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Editor "Miramichi Advance," Chatham N. B.

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The Political Condition of Germany.

[*By Rev. J. F. McCurdy, Ph. D.*]

It has occurred to me that possibly the readers of the ADVANCE might find some little entertainment in a few running observations upon the political condition of the great country in which I have had the fortune to spend the last two years.

THE STATES OF THE EMPIRE.

The German Empire consists of a federation of 25 States, with a total population of over 45 millions, according to the census of 1880. The majority of these States are individually, however, of very little importance, and several of them are scarcely known, even by name, outside of Germany This curious circumstance, which has nothing resembling it in the New World, is due to the fact that for long ages Germany has been split up into a multitude of independent principalities and that when Prussia secured the predominance over the rest she could find no excuse for incorporating them all by force or intrigue into her own proper dominions, as she did with many of them. Of these 25 States, only 6 have a population of a million or over, viz., the four kingdoms of Prussia (27 millions), Bavaria (5 millions), Saxony (3 millions) and Wurtemberg (2 millions) the grand duchy of Baden, (1½ millions) and Alsace-Lorraine (1½ millions) won back from France in 1870 and now owned by the Empire as a whole. The rest are grand duchies, duchies, or petty principalities, varying in population from nearly a million to 35,000, to which must be added the three free cities, Bremen, Lubeck and Hambugg, with a local republican Government.

THE FORMATION OF THE PRESENT EMPIRE.

The history of Germany means the history of all of these States, with their alliances and strifes, and of many others which have now been reduced to mere Provinces. Such a history is practically interminable; but a short statement of the leading events that immediately led to the formation of the present Empire, may be given as preliminary.

The old Empire of Germany, which had lasted nearly a thousand years, whose head was chosen by the great electoral princes of the Empire, and was usually the reigning prince of Austria, came to an end in 1806 when the whole of Central Europe lay prostrate at the feet of Napoleon. In its place was formed the German Confederation (*Bund*), in 1815, after a period of semi-anarchy fomented by the French Emperor. In this alliance, Austria, whose King in 1806 had taken the title of Emperor of Austria alone, assumed the headship, and maintained it till the war with Prussia in 1866, when, as the result of her defeat, she was excluded from the federation of German States. Then a new combination was formed of the North-German States, under the leadership of Prussia. After the Franco-German war was decided, the South-German States, who had joined their northern brethren against France, united with them also to join the new German Empire with King William of Prussia at the head, who was crowned Emperor of Germany, Jan. 1, 1871, in Versailles. The new Empire of Germany differs from the old essentially in this, that while each component state has still a legislature of its own, the imperial authority is in all matters of importance decisive and supreme, whereas the old Empire was only nominally a unit, the several States being perpetually rent with mutual strife, without supreme central domination, and the term "Germany" was rather a geographical and linguistic than a political expression. The fabric of Government reared by the genius of Bismarck is a solid structure well compacted together, with a firm foundation of centralised authority. In fact one may say that the two factors in the making and upholding of contemporary Germany are Centralism and Bismarck.

GOVERNMENT AND LEGISLATURES.

The Imperial Government (not the several states themselves) has control over all legislation affecting taxation and trade, over weights and measures, the coinage, the issue of bank-notes as well as the establishment of banks themselves, patents, ecclesiastical property, all foreign trade, railroads (except in Bavaria) internal navigation, the post and telegraph (except in Bavaria and Wurtemburg) and the army and navy, besides the press throughout the empire is under imperial supervision.

The legislature of the empire consists of two bodies, the Imperial Council and the Imperial Diet. The former represents the several states or governments of the empire, not the people directly, and the number of the members corresponds to the size of the States, except that the seventeen smallest states send one representative each, though their relative size is very different. The whole number is 58, of which Prussia has 17. The President of this body is the Chancellor of the Empire. The popular body is the Diet or Parliament. It consists of 397 members which are chosen in the several states in the ratio of one to every 100,000 of the population. At this ratio Prussia has 236 deputies. Besides this however, the members of the Council have the right to sit in the Diet and must be heard there whenever the claims or views of their respective governments are to be presented. The elections to the Diet are by ballot and take place on the same day throughout the Empire, during which no speeches or discussions can be held. The members receive no pay, are not bound by any commissions or instructions from their constituents, are secured against search and arrest, and have full liberty of debate, having theoretically, in fact, the same privileges as English members. Their sessions are also ordinarily public. I have no space to go into the functions of the two bodies in detail, but it will be sufficient to say that while the general legislation is confided to the Diet the Council has the prerogative of deciding what measures shall be introduced into the former body and of reviewing its decisions. The functions of the Diet are nominally wide enough, and at the first glance it might seem as though Germany had, in the full sense of the phrase, a popular representative Government. This, however, is notoriously not the case, and the Parliament is in fact little more than a merely deliberative body, as its votes usually give expression to the wishes of the Emperor and Bismarck.

