## The Anion Advocate,

WEEKLY JOURNAL.

W. & J. ANSLOW

Our Country, with its United Interests.

EDITORS & PROPRIETORS

Vol. XVII.--No. 27.

Newcastle, N. B., Wednesday, April 23, 1884.

WHOLE No. 859.

## NEW DEPARTMENT!

## **BOYS' AND YOUTHS'**

Knowing the difficulty existing in this town and county to procure READY MADE CLOTHING Boys and Youths, I have purchased from one of the BEST MANUFACTURERS, 2 cases of the above goods, and I shall be pleased to show them to my customers and friends. For STYLE, FINISH and PRICE they cannot be beaten.

Boys' Suits, complete, from \$2.75, up to \$6.00.

Youths

Trom \$4.00 to \$8.00.

Youths

Bruises, Sprains, Coughs,
THIEF

the attention of the Committee in particularly calling attention to the transfer and an injunction of the Best Manufacture in particularly calling attention to the restrain us from holding our able for the people of the Province able five the people of th 3 DOZEN MEN'S PANTS,

sent me by mistake. As I do not intend keeping Men's Clothing, I will sell these at prices never before offered in this county. There are only 36 pairs—first come, first served.

A new stock of TWEEDS, SERGES, WORSTED COATINGS, just received.

B. FAIREY. The People's Dry Goods House, - - - - Newcastle, N. B Newcastle, March 31th, 1884.

WAVERLEY HOTEL, NEWCASTLE..... MIRAMICHI,

This House has lately been refurnished, and every possible arrangement made to ensur the comfort of travellers. LIVERY STABLES, WITH GOOD

OUTFIT, ON THE PREMISES. ALEX. STEWART,

Newcastle, Dec. 2, 1873.

CANADA HOUSE, CHATRAM, ..... NEW BRUNSWICK

WM. JOHNSTON, - . Proprietor. CONSIDERABLE outlay has been made on this house to make it a first class Hotel, and trarellers will find it a desirable temporary restoence both as regards location and comfort. It is situated within two minutes walk of camboat landing. The proprietor returns thanks to the public for the encoaragement given him in the past, and will endeavor by ourtesy and attention to merit the same in

the future. Good Stabling on the Premises. May 18th, 1878.

WAVERLEY HOTEL KING STREET, ST. JOHN, N. B.

TH S HOTEL is conveniently situated in the business part of the city, its general arrangements being such as to secure the comfort of guests.

> JOHN GUTHRIE, Proprietor.

St. John, July 20, 1883.

ALEX. L. WRIGHT & CO. MANUFACTURERS OF LUMBER, BERRY'S MILLS, EN. B.

All kinds of Lumber constantly on hand.

PINE SPRUCE, HEMLOCK AND HARDWOOD T.SLATHS, PALINGS, SHINGLES-PINE, SPRUCE AND CEDAR, PINE CLAPBOARDS.

Lumber Planed & Matched.

ORDERS SAWN TO DIMENSIONS. 14-1yr

WILLIAM STABLES. Anctioneer & Commission Merchan

NEWCASTLE. Consignments' sold and prompt returns

AUCTION SALES attended to any place n the County. Newcastle, May 5,1883.

James C. Fairey Auctioneer and

Commission Agent NEWCASTLE, - - - . MULHALL STORE.

R. FOSTER & SON. MANUFACTURERS OF

CUI NAILS AND CUT SPIKES, TACKS, BRADS, FINISHING NAILS,

SHOE NAILS,

HUNGARIAN NAILS, &c. Office, Warehouse and Manufactory SEORGES STREET, ST. JOHN, N. P. April 10, 1882.

SAMUEL THOMSON, Barrister and Atterney-at-Law, Solicitor in Bakruptey. NOTARYPUBLIC&C.

LOANS Negotiated, Claims Promptly Colected, and Professional Pasiness in all its branches, executed with accuracy and des-OFFICE-1 JBLIC BUILDINGS AND

CASTLE STREET. NEWCASTLE, MIRAMICHI, N. B w and Collection Offices

ADAMS & LAWLOR, Barristers and Attorneys at Law, Solicitors in Bankruptcy Conveyancers, Notaries Public, &c. Real Estate, & Fire Insurance Agents. CLAIMS Collected in all parts of the OFFICES:

NEWCASTLE, CHATHAM AND BATHURST. M. ADAMS. R. A. LAWLOR July 18th, 1878.

