

BUSINESS NOTICE

The "MIRAMICHI ADVANCE" is published at Chatham, New Brunswick, N. B., every Thursday morning...

Miramichi Advance

CHATHAM, N. B., MARCH 27, 1884.

Explanatory

We must ask the indulgence of our readers in the matter of Legislative and Circuit Court reports, which we are obliged to hold over...

The Miramichi Valley Railway

In order that our readers may the better understand where it is proposed by the Northern and Western Railway Company to locate the line of the Miramichi Valley Railway between Bartholomew River and the Intercolonial, we make room in this issue for a map of the Miramichi district...

At the time, we had no full report of the Fredericton Railway meeting at hand and it did not occur to us that the Advoctes and those who are working with it against the Railway would go so far as to untruthfully attribute the above to Mr. Jack. We, therefore, accepted the statement as made, challenged it as one without any foundation in fact, and said Mr. Jack should justify or withdraw it. We received a note from Mr. Jack, enclosing a report of his remarks, as given by the Capital and which he says is correct. He says he did not make the statement attributed to him and a perusal of his speech will show that he was misrepresented by the Advoctes. What that paper or its friends in the railway obstruction business hope to gain by such tactics it is not easy to determine, as they ought to realize that the question is one now so near a solution that misrepresentation and sophistry have a poor chance against the solid facts in favor of the Company's declared plans, backed by the weight of the important interests involved. The Fredericton Meeting was presided over by Mayor Fenwick, who explained that it was called in the interests of the Miramichi Valley Railway and had no political bearing, whatever. If he had not been there, he introduced Mr. Edward Jack, C. E. who moved the following resolution.

"Whereas, there is but one line of railroad connecting the west side of the Province with the Gulf of St. Lawrence, and whereas, the interests of the Province, and especially those of the counties of York, Northumberland, Kent, Gloucester and Hants, demand the construction of another, to further and develop the resources of their agricultural and other resources, and whereas, the route by the Valley of the Miramichi and Miramichi Rivers is without doubt the best adapted to satisfy the requirements of the above named five Counties; therefore, be it resolved, That a committee of three be appointed to proceed to Ottawa to present to the Hon. the Minister of Railways and Canals a memorial in support of the construction of this line and to report to the Government of the Dominion; and further...

Before the resolutions were put, Mr. Jack asked leave to make some remarks. He said: The Miramichi Valley Railway, passing up the Nashwaak and down the Miramichi, will traverse a fertile country as well as one rich in lumber, for the banks or shores of both of these streams represent the best land in their respective districts, as you recede from the river valleys, the land becomes much poorer, with the exception on that part of this route lying between the Nashwaak at Cross Creek and the Miramichi near Boiestown, where the proposed line of railway runs along the southern side of one of the most fertile districts in New Brunswick, nine-tenths of which is yet forest-covered. This belt is eight or twenty miles long here and eight or ten wide. Its future prosperity depends upon the construction of this railway. The proposed route touches the Southwest Miramichi at or near Boiestown. There are more than a million of acres of timber land on this 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 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 is cedar enough growing on the Southwest Miramichi to keep a factory employed for years in hauling it to market. In order to show of what value cedar is becoming, I may mention that last season cedar sleepers were loaded on the cars south of Dillanville, they were then hauled by the Intercolonial freight trains up to the St. Lawrence, and thence carried by other roads to Portland, Maine. Below Boiestown, on the various branches of the Southwest between that place and the Intercolonial, there were cut in the winter of 1883, on the Crown lands, more than thirty-four million feet of spruce and pine logs. Now the hay, oats, pork, flour, etc., consumed in the work of getting these logs must be hauled by horses and sleds a distance along the highway of from 20 to 50 miles, the men must walk 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 should the camp get short of any kind of supplies, a man and team must be sent out to Fredericton or Newcastle, whereas were this road running, they would have to go merely to the nearest station. I have consulted with some of my lumbering friends, and we have come to the conclusion that the construction of this road by the Miramichi Valley would effect a saving of \$250 at the very least on a million feet of logs, or the sum of \$8,500, on the 24 million. To this we may add \$2,000 for 5 million feet of logs cut above Boiestown, for which the supplies would be carried by rail to that place—making, in all, \$10,500 saved to the Miramichi lumbermen on the item of portaging alone. Traveling nearly north from Boiestown from 10 to 40 or 50 miles, you pass through the best spruce land that I know

of. When you get about 35 miles or so, you come to a point where spruce logs have never been cut, and where they stand very thickly, frequently mixed with very good hemlock. Now, the reason these logs have never been worked among is simply because the portage is too long to get to them. Build this road and they will be comparatively easy of access. As you all, or at least many of you, know the best lumber country of New Brunswick is the immediately north of the Southwest. It is drained by the Renous, Dugarron, Bartholomew and other streams. This nearly all Crown land. Then the south side of the Southwest it is also nearly all Crown land. It is a reasonable calculation that from this the Crown will derive, for stumpage on shingles and sleepers, \$2,500. There is considerable hemlock also, which would be carried by rail from the Crown lands; the stumpage on this may be safely put at \$3,000, thus giving to the Province an increase of revenue of \$5,500 per year. Small mills will spring up along the line 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 equivalent at the stations. This money will find its way into the pockets of the farmers along the line of road. There are a good many farms in the Valley of the Miramichi possessing a light, early soil free from stones 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 buy themselves with raising vegetables, poultry, etc., for market. For these one requires a market near home. If the farmer has to drive 40 miles to market, his little load is eaten up before he gets home. Build a railroad and you will find purchasers at every station. I need hardly name the amount of trading the best 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 lines 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 purchasers. More important, however, than all this is the position that the Miramichi Valley holds as the connecting link between the shores 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 Fredericton, at or near Bathurst, to Carleton Place or Shipigan, has been subsidized by both Local and Dominion Governments. When this has been built and the Miramichi Valley completed, and the St. John bridge 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 Shipigan 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 Gloucester was the value of \$47,370. Gloucester, \$724,587.56; Northumberland, \$249,800.48; Kent, from Edmundston to Richibucto, \$164,381.25; total, \$1,186,241.99. These great fishing districts should have the most direct route to a market, where they can come for a fishing outfit? 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