GOVERNMENT OF THE STATES.

A few words will suffice here as to the government of the individual states. We have seen that the Empire as a whole has a constitutional government in form. The same is true of its component members. This, however, is not a matter of long standing and the German states can hardly be said yet to have the full blessings of constitutional liberty in the English or American sense. A constitution was to be granted to each state according to the provisions of the old confederation of 1806, but this privilege was only gradually conceded and, in many states, fierce and bloody revolutions, as notably those of 1848, had to be gone through before the people gained this first step towards real freedom. It is also noteworthy that Prussia did not receive her present constitution till 1850, while some of the other states had preceded her by over 30 years. The several constitutions grant the same degree of liberty to the subjects, and the rights of the citizens are of course theoretically the same, under the Empire as under their own respective governments. The powers of the several governments have been, however, seriously curtailed, and in the most weighty functions virtually annulled, by their absorption into the Empire.

We have seen already what the Empire controls and legislates upon. The most important functions of the local governments are the supervision of ecclesiastical and educational matters, of paupers, sanitary police, statistics, the local administration of justice, and agriculture and public works. General questions, however, arising out of the relations of church and state are under the competence of the Empire.

AN AUTOCRACY AFTER ALL.

I shall now show briefly how the centralism of Germany arises and works. Take the ministry of the Empire for example. There is practically no such thing. Compare Germany with the other two most advanced states in Europe, England and France. In England it has been truly said that the country is really governed by a committee of the House of Commons. There, ministerial responsibility is realised to the fullest extent. In France, again, although that country stands still in some respects on the same old level as Germany, having enforced military service and state supervision over the churches, yet the Government of the day is really a popular one, changing with the will of the people's representatives. In Germany, on the other hand, there is only one responsible minister, the Imperial Chancellor, who is nominated by the Emperor; and the other ministers have only administrative functions. As to the Parliament or Diet, whose ineffectiveness as a legislative body has already been mentioned, it is checked by the Council before spoken of, which is presided over by Bismarck and has, practically, the power of veto. It is besides so constituted that it can easily be made to play into the hands of an able and unscrupulous Chancellor.

POLITICAL PARTIES.

There are, as is well known, a great many political parties in Germany. These may for convenience be mentioned in this connection. Of Conservatives there are two divisions — the main wing or so-called German Conservatives, and a smaller party, now almost as strong numerically, the Imperial Conservatives, who have a powerful organ in the *Berlin Post*. Both of these parties, and especially the latter, are firm supporters of Bismarck's policy. They number over one-fourth of the whole Diet. The Liberals who, if united, would be the strongest single party, are now, unfortunately, split up into several groups. First, there is the National Liberals who are more respected than any other party by foreign observers. They are now no more than a sixth of the whole. Their former leader and still their guiding spirit is Von Bennigsen of Hanover, one of the most able, independent and enlightened statesmen of the age. They have, for some years, been estranged from the Chancellor on account of his ultra-conservative, centralizing tendencies. Then, there is a Liberal group of about 30 members called the German Progressists, who oppose the Chancellor with great courage and persistence (as now for example in his colonial policy) led by two intrepid members, Richter and Haenel. Then, there are the Secessionists, a small party of about 20, who agitate for a truer popular representation, and the so-called Liberal Group, a small body of seceders from the National Liberals, and, finally, the social Democrats, under the leadership of Bebel and Liebknecht—a small but active body resembling the Radicals in England. Belonging to neither Liberals nor Conservatives is the well-organized and disciplined body called the Centre, numerically the strongest single party in the Diet, as it numbers over 100 members. It labors especially for the freedom and separate management of the Catholic church as against the state. It is led by the astute and patriotic Hanoverian Windthorst. The Polish representatives, 14 in number, form a party of themselves, but usually vote with the Centre. In the last Parliament there were, besides, 37 members who acknowledged no party ties.

BISMARCK'S TACTICS.

Under these conditions it is easy to see how an able politician like Bismarck can keep, in most cases, control of the house by favoring one or more parties against the others. For a time after the establishment of the Empire he favored Liberal measures, and was sure of the support of at least the National Liberals. Of late years he has been getting more and more reactionary, and having alienated the Liberals has been able, by making and promising concessions to the Centre, to secure, on many critical occasions, the support of that body. Another and favorite manœuvre is the threat of resigning if his wishes are not carried out. This has usually had the effect of throwing his opponents into consternation, as his successor, like himself, must be nominated by the Emperor and the country is not yet prepared for a revolution in favor of genuine responsible Government, especially against the man who has been the main agent in making Germany united and powerful. Of course, he would not threaten to resign in connection with merely economic questions, in which he sometimes accepts a defeat of his measures, as in the rejection of the bill for giving the Government a monopoly in the manufacture of tobacco.