William A. Park, BARRISTER AND ATTORNEY - AT - LAW. SOLICITOR. NOTARY PUBLIC, &C.

OFFICE-OVER THE STORE OF WILLIAM PARK, ESQ. CASTLE STREET. - - NEWCASTLE Newcastle, Oct. 24, 1883.

L. J. TWEEDIE, TTORNEY & BARRISTER AT LAW, NOTARY PUBLIC, CONVEYANCER, &c.

OFFICE-Old Bank of Montreal. A. H. JOHNSON.

BARRISTER AT LAW CHATHAM, N. R. July 10, 1877. R. B. ADAMS.

Attorney-at Law Notary Public, &c. OFFICE UP STAIRS, NOONAN'S BUILDING, W are Steet, Chaham. july21-1yr.

DESBRISAY & DESBRISAY. Barristers, Attorneys, Notaries, Conveyancers, etc. OFFICES-:

ST. PATRICK STREET, BATHURST, N. B. Theophilus Des Brisay, Q. C. T. Swayne Des Brisay

J. M. O'BRIEN, ATTORNEY - AT - LAW, Notary Public, Conveyancer &c., Fire and Ship Insurance Agent. Claims promptly collected.

Water Street, Bathurst, N. B. JOHN MCALISTER, Barrister & Attorney-at-Law, NOTARY PUBLIC.

Conveyancer, &c., CAMPBELLTON, N. B.

WILLIAM MURRAY Barrister & Attorney-at-Law. NOTARY PUBLIC, CAMPBELLTON, N. B. OFFICE:— MURRAYS BUILDING, The subscriber will have ready for Spring a stock of

SEELY & McMILLAN, BARRISTERS, &C., 77 PRINCE WILLIAM STREET.

St. John, N. B. GEO. B. SEELY. DR. McDONALD,

PHYSICIAN and SURGEON. OFFICE AND RESIDENCE Corner Duke and St. John Streets, Opposite Canada House, 12-1ry CHATHAM, - . . . . N. B.

> Goldie's Peoples. A T DEPOT AND TO ARRIVE: 300 bbls.
> above Choice Patent Family Flour;
> 150 half bbls.

Moneton, March 14.

Newcastle, April 15, 1884.

R. McLEARN, M. D. PHYSICIAN & SURGEON, Graduate of University Medical Col-

lege, New York. OFFICE-In Dr. Freeman's Building. Newcastle, July 12, 1880.

DR. T. W. POMROY, 29STUYVESANTST. NEW YORK CITY, U. S.

unable to call on him personally, can do by letter. ESTABLISHED 1865.

S. L. STORER & CO. Successors to Charnell & Storer WHOLESALE COMMISSION DEALERS, and Shippers of all kinds of

FRESH FISH LOBSTERS, TURTLE, ETC. 16 Fulton Fish Market, N. Y. Mammoth Freezers, 226 Front Street. SAMUEL L. STORER, GEORGE H, CASE, KILBURN POWERS.

CHAS. PHIIIPSEN ESTABLISHED 1871. North River Fish and Game Co.,

WHOLESALE COMMISSION DEALERS. and Shippers of all kinds of Solicitor, Notary Public, FRESH FISH. Lobsters, Green Turtles.

Terrapin, Game and Poultry. Sands 1, 2, 3, 4, 7, 8 and 9, PIER 24, NORTH RIVER, NEW YORK. The largest freezing capacity of any one firm in the business, and the only one which has its freezers in direct connection with the

August 1, 1883. Waggons, Etc.

Concord, Piano Box, Express and Trnck.

The light Waggons are well got up, have "Sarven Patent Wheels," and are painted and finished in first class style.

All his work is made up of thoroughly seasoned first class stock.

Painting and Repairing romptly attended to. Having a first class Carriage Painter en-Call and examine my finished work.

Special attention given to Horseshoeing and every description of Blacksmith Work. W. ROBINSON. Newcastle, March 25, 1884.

