BUSINESS NOTICE.

The "MIRAMICH ADVANCE" is published at Chat am, Miramichi, N. B., every Thursday morning ias day it is sent to any address in Canada, the United ates or Great Britain (Postage prepaid by the Pub-her) at the following rates:—

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The "BIRAMENT ADVANUA and the Counties of Kent Northumberiand, Gloucester and Restigouche (New Brunswick), and in Bonaventure and Gaspe (Quebec), among communities engaged in Lumbering, Fishing and Agricultural pursuits, offers superior nanoements to advertisers. Address

Miramichi Advance.

CHATHAM, - - - MARCH 27, 1884.

Explanatory

We must ask the indulgence our readers in the matter of Legislative and Circuit Court reports, which | feat of the bill would be. we are obliged to hold over, to be given next week. There are also a few other matters from correspondents, to which we cannot give space this week, but which will receive line of a speech made by Mr. Edward attention in good time.

The Miramichi Valley Railway.

In order that our readers may the better understand where it is proposed by the Northern and Western

"Mr. Jack explained that an effort was being made by St. John to divert the Miramichi Valley Railway from Black-vile past the head of Grand Lake to Apohaqui and leave Fredericton out in the cold." Railway Company to locate the line At the time, we had no full report of of the Miramichi Valley Railway be- the Fredericton Railway meeting at tween Bartholomew River and the hand and it did not occur to us that Intercolonial, we make room in this the Advocate and those who are workissue for a map of the Miramichi ing with it against the Railway would district extending from the lower go so far as to untruthfully attribute portions of Chatham and Newcastle the above to Mr. Jack. We, therefore, tion of country, both north and south | note from Mr. Jack, enclosing a report of the two great branches of the Mir- of his remarks, as given by the Capiamichi. The lines followed by the Engineers in 1876 and also in 1883, when making trial-surveys for a north-side route, are laid down accurately and the position of the now paper or its friends in the railway obfamous Wilson's Point well-defined. The route, after the line crosses the tacties it is not easy to determine, as in the general direction of the river is one now so near a solution that Doaktown, where it will, probably, prosents to the south side face in favor of the Company's declared plans, cross to the south side again, although some good authorities, who interests involved. The Frederictor are of opinion that a better route for Fenety, who explained that it was callseveral miles above Doaktown will ed in the interests of the Miramichi be found by keeping on the North- Valley Railway and had no political side and then crossing over and run- bearing, whatever. If it had he would ning to Boiestown. From Boiestown the line will run directly to and waak to St. Mary's, opposite Fredericton. Any practical eye will, at once, see that the natural Miramichi then down the valley of the Nashterminus of the road is at Chatham, and almost any person of ordinary capability for observation will be at once impressed with the absurdity of meeting the innection of the road with a additional contemplated road will pass; and whereas, the route by the Valley of the Nashwake the contemplated road will pass; and whereas, the route by the Valley of the Sanwake the contemplated road without doubt the best adapted to satisfy the requirements of the above-named five Counties; therefore, be it making the junction of the road with the I. C. R. between the Miramichi bridges or dignifying such a place as Wilson's Point, with the property of the construction of this road upon the Government of the Dominion parliament be requested to urge the encouragement of the construction of this road upon the Government of the Dominion; and further Wilson's Point with the name of a deep water terminus. With the exception of a narrow channel therewhich is not wide enough to admit of a vessel turning-the water sim-Jack asked leave to make some remarks ply covers a large acerage of flats, He said; The Miramichi Valley Railroad where a scow would hardly float at passing up the Nashwaak and down the low tide. The channel approaching the Point, as shown by the Admiralty Chart and known to all our enable Valley traffic to reach Newcastle by rail, so such traffic might River at the one end to its Miramichi terminus at the other.

The people of the County have ably in favor of the route as above laid down. In the winter season ed for purposes of petition. Many who would exert themselves to fur-72 per cent. of the actual ratepayers of the County appeared by petition Company the power to build to Chatto route, so we will give some statistics on the subject,-

the total number of ratepayers in Nortates and are repeated, or are the names of women; 212 are non-resinumber, leaving the number of actual Boicstown, for which the supplies would ratepayers 5,050. The number of per- be carried by rail to that place-making, sons who signed the petitions was 3,718, in all, \$10,500 saved to the Miramichi from which number are to be deducted lumbermen on the item of portaging 71 signers belonging to Stanley, in York County, leaving 3,647 out of 5,050 alone. Travelling nearly north from Boiestown from 10 to 40 or 50 miles, you pass Ratepayers of Northumberland as peti-