HOW PRUSSIA PREDOMINATES.

The Empire is at present tolerably prosperous and contented, but there appears to a close observer a growing feeling of unrest under the peculiar system of government which seems on the one hand to practically verge on despotism, and on the other to have so many of the forms and guarantees of popular freedom. Of a revolution or even a peaceful change in the direction of republicanism, either after the English, the French, or the American type, there is as yet no sign and in the near future, at least, no possibility. It will be worth while to adduce some of the many reasons why the present state of things is so well maintained.

First, there is the great fact that this order of things is the creation of Prussia, and, in the Empire, Prussia is all powerful. It is not hard to understand how Prussia in the rest of the Empire and even part of her own present dominions, is feared as well as deferred to. Her rise and final predominance form one of the great wonders of the last two centuries, and her earlier growth from a petty principality is no less marvellous, all being achieved under the auspices of the House of Hohenzollern, the family which is still at the head of Kingdom and Empire. After the terrible humiliation under Napoleon, her reorganization of her forces and her new devised system of military service put heart again into the German States and rendered the victory of Leipsic possible after the defeats of Jena and Austerlitz. Since then the same military system and the same watchful policy prepared the way for the career of Bismarck and his schemes for Prussian aggrandizement and German unification. In 1864 the time became ripe for action. Schleswig-Holstein was taken by force for the German Confederation from little Denmark and a quarrel was picked with Austria in due time for the possession of it. In 1866 war was declared against Austria and the states which sided with her, comprising most of the rest of the confederation. In six weeks the whole campaign was over. Austria was prostrated at a blow and thereupon excluded from Germany altogether. Hanover, the mother of statesmen and scholars—the old ally of England—was made a Prussian Province, and her aged king, a near relative of the King of Prussia, dethroned and banished, and his possessions confiscated. A similar fortune befel Baden, Hesse and the free city of Frankfort—all became Prussian. Saxony was about to share the same fate, and was only saved through the protest of France, which, combined with that of Austria, Prussia was *then* afraid to disregard. All of these were then forced, through this combined military and moral predominance, to form the North German Confederation under the leadership of Prussia. The events of 1870-71 with the consequent absorption of the South German States, and the establishment of the Empire, with the Prussian king as Emperor and the genius of the whole drama as Chancellor, is too fresh in memory to need recapitulation. It is no wonder that Prussia has her own way.

THE PEOPLE ONLY APPARENTLY SATISFIED WITH THE EXISTING REGIME.

But it must not be supposed from the tone of the press and the acclamations that greet the Emperor and Bismarck on public appearances that Prussia and Prussianism are popular in the Empire, or even in all of Prussia itself. The press of Germany is probably the most servile in Christendom. With the exception of the *Cologne Gazette* and one or two others, there is not a newspaper in the Empire deserving the name. The news is generally several days old and the editorial comments on all political and public matters are inspired from above. While freedom of the press is nominally guaranteed, no paper has ever dared to speak slightingly of the ruling system or of the rulers without being immediately suspended. There is also, by the way, a systematic supervision of the press, and, as the Hanoverians at least assert, that the money obtained at the annexing, or as they call it, the stealing of Hanover, twenty millions of marks, the so-called "Reptile Fund," is partly employed to corrupt the press. In short, the utterances of the press are absolutely worthless as an index of public opinion. Again, the popular demonstrations outside of the strict limits of old Prussia are also worthless. The whole Empire is one vast hive of officials. The number of persons depending for their support directly or indirectly upon the Government is enormous: besides the officials in the bureaus of police, justice etc., there are all the clergy with the insignificant exception of a small independent church, all the schoolteachers of the "land of schools," all railroad and telegraph officials and workmen. Under these circumstances it is easy and natural to hear of enthusiastic demonstrations in honor of royalty. But if one gets acquainted with the people and learns their real sentiments a different story is heard. The Prussians are not even liked personally in the rest of the Empire; they are secretly laughed at for their unpolished manners by their southern neighbors, and their overbearing self-sufficient manner and speech are often very offensive, the more so that they now push themselves everywhere and are often favored by the central government, even in competition for civil offices, as I know from cases that have come under my own observation. In Hanover I have heard more said against the Prussians than upon all other political topics, and in Saxony, where I resided during the second year of my stay, the feeling, though less pronounced, is almost equally strong, while reports from other parts of the Empire agree in the same general tenor.