Newcastle Carriage Factory GETTING READY FOR SPRING

Phaetons, Single and Double Seated Waggons. in Concords, Piano Box, &c., Express Wag-gons and Sulkies, Single and Double Truck Waggons, al. made of the best material. Prices reasonable, terms easy.

Particular attention given to REPAIRING, PAINTING AND

A. C. ATKINSON. Newcastle, April 8, 1884. NOTICE!

THE ANNUAL MEETING of the Stock holders of the

Miramichi Skating and Curling Rink Co.

MONDAY, THE 5TH OF MAY,

\$500.00

STOP

SPECIAL NOTICE!

REWARD M'nard's Liniment is For Sale by all Druggists d Deal ers. Price 25 Cents.

HARNESS. The subscriber is prepared to promptly, every description of Heavy Team Harness

Collars. of which he keeps a good stock on hand Also Team Whips, Horse Blankets, Sweat Pads, Bells, including the Gong Shaft Bell), Curry Combs, Brushes, McLaugian Harness Chill Fleeting Bully for the Committee of the true state of the Committee LIGHT DRIVING HARNESS August last, but in doing so I will try

Orders respectfully solicited. JOHN CLARK.

Newcastle, Dec. 1, 1883.

MILLINERY

Millinery Goods, consisting of Hats, Bonnets, Feathers, Flowers, Birds, Feather Caps, Crapes, Velvets, Satins, the Newest Shades in Ribbons, and a large variety of Laces and Trimmings of all kinds. Also Fur and Swansdown Trimmings. Mantle Ornaments, Ladies' and Children's Hosiery, Ladies' Woo Vests, Children's Wool Hoods and Dresses, and a large stock of

WOOLS comprising Berlin, Victoria, Peacock. Andausian, Zephyr, Crewel, and Scotch Fingering. An assortment of Tidies, Pillows, Shams, Slippers,

FASCINATORS!! said Province of New Brunswick. Jet Goods. Ladies' Collars and Scarís, other Skirts, Bustles, and a great variety of Mil-articles usually kept in a well ordered Newcastle, Oct. 30.

Campbellton, Dec., 1888.

Hecla Foundry Point on the Intercolonial Railway, Machine Shop. The subscriber has fitted up his Shop with

ALWAYS ON HAND JAMES MURRAY.

A. CURE GUARANTEED IN ALL CASES AGNETIC MEDICINE

Positively cures Night Losses, Spermatorroza, Impotency, Nervous Debility, and for all Weaknesses of the Generative Organs an Unfailing and Positive Ourc. Tones up the debilitated system, arrests all

RAW FURS. I am paying the highest prices in cash for the following Raw Furs Otter, Beaver, Bear Mink, Martin, Lynx, Fox. Rat.

MACK'S MAGNETIC MEDICINE CO., WIND-

JAMES BROWN. Newcast le, Def.11,c.1883.

Detroit, Mich., and Windsor, Ont.

Sold in Newcastle by E. Lee Street, Druggist.

THIS PAPER may be found on file at Geo. P. Rowell & Co's Newspaper Advertising Bureau (10 Spruce 3.5.), where advertising contracts may be made for it IN NEW YORK.

GOLD

If this section of the Bill is passed the fact that this is not a party measure, it is not a measure upon which hangs the fate of a Government, and Government supporters should not vote for the Bill simply because it is brought in by the Administration. If they

House. The members of the Comthe Committee of the true state of the case. I must take them back some time My whole idea is to put the Committee of the case so that the Members may have a perfect knowledge of the spr

roundings so as to enable them to The first time this matter come be fore this House was in the session of 1872, when an Act was passed incorporating the Northern and Western Railway Company. The first Section of the Act was in effect as follows: That Sir Hugh Allan, Sir Alex. T. Galt, the Hon. John A. Pope, the get all we could and we met the Gov-Hon. Peter Mitchell, the Hon. Geo. L. Hatheway. Alex. Gibson, Esq., Thos. Temple, Esq., John Pickard, Esq., Jacob C. Gough, Esq., and others were hereby made a body politic by the name of "The Northern & Western Railway Company of New Brunswick," and by that name were authorized to build a railroad from the Town of Chatham Town of Chatham, passing through LADIES' PURSES AND HAND SATCRELS. the Counties of Northumberland and York to Fredericton, in the said County of York, and being within the land. The Hon. Mr. Gillespie then the building of a line of railway from of Northum in the County of Northum of the great importance it was to the Chatham, in the County of Northumperland, to Fredericton, in the County of York. I am sure the Committee