tioners in favor of the South side route or over 72%, which percentage would be increased by the check returns not yet

received from Blissfield and Ludlow. The Bill restoring the parish of Nelson to the Subsidy Act was considered in the House of Assembly on Monday last and was bitterly opposed by Mesars. Park and Adams, while Mr. Burchill replied successfully to their statements. Mr. Park had the hardihood to say that it was always intended that the road should be built by the Derby side, when he and every other legislator present must have known that the Company's Act from 1872 up to 1882 provided thatithe road should run from St. Mary's to Chatham, only, and that there was, for those first ten years, no mention of Derby in the Act. As we write Editor ' Miramichi Advance," Chatham N. B. the bill which will enable the Company to go on with the road is before the Legislative Council. It passed the Assembly by a vote of 25 to 7 and it is said the strongest efforts are being put forth to defeat it in the Council, but every well-wisher of Northumberland will be glad to hear that that body is not to be made the instrument of working such an injustice upon the County as the de-

> Last week the Advocate, referring to the late meeting in Fredericton to con sider the subject of the Valley Rail-Jack. Among other things the Advo-

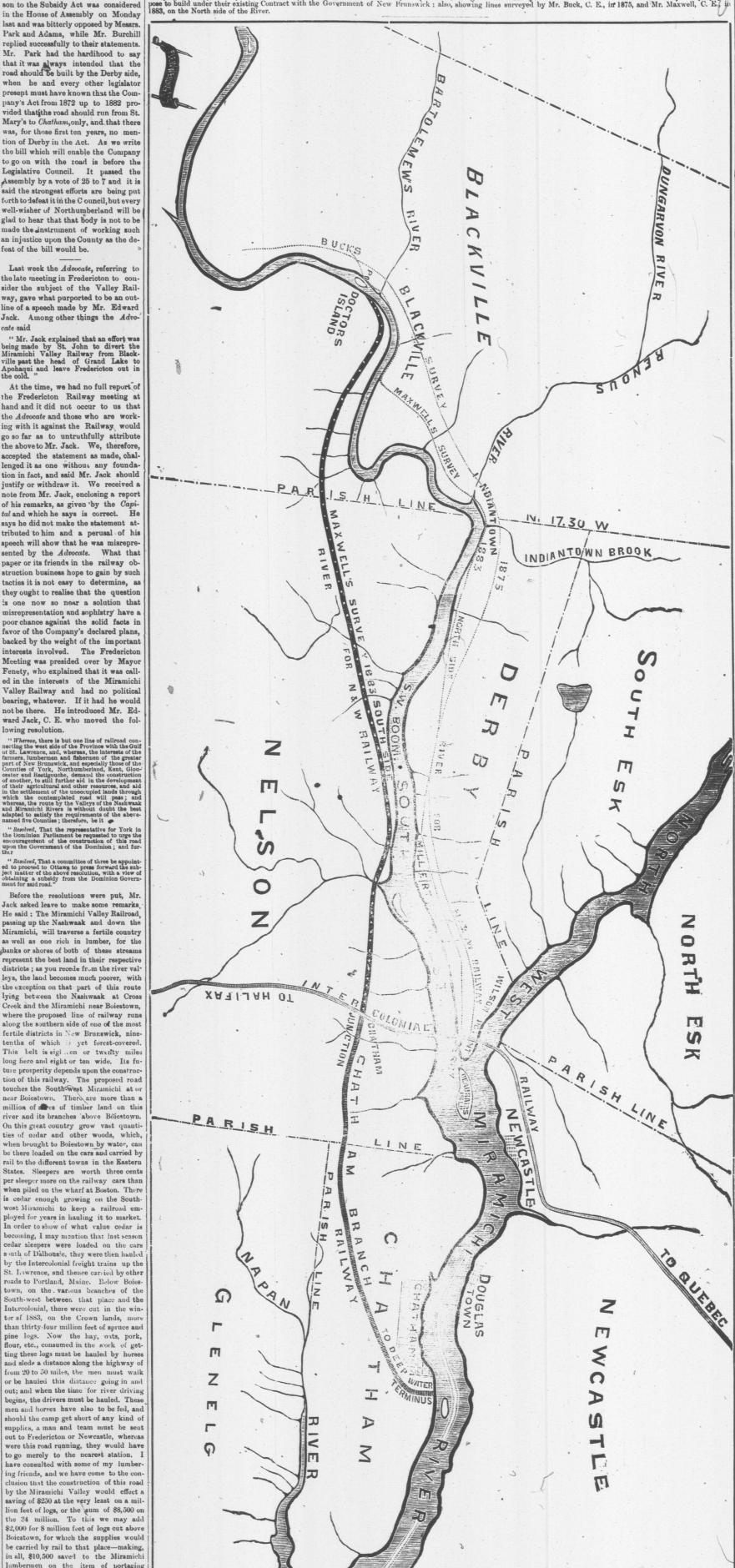
parishes to Blackville upper line—a accepted the statement as made, challenged it as one without any foundalength of over forty miles and of a tion in fact, and said Mr. Jack should sufficient width to show a large por-justify or withdraw it. We received a tributed to him and a perusal of his speech will show that he was misrepresented by the Advocate. What that struction business hope to gain by such Southwest at Bartholomew is to be they ought to realise that the question until it reaches a point at or near | misrepresentation and sophistry have a backed by the weight of the important are well acquainted with the country, Meeting was presided over by Mayor not be there. He introduced Mr. Edward Jack, C. E. who moved the following resolution.