BISMARCK THE MAN OF DESTINY.

Another influence in maintaining Prussia's predominance and the semi-despotism peculiar to Germany is the wonderful personality of Bismarck, his ingenuity, his fertility of resource, his strength of will, his unscrupulousness, and, above all, the marvellously successful career he has had as the agent of Prussia's rise and triumphs. As a popular leader in a free state he could never stand long by reason of his arrogance, arbitrariness and disdainful self-will; but in Germany, under the conditions above cited, he is "the man of destiny." Even his unscrupulousness, I say, seems to find favor. The *German Review*, the leading magazine of the Empire, contained, not long ago, a laudatory article on Bismarck's career, in which the successive intrigues and other devices by which one bloody war after another for German unity was provoked, were recited and extolled!

OFFICIAL SURVEILLANCE OVER EVERYTHING.

One other cause of the compactness of the Empire and the stability of the order of things is the paternal character of the Government and the thoroughness of administrative organization. Germany is the paradise of statistics, red-tape and policemen. Everything is brought under official supervision and control; everything about everybody is registered, from birth through baptism, vaccination, confirmation and so on. Every stranger submits to the same ordeal and if he is not blessed with so many statistics as the average German they still get all he has, and if his landlady does not report him in 24 hours after arrival she is fined or imprisoned. One is surrounded by policemen and inspectors and one is continually surprised to find how much the law gives them to do. A young American lady friend of ours in Leipsic had a flower-pot, not her own, fall out of her room window last summer and she had to pay five marks as a fine. This is only one out of a hundred instances that might be cited of the care taken of the poor people by the Government—for their money sometimes. Strangers, however, feel a sense of security not enjoyed in most other lands, though the natives often wish to get out of this mighty net of innumerable meshes. That is one reason why so many of them come to America.

There are a number of other interesting points that might be touched upon, but this discussion is already too long for a newspaper article and must here come to an abrupt conclusion.

Bathurst and Its Interests.

It is not long since Bathurst was looked upon as one of the "finished" places of the North Shore of New Brunswick. The retirement from business of a formerly strong and famous lumber firm, together with the prospective diffusion of the trade that centered there, owing to the opening of the Intercolonial Railway, imparted to the future of the Town and Village a none too bright coloring. At the present time, however, there is an aspect of enterprise and activity about the place that cannot fail to challenge the visitor's attention and impress him favorably in regard to both its present and future. Nature has dealt kindly with Bathurst in surrounding it with much that is pleasing to the eye in the way of river, forest, pastoral and seaside scenery, while its resources of land and water give promise of ample reward to the labor, capital and enterprise which are not wanting on the part of those who are engaged, with all their energies, in proving their faith in its future. Bathurst has really passed through the critical period which must come to all places similarly situated between the stage coach and railroad eras of their history. With its broad harbor, and the rivers flowing into it as the natural avenues by which a large lumber-supply must reach the sea, and being on the direct line of the great highway of the North Shore, it is not to be wondered at that the Bathurst of the last century should have become second only to the Miramichi in commercial importance. Merchandise for consumption by the people of nearly a whole county had first, in ante-railway days, to find its way by sea to Bathurst as the great distributing point; and it was also natural that the lumber export business, with the large profits it brought to those then engaged in it, should make the place the important commercial, social and political centre it has always been.

Between the good old stage coach days and the present, however, there is a wide difference—a difference affecting many of the most important conditions on which the well-being of whole communities depend. The Railway has proved a great revolutionist and both individuals and communities who have failed to realise its importance as a commercial factor have been left far behind. Chicago, St. Paul and Duluth in the United States, Toronto, in Ontario and Moncton and Woodstock in New Brunswick are examples of the places that owe their importance and present status to railways, while scores of towns, which were formerly thriving trade-centres, have almost passed out of existence because they have failed to keep up with their more fortunate neighbors after securing railway connections. The danger which, a few years ago threatened Bathurst, lay in the fact that the Intercolonial Railway made a number of villages and settlements which had formerly depended on it as their only market, practically independent in that respect, while, at the same time, it opened up a way to new markets, whose accessibility and requirements created new enterprises based upon resources which had before been only capable of being partially worked. The result was the usual one in the history of railway development—those who shaped their business so as to fall in with the changed condition of things not only survived, but started on a new era of prosperity, while the men who imagined that the old way was the best and only one came to grief.

It had been the good fortune of Bathurst to possess, among its business people sufficient men of progressive ideas to survive the change from the old to the new era which the place has undergone within the last decade, and, where the new made vacant places, to have them filled without any appreciable diminution of its business or social forces.