will remember that at that time there was no line of railway from Chatham to connect that town with the Intercolonial. The Chatham Branch was built some time after, and every member of this House knows the History Goods, consisting of Ladies Hats, Bonnets, Turbans, Toques, Fur Caps, and a fine assortment of TRIMMINGS, in Velvets, Sateens, Plushes, Birds, Feathers, Flowers, Wings, etc.

All of that Branch, it feeder to the proposed line. What I say is this, that the Hon. Mr. Gillespie never said a word against the route of Railway partitle. No not till the Bill of 1889 sortment of TRIMMINGS, in Velvets, Sate teens, Plushes, Birds, Feathers, Flowers, Wings, etc.

Also Children's Hoods and many other articles usually found in a millinery establishment.

Orders will have my best attention.

MAGGIE MCLEAN.

Construction of the Miramichi Railway as I will call the Northern & Western Railway until the year 1874 when the ishment.

Orders will have my best attention.

MAGGIE MCLEAN.

Construction of the Miramichi Railway as I will call the Northern & Western Railway until the year 1874 when the then Government introduced a Bill into objection to the route and wanted the line. No not till the Bill of 1882 we were not ame up in this House, and then Hon. Mr. Gillespie of the said Company, because in one or more of the news of the line. No not till the Bill of 1882 we were not ame up in this House, and then Hon. Mr. Gillespie for the first meeting of the said Company, because in construction of the Miramichi Railway as I will call the Northern & Western Railway until the year 1874 when the then Government introduced a Bill into objection to the route and wanted the line. No not till the Bill of 1882 we were not ame up in this House, and then Hon. Mr. Gillespie for the first meeting of the said Company, because in one or more of the news of the line. No not till the Bill of 1882 we further said we were not ame up in this House, and then Hon. Mr. Gillespie for the first meeting of the said Company, beginning the old company were prepared to build the road according to the Subsidy Act of 1882. We further said we were not ame up in this House, and then Hon. Mr. Gillespie for the first meeting of the said Company, beginning to the Subsidy Act of 1882. We further said a word against the route of the line. No not till the first meeting of the said Company, beginning to the Subsidy Act of 1882. We further said a word against the route of the line. No not till the first meeting of the said Company, beginning to the line. No not till the first meeting of the said Company the lower said a word agai Parish of St. Mary's in the County of York, passing through the Counties of York and Northumberland to some

This line is the same as that contained in the Act passed in the year the latest and most approved appliances, and 1874, and the intention was to provide having had a lengthy experience in mill and a subsidy to carry out and help to ther general foundry work, is prepared to forward its construction. Directly HEAVY STOYES, PLOUBHS, AND OTHER excitement, and in the winter of 1875 the people of Miramichi. in the road. Subsequently a Public Meeting was held with the Sheriff of Northumberland in the chair, and steps were taken which resulted in a survey being resolved upon and a company being formed under the provisions of the Act of 1872. In the winter of 1875 the company had a survey made of the proposed line. I forgot to state just now that by the Act of 1874 a subsidy of \$5,000 a mile was given to the road. In 1876 this company was recognized by the then Government as having been duly or-ganized. Members of this Committee

will recollect that last summer another Company was formed, and there were the two Companies in the field. I therefore think that in future so as to avoid confusion I will designate the Company first formed as the old company, and when I refer to the compan brought into existence last summer I will call it the new company. This old company pressed the Government for the subsidy when they found out that there was not sufficient to sub-sidize this line. To show that the old company was not wasting time, but was doing all that was in its power to obtain this subsidy, I will read you a letter that was received by the Presi dent of the Company from Mr. Fraser who was then in the Government. It

PROVINCIAL SECRETARY'S OFFICE, Fredericton, N. B., June 8, 1876. Sir,-I have the honor to inform you that

JNO. JAS. FRASER. R. R. Call. Esq . Pres. Miramichi Valley Railway, You will see by this letter that we proper guarantees were given to carry judgment, which he said he would not much settled and the land is very

NEWCASTLE, 27th January, 1879.