"Resolved, That a committee of three be appointed to proceed to Ottawa to press forward the subject matter of the above resolution, with a view of obtaining a subsidy from the Dominion Government for said road."

as well as one rich in lumber, for the banks or shores of both of these streams represent the best land in their respective steamboat men, is narrow, crooked districts; as you recede from the river valand but nine feet deep at low water leys, the land becomes much poorer, with at its shallowest part. These well- the exception on that part of this route known facts at once show that Wilson's Point is not in any way fit for where the proposed line of railway runs a deep water terminus. In any case, along the southern side of one of the most a portion of the Intercolonial Rail- | fertile districts in New Brunswick, nineway must be run over in order to tenths of which a yet forest-covered. This belt is eigl en or twenty miles long here and eight or ten wide. Its fuas well go from Chatham Junction as tion of this railway. The proposed road ture prosperity depends upon the construc from "Derby Siding," especially when touches the South west Miramichi at or the junction with the Chatham rail. near Boiestown. There are more than a way will secure the independence of million of mes of timber land on this the whole line from the St. John river and its branches above Boiestown. On this great country grow vast quantities of cedar and other woods, which, when brought to Boiestown by water, can be there loaded on the cars and carried by by petition, pronounced unmistake. rail to the different towns in the Eastern States. Sleepers are worth three cents per sleeper more on the railway cars than when piled on the wharf at Boston. There many of the ratepayers of the County is cedar enough growing on the Southare in woods and not easily reach- west Miramichi to keep a railroad employed for years in hauling it to market. In order to show of what value cedar is ther the Company's wishes and their own interests in the matter were south of Dalhonsie, they were then hauled prevented from having an opportuni- by the Intercolonial freight trains up the ty to sign the petitions and, yet, over St. Lawrence, and thence carried by other roads to Portland, Maine. Below Boiestown, on the various branches of the South-west between that place and the before the Legislature asking for the Intercolonial, there were cut in the winpassing of the amendment to the ter af 1883, on the Crown lands, more Subsidy Act which will give the than thirty four million feet of spruce and pine logs. Now the hay, outs, pork, flour, etc., consumed in the work of getham Junction. It is possible that the opponents of the road may not the opponents of the road may not the solution of the road may n realise that so many ratepayers are from 20 to 50 miles, the men must walk in favor of the Company's views as or be hauled this distance going in and out; and when the time for river driving begins, the drivers must be hauled. These men and horses have also to be fed, and According to a certified copy of the should the camp get short of any kind of lists (by parishes), furnished a fort- supplies, a man and team must be sent night ago by the Secretary Treasurer, out to Fredericton or Newcastle, whereas were this road running, they would have thumberland is 5,816. Of these-omit- to go merely to the nearest station. I ting Blissfield and Ludlow not yet have consulted with some of my lumberchecked-71 are dead, 293 represent es- ing friends, and we have come to the conclusion that the construction of this road by the Miramichi Valley would effect a names of women; 212 are non-residents; 190 are out of the County, shief-lion feet of logs, or the sum of \$8,500 on ly in the United States—making 766, the 24 million. To this we may add in all, to be deducted from the total \$2,000 for 8 million feet of logs cut above

MAP SHOWING THE PORTION OF THE PROPOSED MIRAMICHI VALLEY RAILWAY.