Thus, we find, on the Village side of the harbor, in the place of the old and universally respected Ferguson Rankin concern, the milling business and model farm in the hands of Messrs. R. A. & J. Stewart, who if they do not entirely fill the place of their predecessors because Bathurst is not the firm's headquarters, are yet maintaining the industrial prestige to which they have succeeded and keeping the Village in a position of friendly rivalry with the town as a strong and important portion of the port of Bathurst. In fact, it may be said, notwithstanding the importance of the fisheries to Bathurst, that its business push and enterprise, which are so noticeable, have the lumber industry as their foundation and main stay, although the increasing railway facilities of the County promise to develop the fisheries very largely and eventually make them equal, if not outrival, the staple business. In this connection not only Bathurst but also the County generally is much indebted to K. F. Burns, Esq., M. P.—the leading man in almost everything identified with their general progress and development. His headquarters being at Bathurst, where his firm's steam saw mill and large mercantile establishment are located, has, for the last ten years, been the means of attracting and retaining for the place a large volume of the general business of the County. The latest developement of his enterprise and untiring business energy—the Caraquet Railway, now under construction—is beginning to exert its influence on Bathurst (as it will eventually on the whole lower portion of the County) and inspire its people with a self-reliance and hope in the future that is most gratifying to all who visit the place. Among the evidences of this condition of things one notices that the stores are well stocked and enjoy a lively patronage, new buildings are in course of erection in almost every block of the town, and a Driving Park was opened last week about a mile and a half from the Village. The streets are kept clean and in good repair and the sidewalks are superior to those of any town on the North Shore. The Roman Catholics have a beautiful new church in the Village which is under the able supervision of Rev. Father Joyce and the Church of England congregation have also a model church in the Town, the Rector being Rev. Mr. Street. The Methodists have a neat little church in Town, the present pastor being Rev. Howard Sprague, D. D., one of the ablest and most eloquent clergymen in the Province. The Presbyterian Church is in the Village, the pastor being Rev. J. C. Quinn, formerly of Miramichi. There is not, at present, a church edifice belonging to the Roman Catholics of the town, but they worship under the ministrations of Rev. H. A. Doucet in a portion of their Temperance Hall. They have, however, quite a respectable fund already on hand for the purpose of building a church and a new one of imposing appearance will, doubtless, be added to the attractive features of the Town. Temperance, Masonic and other Societies flourish at Bathurst which has also excellent schools under efficient teachers.

It is not a matter of surprise that a place so favorably situated as Bathurst should have a large number of summer visitors. These come from Great Britain, the United States and the Upper Provinces, many of them being attracted by the unrivalled salmon and trout fishing of the Nepisiguit, Tetegouche and other rivers emptying into the harbor, to say nothing of the bathing, boating and other attractions, which are very fine. They generally make the Wilbur House their headquarters and find it, as the writer did, a most comfortable place, with an attentive host and hostess. It would be ungracious, perhaps, to omit reference to the young men of Bathurst. Few places of its population can boast of so many genial and companionable men, ready to do the honors of the town for worthy visitors. They are as self-respecting as they are genial, and have the happy faculty of attending to business faithfully and yet seeming to be always at the service of their friends. Altogether, therefore, Bathurst is a place which exemplifies the business push, solid enterprise and healthful social spirit of the North Shore in a most satisfactory manner, and in these qualities a bright future seems to be assured to its people.

For several years the question of building a railway from the Intercolonial, near Bathurst, to Caraquet and Shippegan has been before the people. It was a part of the scheme of 1874, when a large number of lines in different parts of the Province were subsidised by the Local Legislature, the portion of it between Caraquet and the I. C. R. having then a subsidy of $5,000 per mile provided for it—which was, however, reduced to $3,000 per mile in 1882. Fortunately, Mr. Burns was in Parliament in May, 1883, when the general Subsidy Act was passed, and he secured a subsidy of $3,200 per mile for the distance to Caraquet—36 miles. Last April he secured the same amount per mile for the 24 miles between Caraquet and Shippegan. The Company of which Mr. Burns is President and Managing Director took hold of the work in earnest as soon as the session was ended. Mr. Burns went to England, where he succeeded in obtaining financial aid to supplement the subsidies and stock already secured and within a few weeks the actual building of the road has made astonishing progress. The grading between the Junction with the I. C. R.—¾ of a mile south of the Nepisiguit Bridge—and Bass river, a distance of six miles or more is graded, while work is progressing further along the line to Salmon Beach, to which the rails will be laid this fall. A representative of the ADVANCE passed over the line last week and found a first-class road bed finished and the sleepers being distributed all along it for six miles, 1600 tons of steel rails being daily expected at Bathurst by steamer. A noticeable feature of the work is the improved appliances in use on it. There are a lot of steel horse and wheel scrapers employed in removing earth, which are great labor-saving devices in both excavating and filling, while they accomplish their work in half the time it would take to do it by the ordinary cart and shovel method. Besides these the Company has purchased a Grader and Ditcher—a machine worth about $1,500—which will also be put on construction and require from six to twenty horses to work it.