I have the honor to be, Your obedient servant.

in possession of all the circumstances anxious to co-operate in the speedy consisted of gentlemen from Miramichi, and Messrs. Adams. Hutchinline was to commence at Fredericton, to end at a point at the I. C. Railway. either in the Parish of Derby or South As you will see that Act authorized urged upon the Government the de-

small lumber trade at Williamstown. I could not get any further informa-HON. MR. GILLESPIE-But that was not all. MR. PARK-But the hon, member does not deny that he mentioned that the lumber trade would be benefitted by the route I have named, and that he urged that upon the Government. That Williamstown would be a large solutely committed to it he never said either in the Parish of Nelson or the the route on the Northean six more organize so as to comply with the Act. county which I have the honor to re- the Government.

Point, so called."

nauseous doses of Cupebs or Copaina.

Infallible, Hyglenic, Curative, Preventive. Price Sl. 50, including Buibe Syrings. Sold by all Drug. Sh. 50, including Buibe Syrings. Sold by all Drug. Sh. 50, including Buibe Syrings. Sold by all Drug. Sh. 50, including Buibe Syrings. Sold by all Drug. Sh. 50, including Buibe Syrings. Sold by all Drug. Sh. 50, including Buibe Syrings. Sold by all Drug. That on the two sides of the river. That on the said road, and in reply, I am directed to say, that it is not deemed expedition to account to the would have been foolish to do so. In May, 1882, the old Company apportant of the said line of railway.

I have the honor to be, Sir. Your obd't servant.

company to blame for this? Does any a mile was too small to construct the our favor, because the meeting would The Valley Railway.

The Valley Railway.

Company to blame for their shoulders? Had they not done all that was in their power and been refused aid by the Government?

MR. W. A. Park,—I shall occupy the attention of the Committee in particularly calling steption to the tral Railway first came prominently formulated and the construct the committee in their shoulders? Had they not done all that was in their power and been refused aid by the Government?

After the Government had declined to small to construct the line, and what did the old Company then be over, and we went back fully then do? Knowing that further aid must be obtained, they opened negotiations with the Dominion Government to try and obtain a further subsidize the road things remained in abeyance until 1875 when the Central Railway first came prominently in 1883, just one year ago, my honor-

hereafter on which side of the river old company did all in their power to not being present in the House. After especially in my county. The solid prietors of any the route of the railway shall be, but carry out the arrangement, and as I the whole matter had been fully determine the think that while that matter is left was then acting as secretary for the bated, this House decided by a solemn new company, were the Attorney f general need to the thought of time. It think that while that matter is left to the thought of the company I wrote to Mr. Inches on the vote of 19 to 9, not to change the route of the railway, and the bill was consistent of the company I wrote to Mr. Inches on the vote of 19 to 9, not to change the route of the railway, and the bill was consistent of the company I wrote to Mr. Inches on the vote of 19 to 9, not to change the route of the railway, and the bill was consistent of the company I wrote to Mr. Inches on the vote of 19 to 9, not to change the route of the railway, and the bill was consistent of the company. It may be correct for that firm to act sequently lost. The purport of that sequently lost. The purport of that sequently lost. The purport of that sequently lost.

ronte will be on the southern side of the river, and it is this important fact that we have to face. I would draw a resolution was passed directing me to open the attention of the Committee to the fact that this is not a party measure. correspondence with you with the view of ascertaining what persons you would name for appointment as President and Directors from the County of York. to join with a certain number chosen from the County of Northumberland, to assist the construction of said railway.

So nineteen members of this House last year voted that it was reference to the knowledge that he had obtained as leader of the Government. And again, it is just possible that he can sit here in this House and advise this House as to which is the in by the Administration. If they vote the other way and the Bill is lost, it does not tollow that the Government have not the confidence of the ment have not the confidence of the cerning the above at an early date.