Between the Bartholemew River Crossing of the Southwest Miramichi and the Junction with the Intercolonial in the Parish of Nelson, as surveyed by D. F. Maxwell, Esq., C. E., in 1883, together with continuation, via Chatham Branch Italiway, to Deep Water Terminus, as contemplated in Act of 1872, incorporating Northern and Western Railway Company, Railway Subsidy Act of 1874, and all other legislation on the subject up to 1882, being also the route by which the Northern and Western Railway Company propose to build under their existing Contract with the Government of New Brunswick; also, showing lines surveyed by Mr. Buck, C. E., in 1875, and Mr. Maxwell, C. E., in 1883, on the North side of the River.



of. When you get about 35 miles or so, more especially for the discussion of the you come to a point where spruce logs have never been cut, and where they stand very Mr. Parkin pointed out that the con-

the portage is too long to get to them. Build try of New Brunswick is that mmediately the Renous, Dungarvon, Bartholomew which the Intercolonial, Western Exand other streams. This nearly all Crown tension, Grand Southern and some land. Then the south side of the South- other lines ran were chiefly unfit for West it is also nearly all Crown land. It settlement, while on the Miramichi is a reasonable calculation that from this there were g ret quantities of good the Crown will derive, for stumpage on lands untouched. The lumber markets shingles and sleepers, \$2,500. There is cousiderable hemlock also, which would be soon thrown open to our lumber, and in that 000, thus giving to the Province an increase of revenue of \$5,500 per year. Small mills will spring up along the line important consideration. and money will be put into circulation, for when lumber can be carried to market by rail it is usually paid for in cash or its press the subject of the resolution upon equivalent at the station. This money the Government was adopted and will find its way into the pockets of the farmers along the line of road. There Mr. L. W. Jehnson were unanimously are a good many farms in the Valley of the selected for the proposed delegation, Miramichi possessing a light, early soil and all of them consented to go. free from stone and easily worked, which can be made to grow any crop by using manure. These are now so distant from a market that those occupying them do not busy themselves with raising vege. Telegraph which was, no doubt, a surtables, poultry, &c., for market. For prise to the people of the Province, as these one requires a market near home. it was a thorough exposure of the If the farmer has to drive 40 miles to betrayal of an important public trust he gets home. Build a railroad and you Government. It was headed as folwill find purchasers at every station. I lows,need bardly name the amount of traffic which the great cotton mill of our distinguished citizen, Mr. Gibson, will bring to the Intercolonial, as well as to the Miramichi Valley Railway, or the impetus which it will give to the production of farm produce along the line of the Miramichi Valley. If this road be not constructed, no supplies for the sustenance of

the numerous operatives to be employed there will be drawn from the Miramichi Valley, Build this road and the products of Northumberland will find here ready purchasets.

More important, however, than all this is the position that the Miramichi Valley holds as the counceting link between the fisheries of the Gulf of St. Lawrence and the Bay of Chaleur and the market for these fish, which is in the United States. You are aware that a railroad from the Intercolonial, at or near Bathurst, to Caraquet or Shippegan, has been subsidized by both Local and Dominion Governments. When this has been built and the Miramichi Valley completed, and the St. John bridged at Fredericton, the whole Bay of Chaleur will have direct communication with Gloucester, Mass., the great fishing town of the Eastern States. Will not some of these Gloucester fishermen invest some of their capital in Gloucester, New Brunswick? and will not the terminus of this road at Shippegan harbor become a great fishing "town, where the fishermen will bring their fish—even from Labrador and Newfoundland—to a market, where they can come for a fishing outfit? Will not eventually fish be brought from the Labrador coast by steam? I may here mention that the catch of fish in 1882 in Restigouche was of the value of \$47,373.70; Gloucester, \$724,587.56; Northumberland, \$249,809.48; Kent (from Escuminac to Richibuto), \$164,381.25; total, \$1,186, \$241.99. These great fishing districts should have the most direct voute to McAdam for their products, which would be by the Miramichi Valley route; and it Adam for their products, which would be by the Miramichi Valley route; and it would be the greatest injustice to compel

Adam Junction to the Month of the Mira-Adam Junction to the Month of the Miramichi, 201½ miles; difference in favor of the Miramichi route, 161 miles. From this 161 miles deduct 29 miles; distance the day following the order of survey was saved from New York to Liverpool by taking Miramichi as a port of departure instead of Halifax, 132 miles. Should we select Shippegan and take the Straits of Belle Isle, the distance would be yet less. Mr. Jack here gave a description of the scenery of the Bay Chalcur and surrounding country, with a sketch of its historical associations so glowing and eloquent that we regret greatly that lack of space prevents us from giving it in full. space prevents us from giving it in full.