It is not our purpose, just now, to write fully of the road and its prospects, for our stay in Bathurst was short and information in detail not readily available. The future of the undertaking, however, is a very promising one. The road is a comparatively easy one to build and, being about sixty miles long, it can be operated advantageously. It will open up the important lower section of the county which is well settled by people engaged extensively in milling, lumbering, quarrying, fishing and agriculture. To say nothing of the traffic which the ordinary requirements of the thousands reached by the line will supply, there will be a constant movement of lumber, grindstones and fish—the fresh and frozen fish trade being a very large item. This road will also attract a large business from the Quebec side of the Baie de Chaleur, the distance across being only about twenty to twenty-five miles—a route for a connecting steamer under Dominion subsidy.

Indiantown Branch.

Mr. Snowball, contractor for the Indiantown Branch, has made a commencement of that work, which indicates that he proposes to put it through with the same vigor and rapidity which characterises the operations on the Valley Railway. Indeed it will, no doubt, be found, notwithstanding the fact that the contractor's men have been ordered off and prevented from getting at work in several places, owing to the Government having failed to secure the right of way, that the line will be constructed more rapidly than any yet built in the Province. It is to be hoped that, in the interest of peace and harmony, the Government will take steps to reasonably satisfy the people of Derby in the matter of location. There is general and justly made complaints against the highway being taken up for a mile and a quarter, river landings destroyed, gardens and dooryards occupied, and the very best cultivated lands unnecessarily taken, when a location by the Fowler survey would have been better in every way. The people who feel that the Government has been so indifferent to their wishes, naturally oppose the location decided upon as far as possible, and they have the sympathy of everyone who understands the position in which they are placed. The occupation of the highway to such an extent by the railway is outrageous, and will be a source of constant danger and annoyance to the people.

Snubbed.

We presume that if Mr. Mitchell, M. P., representative of the Canada Pacific Railway, were to publish in that corporation's organ—the *Herald*—a five-column diatribe on the temperature of the moon the *Advocate* would feel bound to reproduce it, as it does Mr. Mitchell's letter addressed to Lord Hamilton on the subject of the Grand Trunk Railway. Lord Hamilton did not, of course, address Mr. Mitchell or make any reference to him, but being interviewed by a newspaper reporter, took occasion to protest against the manner in which the Dominion Government had discriminated against the Grand Trunk to the advantage of the Canada Pacific. Mr. Mitchell, therefore, thrust himself into the quarrel and his letter goes to demonstrate two things—one is that Mr. M. is a very pugnacious person and the other that the Canada Pacific's prospects must be very blue indeed, if those of the Grand Trunk are as bad as he paints them. Lord Hamilton takes Mr. Mitchell's onslaught very coolly, declining to engage in a wordy war with him and informing the Toronto *Globe* that he does not consider it any part of his duty, as a Grand Trunk Director, to answer to attacks of every person who has, or alleges he has, a grievance against the Company or its manager. In other words, Lord Hamilton merely says to Mr. Mitchell—"Shoo, fly! don't bother me."

Unnecessary Fault-Finding.

The poor fellows who are, just now, obliged to "sit on the fence and see the railway men go by" to their work are very uneasy and their organ, the Moncton *Times*, is engaged in publishing their "notes." Here is a specimen from the *Times*' Miramichi notes of last Friday,—

Railway matters are pretty dull just now, and at present little or no interest is taken in anything but the railroad. Up to this time (Oct. 1st) Mr. Snowball has done nothing towards commencing his contract on the Indiantown Branch, unless indeed the unloading of a scow load of deals at Derby, near the bridge, has any connection with it. On the other side of the river work is progressing, but not very rapidly. A wooden trestle bridge is being built over the Barnaby river, and the track is laid up to that point. So far the line has been a remarkably easy one for the contractors, the soil being sandy and light, the excavations and cuts required but trifling, in fact many turnpike roads have been more difficult to construct. One peculiarity about the railway in the vicinity of Barnaby River is that within a distance of 300 yards it crosses the highway three times.