In obedience to such resolution, I have to request you to furnish me with the desired now. It does occur to me that when a davise this House as to which is the best route for this line, and forget this House to stultify itself, that the honorable gentlemen will not give a Gibson or the new company. I say it

W. A. PARK.

J. L. INCHES, Esq., Fredericton. asse, I must take them back some time prior to the contract of the 20th of August last, but in doing so I will try loss or by any other person as being to be as brief as possible so as not to be a Miramichi Valley Railway, or as being Peter Mitchell, were partially crowned the hardship it was to the old com anxious to co-operate in the speedy construction. The Subsidy Act of 1874 expired, all the lines of railway were taken up and nothing could be done by us to carry out the construct. done by us to carry out the construc-tion of the line unless the Government introduced a Bill to grant a fresh subsidy. But in the meantime we were not idle, we tried all we could, and in 1882 a delegation from the and in 1882 a delegation from the The result of that agitation was that would, it must have some weight his County of Northumberland came here it awakened capitalists to the fact that to try and obtain a grant of the subthere was a prospect of the road being course it might happen that he could sidy of \$5,000 a mile. We tried to get all we could and we met the Government. Now I want this House to ernment. Now I want this House to with every prospect of success. On understand that so far as this delega-tion was concerned the route was fixed n February, 1882. This delegation the Local Government to enter into a constructed, and all the success that June, 1883. I explained the position of the company, and asked them what security was required for the due per-formance of the contract. They would orney General asked me instead, their efforts. what security the company offered

> tion from him until he asked me if the company had complied with the 4th section of the Act incorporating the upany. Now I will read this section to you, it is as follows:-"When, and so soon as \$20,000 of this and capital stock shall have been subscribed and paid up, any three persons named in the first section of this Act, are hereby authorized to call the first meeting of the said Company,

be. The railway is to commence in new company, subscribe the necessary the Parish of St. Marys, County of capital, and to get ahead of us, came route than either that of Mr. Buck or York, and to end in the Parish of out with a notice of their first meeting, South Esk, in the County of North published it in an extra edition of a mberland. It was, from the terms of this Act, considered necessary to What was their object? There is only desks of the members of this House. amend the Act incorporating the one answer. They hoped to obtain They are prepared with a desire to Northern and Western Railway, and the benefit of all our work, of all the mislead members, and I will draw in the same year of 1882, an Act was money we had expended, of all the honorable members' attention to the passed which amended the route con time we had spent, and thus secure principle points in which they are tained in the original Act of incorpothe contract for the line and the submisleading. From them it would apsidy that the Dominion Governmen; pear, that there is a deep water ter-

ration, as follows:—

'That in lieu of the lines of railway which the said Northern and Western Railway Coof New Brunswick, are authorised to construct under the Acts relating to the said Company, the line of Inlies of railway to be constructed by the raid 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 Stouth Esk, in the County of Northumberland and York to the parish of St. Marys, in the testing to the said County of York, or to the City of Fredericton, in the said last mentioned county."

At that time a line of railway was sidy that the Dominion Government had promised to grant for a portion o, the line. By a singular coincidence of the bad promised to grant for a portion o, the line. By a singular coincidence of the line. By a singular coincidence of the bad promised to grant for a portion o, the line. By a singular coincidence of the bad promised to said Company, the line of the new company being signed by of the said Company shall be a line of railway two of the new company being signed by of the new company being signed by of the new company the n Sir,—I have the honor to inform you that the Lieut. Governor in Council have had under consideration the Petition of the President and Directors of the Miramichi Valley Railway, asking that the Government consent and agree to grant them the aid provided by the Subsidy Act, 37 Vic. Cap. 8, for the line of railway from St. Mary's to the parish of St. Marys, in the County of York, or to the City of Railway, asking that the Government consent and agree to grant them the aid provided by the Subsidy Act, 37 Vic. Cap. 8, for the line of railway from St. Mary's to the parish of Derby, or in the parish of Derby, or in the parish of St. Marys, in the County of York, or to the City of Fredericton, in the said last mentioned county."

At that time a line of railway was already constructed from Chatham, so the line of railway forms St. Marys, in the County of York, or to the City of Fredericton, in the said last mentioned county."