After pointing out the wonderful advan.

Nov. 9, 1880, Mr. Allan J. Ritchie, of tages of the country as a watering place, he said: This lovely country, so bathed in beauty and so full of historic associations, is hereafter to become the summer wilderness for the sum of \$160. A notions, is hereafter to become the summer resort of our republican neighbors, here they will come to empty their pockets and replenish their health as soon as the Government of the Dominion of Canada, in its desire to aid the farmers, fishermen and lumbermen of five of the most flourishing counties of New Brunswick, shall have given such assistance towards the have given such assistance towards the lates. In the fall of 1881 this same Mr. Allan In the fall of 1881 this same Mr. Allan have given such assistance towards the construction of the Miramichi Valley Railroad as will have enabled it to pass from a thing in expectation to one of

again for 200 acres, and as it wasn't worth while spreading his property all over the country he selected a block adjoining his last purchase, and with such rare luck and discretion that the Northwest Branch emerged at one angle of his lots B and C, and entered at the adjacent angle of his lots B and C, and entered at the adjacent angle of his lots B and C, and entered at the adjacent angle of his lots B and C, and entered at the adjacent angle of his lots B and C, and entered at the adjacent angle of his lots D & E and then meandered most skillfully diagonally across into an angle of his friend Call's property. Thus went 200 more acres of tooks, trees and especially water for another \$160.

At this time of course, the Hon. Sur-

Geo. F. Gregory, Esq., spoke of the great advantages which would be derived by various parts of the Province from its construction, and the strong support that it would receive from the representatives of the several counties, as well as from P. E. Island, the frade of which it would largely command. of which it would largely command, struggled right through from end to end of

thickly, frequently mixed with very good pine. Now, the reason these logs have interest, since it would open up a larger this road and they will be comparatively amount of go hands for emigrants easy of access. As you all, or at least and do more to develop resources of many of you, know the best lumber coun. provincial revenue than most of the other railways hitherto built in the north of the Southwest. It is drained by Province, as the unsettled lands through carried by rail from the Crown lands; the case the district touched by the railway stumpage on this may be safely put at 83,- would contribute largely to the provin-

A suggestion by Mr. L. W. Johnson

Robbing the Public.

An article appeared in last Saturday's market, his little load is eaten up before by a member of the late Provincial

> "A LITTLE GAME OF GRAB." 'HOW EX-SURVEYOR-GENERAL ADAMS AND HIS FRIENDS CAPTURED THE N. W. MIRAMICHI."

Anticipating the Judgments of the Courts. Valuable Fishing Privileges sold for a song. - The Province badly Fleeced."

The article is as follows,the numerous operatives to be employed there will be drawn from the Miramichi The Hon, Michael Adams held the

rotext for any succeeding Government to nelude in their schedule of available sal mon streams the slightest reference to the Northwest Miramichi. And so it came would be the greatest injustice to compel all of their products which were to be marketed in the United States to be carried so great a distance out of their way merely in order that they should cross the River St. John near that city.

We come now to consider the Miramichi Valley Railway in an international point of view as part of the Connecting link between New York and the mouth of the Miramichi. According to Wilkinson the distance from Halifax to Cape Race is 463 miles; from Miramichi to that point, by the same authority, the distance is 492 miles. Now the distance from McAdam Junction to Halifax is 362½ miles; McAdam Junction to the Month of the Miramichi complete them away to ra "mess of pottago." Trusted with provincial socurities to guard and protect them, he made the way easy for his intimates and friends to lay vager hands upon them; and facilitated by orders in Council the spoliation of the public domain. The following statement will show how this was accomplished:—On Jan. 23, 1880, one Charles Sargeant, on Jan. 23, 1880, one Charles Sargeant

again for 200 acres, and as it wasn't worth his absurd assertion did not seem to have much weight attached to it by anybody, although the Newcastle paper was dishonest enough to say Mr. Jack was guilty of uttering the convenient invention.

Geo. F. Gregory, Esq., spoke of the great advantages which would be appeared and sundand the sum of the convenient in the conve

of which it would largely command. He strongly advised the people at this end of the line not to interfere with the disputes about its course along the lower Miramichi.

Mr. Inches made a very full and explicit statement of the circumstances connected with the remarkable action takenby the St. John Board of Trade, which he said had completely broken faith with the Central Railway Comparty. He wished it distinctly understood that it was only by request that he brought up this matter at a meeting intended