Some such paragraph as the above finds its way to the *Times*' readers every day and the object of the industrious writer or writers is to strengthen the representations being made at railway head-quarters against the contractor for the Indiantown Branch. So far as that road is concerned, however, it is being pushed forward with even more activity than that which characterised the Government's efforts in preparing for the work, "The scow load of deals" referred to was the lumber for the shanties to which we referred last week and, as we then predicted, men and horses have been set to work in daily-increasing numbers during the present week. Mr. Snowball informs us that as soon as he obtained the contract he made enquiries by telegraph in reference to improved appliances such as steel wheel scrapes, drag scrapers, etc., which were ordered at once and shipped last week. As a matter of fact, the Government, itself, has caused delay by not having the right of way secured for the contractor, whose employees have been prevented by owners of land from commencing operations and forced thereby to go to work at a disadvantage.

The progress of the work on the Northern and Western Railway has been rapid—too rapid, as we all know, to suit the friends of the *Times*. The Barnaby River Bridge is one of the finest structures of the kind in the Maritime Provinces and there is to be but one highway crossing within miles of it. The line commences at Chatham Junction and will not cross the highway until after crossing Barnaby River, such crossing being necessary in order to carry the road near the river from Cushman's upwards by the Boom. The track is at present run through a ballast pit seven hundred yards this side of Barnaby river, where it crosses the highway, but when it is finally placed it will not cross the highway at all. In the first seven miles, the line will cross the highway but once.—

No one but the enemies of the Valley Railway ever claimed that it was a difficult one to construct. They declared it would pass through wilderness and bogs in which there was no bottom. As it passes through a well settled tract where the soil is free and construction easy, and the facts are against their former assertions, they have only the poor satisfaction left of showing that they envy the contractors their easy time of it.

It may not be out of place to compare the work done on these parallel railways by the Company on the one hand and the Dominion Government on the other.

A grant of more than the cost of the Government road was voted on 10th April last and on the same day $102.400 Government aid already voted was withdrawn from the Company. To-day twelve miles or more of the Company's road from which the aid was thus withdrawn are graded and the rails are laid on three miles, while up to a fortnight ago, the Government had gone no further than to let the contract for their road. The *Times* ought to be the last paper in the Dominion to invite a comparison between the N. & W. Company and the Dominion Government in *bona fide* railway work. The Government's record in connection with the Indiantown Branch is as insincere and contemptible as the enterprise of the Company its papers are belittling has been admirable, in the face of all it could do to delay and crush it.

The Tried and Tempted "Advocate."

The *Advocate* was greatly out of temper last week over our rejoinder to its attack on Mr. Temple, M. P. for York. It called us hard names. It said we were a "hee haw" organ—whatever that may be—charged us with "deliberate lying," likened us to Ananias, characterised our statements as being "disgraceful" and "contemptible" a "blot on journalism," etc. All this was "werry sewere" as Sam Weller would say, but as it was a portion of our punishment for endeavoring to defend a "Liberal Conservative," we bear it with our accustomed patience and resignation. We don't like to say too much about our own good qualities or to extol our meekness and charity, but when we read such "railing accusations" in the *Advocate* we are almost persuaded to say something unkind in return, and when we refrain ourselves therefrom we feel almost as good and christianlike as our friends of the *Advocate* profess to be.

After expending its rage in railing, the *Advocate* calms down and gives the following account of the manner in which its proprietors once refused to forsake their "party." It says,—

"The *Advocate* did not at any time offer to support the party with which Mr. Snowball is connected, but on the contrary, Mr. Snowball came to the editorial room of this paper, a few months before the *Advance* appeared, did his best to induce the proprietors to desert their political friends, and to do so in the interest of the party with whom he was connected. When the proprietors positively refused to comply with his request, he characterized such refusal as good principle, but very poor policy. One of the firm was approached on the subject later on, and when the second refusal was given, Mr. Snowball announced his intention of having a paper started in the interests of his party."

This is all so funny and absurd as to bear its character on its face. At the time referred to Mr. Snowball was being very badly treated by the *Advocate*—a paper which, by the way, he had supported to a greater extent, perhaps, than many of its so-called party. The request Mr. Snowball made of the proprietors was, not that the paper should desert its political friends, but that it should admit to its columns—being then the only paper in the County—replies or corrections to statements it had made affecting his political position. The proprietors refused this request. In fact, they claimed that the *Advocate* was a party organ and expressed their determination to conduct it as such. It would have been nothing beyond ordinary courtesy to a political opponent for the *Advocate* to have published the matter referred to, and we are quite correct in saying that any properly conducted journal would have done so, under the circumstances.