At that time a line of railway was already constructed from Chatham, so the Government would not introduce the Government would not introduce that Parish into the Subsidy Act, and plication came on in this city on the line of railway forms of the Miramichi Valley Railway, asking that the Government of the parish of Derby, or in the parish of Derby, or in the parish of Derby, or in the parish of St. Marys, in the County of York, or to the City of Fredericton, in the said County of York, or to the City of Fredericton, in the said County of York, or to the City of Fredericton, in the parish of Derby, and they served us with a notice of an injunction to restrain us from holding the meeting, and they served us with a notice of an injunction to read on either route. It is an unfounce to strain us from holding the meeting and they served us with a notice of an injunction to read on either route. It is an unfounce to read on either route. It is an unfounce to find the parish of St. Marys, in the County of York, or to the City of the said County of York, or to the City of the said County of York, or to th

The Zocal Zegislature. were refused the aid which was grant- out the work. It was, from estimates deliver on the following Saturday, ed to us by the Act of 1874. Was the made, found that the subsidy of \$3,000 This we looked upon as a decision in bill was precisely the same as the one It may be possible for the Hon. At

vote in direct opposition to the vote they recorded last year. This committee will stand by the position they terested. Sec'y M. V. Railway. took last year, and will deal with the MR. PARK-O yes you were. bill in a correct manner. Shortly have the papers here, they are signed after the failure of the proposed legis. Gregory and Blair. (Mr. Park read had been so ably seconded by Mr. the old company. I felt at the time contract for the construction of the has been achieved is due to their line, and I was directed to open negotiations with them having that object public ridicule and abuse, especially in view. I accordingly came to in one newspaper in Northumberland. Fredericton and met the Government It will, and has been shown how they in consultation on the 26th and 27th have worked untiringly. They have come here again and again, they sent to Ottawa, they have had surveys made, they have expended money and brains and all the success that has not or could not say. The Hon. At- been accomplished has been due to

> After the meetings of the two com-panies had been held, memorials were sent into the Government by both companies. The new company put forward their claim and not satisfied with doing that, tried to put it forward so as to prejudice the old company. Mr. Adams and I waited on the Government at St. John, and we then stated our case fairly stating the old

from the City of Fredericton, or the the proposed change by a large mative answer, and said it had never them over all the plans and other docubeen put forward before. I was then ments that would assist them to do so. his told the Government would not do Our reason for adopting this course anything until it was done, and I was also informed that we had better rearose between the two companies it was probable that the road would be Parish of Derby, in the County of Norriver was the one looked forward to berland and informed the old company and wished for by the people of the of the result of my negotiations with We were only too constructed, but we only gave up our present. Nothing was even heard of the other route on the southern side tain the subsidy, so as to enable us to the other route on the southern side of the river until the agitation of the last two or three years. We have believed all along that the route to receive the subsidy was that on the ceive the subsidy was that on the northern side of the river. The Subsidy Act of 1882, provides for the one else moving in the matter. The bythen ew company, and this House northern side of the river being the \$20,000 was subscribed and paid up, should not allow any change to be route. This is what the Act says, it and notices were issued calling the made to the everlasting prejudice of a is "An Act to aid in the construction first meeting of the company, such large number of the electors of Northof certain lines of railway and other notices being duly published in com-works in this Province," and among pliance with the Act. This was done on the 13th July, 1883. While we on the 13th July, 1883. While we river and reported to the normal districts the normal and reported to the normal districts and "A line of railway from the City of Fredericton, or the Parish of St Mary's, in the County of York. passing through the Counties of York and selves in the road; who had never apthrough the Counties of York and selves in the road; who had never apthrough the construction too expensive as if the construction to the cons Northumberland, to some point on the Intercolonial, either in the Parish Local Government, directly they hear of Derby or the Parish of South Esk, we are moving with every prospect of which can be easily avoided if the in the County of Northumberland, and thence, if advisable to Beaubear's hand manner and try to get the benefit land. The consequence of this was, track was located a little further inof all our previous exertions. They that Mr. Fowler made another survey of a route on the northern side of the river and he has found a cheaper

Mr. Maxwell.

a contract for the construction of the of the old company at the Waverley umberland. It is well settled, fertile line as provided by the Subsidy Act, Hotel, Newcastle, and that of the new and an immense population are cryand they received a reply that an Order company here in the City of Freder ic ing aloud for railway communication. of Council had been assed that a ton. After Judge Weldon had heard On the other hand, the south side from contract would be entered into when all the arguments, he reserved his Blackville to Chatham is swampy and