has a right to the support and goodwill of the electors of the County, but that it would be base ingratitude to reject him and elect another man in his stead, even though that man was as able, upright, honest, and in every way as worthy of confidence as he has proved himself to be in his long, honorable public career. Many, even among his warmest friends and earnest supporters undervalued the real strength of his claims to their confidence and support. They did truly believe that he had faithfully and honorably discharged his duties as their representative and had done much more than enough to deserve a continuance of their goodwill and sympathy, but they never thought that his services to the County were so many and so valuable as they now find them to be. According as the long list of those services is unrolled before them, they feel indignant that men can go about the County and are barefaced enough to assert that Mr. Anglin has done little or nothing for the benefit of his constituents and that he should therefore be replaced by some other man. Of course Mr. Burns or Mr. Turgeon is that other man.

Those two candidates are playing a comical part just now. Each is doing as much as he can to put down the other, and is making strenuous efforts to have the people believe that he, not the other, is the Government's candidate, and that, consequently, through him only showers of favors can be expected to come to the County. Each is doing his very best to be elected, but neither of them seems desirous to see the other elected in the event of his own defeat, but would rather, in that case, see Mr. Anglin at the head of the polls. Mr. Anglin looks with complacency on their work of demolishment, and thinks that *he* has the best right to be considered the Government's candidate—not of the Government that is now dying out, but of the Government that will be.

What a pity Sir John A. Macdonald's redistribution bill was not made to extend to Gloucester County and its neighborhood. In that case both Mr. Burns, and Mr. Turgeon might stand a chance of being elected. Mr. Burns, with the co-operation of the two potentates who signed the announcement of the Caraquet railway meeting along with him, would then be enabled to establish, before long, a line of communication leading from every man's door with a steep down grade to three or four commercial stands in the County. Mr. Turgeon, on the other hand, would settle all the claims, past, present and future, of his electors, and would get an appointment from Sir Hector Langevin for every one of them.

In all likelihood the electors will so distribute their votes that neither of them will have a chance to sneer at the other, and be entrusted with the responsibility of minding other people's business.

U. C.

Gloucester, June 10, '82.

Political Notes.

In 1875, Sir Charles Tupper said:—

"He (Cartwright) says we have a surplus of half a million. I say the Government have no right to have a surplus. They should endeavor to get rid of it, and the best way to do so is that pursued by us and by the Government of Great Britain—by lightening the taxes on the people."

How does Tupper's performance square with the above? He is now getting rid of a large part of his surplus by extra payments to deputy heads and favored clerks of the inside civil service at Ottawa.

Hon. Alex. Mackenzie has been quite ill and his political opponents have been endeavoring to make capital out of the fact. A Toronto despatch of 10th says,—

"Yesterday evening the report was bulletined at the office of an evening journal and other places in the city that Hon. Mr. Mackenzie was dead. Upon enquiry his friends were much gratiffed to hear that the report was incorrect. The foundation of the rumor appears to have originated from a source in the interest of Mr. Boultbee, who is opposing Mr. Mackenzie in East York. Certain it is that canvassers for that gentleman informed the electors of East York upon whom they called that Mr. Mackenzie was dead and therefore they were not bound by their promise to vote for him, and endeavored to secure their vote for Mr. Boultbee. The truth is Mr. Mackenzie is improving."

Agrarian Crime in Ireland.

Dublin despatches of the 10th inst state that the late assassinations are accompanied by an outburst of agrarian crime. The facts reported have created a profound sensation in Dublin. The Lord Lieutenant and permanent officials were at the Castle until a late hour last night sending instructions to various parts of the country regarding the protection of certain landlords and officials, who are in as much danger as Bourke was. The feeling of despondency in the capital was never greater and is intensified by the fact that the agricultural prospects throughout the country are particularly bright. It was expected that this would tend to promote contentment and quiet among the farmers. An attempt was made to assassinate Michael Brown, a farmer of Rathglass, County Mayo. Six men walked up to him in a field and asked him why he had taken a farm when he was warned against doing so. They then fired six shots at him, lodging two bullets in his thigh. Some time afterwards he was found insensible, but it is stated the man, who is 60 years old, can't live. The police patrol only passed ten minutes before, and could hardly have been out of hearing of the shots. Four arrests were made. Another attempt was made to murder Henry East, an extensive farmer and millionaire living at Carraghtrench, County Roscommon. East, who had had some quarrels with his neighbors about cutting turf in his bog, was standing in his farmyard in the afternoon when three men with blackened faces carrying heavy bludgeons jumped over the wall and attacked him in a savage manner. His cries for help brought his son to his assistance but he was set upon and compelled to flee. East's wife came to the door but the assailants also threatened to murder her if she interfered. Drawing their revolvers they fired several shots at East, one lodging in his hip, another breaking his leg above the knee, and the third smashing his foot below the ankle. The injured man is sinking rapidly. Four men were arrested, but he could not identify them as his assailants.

AFTER many years of patient investigation DR. VAN BUREN, of Germany, finally succeeded in perfecting a Kidney Cure that would permanently relieve all cases of Kidney Disease. Be sure and ask your Druggist for DR. VAN BUREN'S KIDNEY CURE. Sold by J. D. B. F. Mackenzie, Chatham.

THE ASTONISHINGLY short time it takes ZOPESA to act upon the Digestive organs and the Liver, proves its wonderful affinity to the stomach. The first dose relieves. A sample bottle convinces, a large bottle cures. Sold by J. D. B. F. Mackenzie, Chatham.

Old Dr. Johnson was a benefactor. Seventy-five years ago he invented what is now called *Johnson's Anodyne Liniment*, the wonderful success of which in the cure of diseases of the head, throat and lungs is truly astonishing. No family should be without it.

Thousands of dollars might be annually saved to farmers if they would give freely of *Sheridan's Cavalry Condition Powders* to their horses, cattle, sheep, hogs and fowl. They prevent disease and promote the growth. We said Sheridan's. Those put up in *large* packs are utterly worthless.

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