It is the misfortune of the *Advocate* that its proprietors have always had an exaggerated idea of their paper's importance as a political power. It is this that has led them to imagine that almost every political friend they have is over head and ears in their debt. Their story concerning the temptations to which Mr. Snowball subjected them has, no doubt, done service quite often in bringing "the party" to a sense of their obligations, and has been so frequently repeated by the proprietors that they, themselves, half believe it. The interview between Mr. Snowball and the proprietors, however, was not the incident on which we based our reference of last week to that paper's having once been open to conviction for a consideration. It was, subsequently—at the time when the proprietors, or one of them, at least, began to go about Chatham complaining of the meanness of the Mitchell party in neglecting to pay their bills for election printing, etc. Some Chatham wags were wicked enough to suggest that the party opposed to Mr. Mitchell would not have served the *Advocate* so had its gigantic influence been exerted in their behalf. In fact, "calamity,"—as the "crying" proprietor was then called, was given to understand that Mr. Snowball had a large sum of money ready to start or buy a newspaper with, and that the *Advocate* had only to say the word and a bonanza was its own. Of course Mr. Snowball knew nothing of the way in which the wags had stuffed "calamity" and he was, therefore, astounded on receiving overtures involving the removal of the *Advocate* bag and baggage, to Chatham and its espousal of his side of politics for a consideration of about $900. Of course, he had no wish to gain such an auxilliary, especially at the price named, so the *Advocate* people were obliged to remain in the shirtown and get square, as best they could, with the friends they were ready to desert because they were not paid as much as they thought they should be for their support. In 1878 they were again making complaints to Mr. Snowball's friends in Chatham of the meanness of Mr. Mitchell's friends in not paying their election bills. On that occasion they received no encouragement to desert "their party," but they declared they would not "fight for Mitchell" any more; they would, thenceforth, be independent.

Now, this practice of the *Advocate* people of "telling tales out of school," is one of the secrets of the contempt in which that paper is held. Its friends and opponents, alike, know that its support—being a purchasable thing—is untrustworthy. The former pay it off as soon as they are done with it for the occasion, and then cast it from them until, necessity compels them to hire it again, knowing that they will have no competitors, as the latter would not have it at any price. A sense of the fact that it is despised is ever present with it and it has not sufficiently acute moral perceptions to comprehend the reason. This is why its proprietors are constantly appealing to their friends for support on the ground that their paper is of too religious a tone to be appreciated by a sinful and gainsaying country. It was, no doubt, the idea that the paper had scriptural tendencies that suggested to it the idea of comparing the ADVANCE to Ananias, and now that we have commented on its railings and "facts," we may, next week, expect to find it out in the calamity role, as doleful as Jeremiah and sore as afflicted Job.

Railway Meeting at Stanley.

In obedience to notice, the ratepayers of Stanley assembled at the village hall on Tuesday evening for the purpose of discussing railway matters pertaining particularly to the Parish of Village of Stanley. The meeting was a large and representative one. The most influential men from all parts of the parish were present.

The object of this meeting was to devise some means by which the Valley Railway might be brought into the village, instead of passing by at Cross Creek. The place called Cross Creek is situated down the Nashwaak River from Stanley about five miles, and by the present surveys Cross Creek is the nearest point of the Miramichi Railway to Stanley. They claim that the advantage gained by putting the road past Stanley would soon recompense the company.

The meeting was called to order and Mr. B. McMinnamin elected chairman, who, in a brief speech, explained the object of the meeting. Enthusiastic speeches upon the subject were made by Rev. Messrs Mullin and Parlee and Messrs. Fullerton, Currie, Howe, Fraser, Gilmore, Douglas and a number of others all of whom agreed that the road should be brought closer to Stanley, and that no effort of the people should be neglected that might effect the desired object. It appeared to be unanimous that the company would be given right of way and the expenses of the preliminary survey provided for. After a long and enthusiastic discussion it was decided to send a delegation to the city, who were instructed to wait upon the President of the railway, Mr. Alex. Gibson, and also to call upon the Executive of the Local Government and Mr. Temple, M. P., and obtain their several views, and then report back to an adjourned meeting, when further action could be taken.

The delegates appointed were Capt. W. Howe, B. McMinnamin and Donald Fullerton. These gentlemen were in town to-day.

This forenoon they had an interview with Mr. Gibson, who received them very cordially, promised to give the matter his best consideration, and appeared to favor the road passing through Stanley.—*Capital* 3rd.

Special Announcement.

We have made an arrangement for supplying our readers with general news and other matter, which, with the local news in our own columns will give our subscribers a wider and more acceptable range of reading matter than has ever before been offered to the local public at the same cost.

The arrangement is made with the publisher of the *Toronto Weekly News* and it enables us to offer that paper to our subscribers as a Premium, at no additional cost over the regular subscription price of the ADVANCE, which will still be $1.50.

For one subscription price we thus furnish our subscribers with two papers—a metropolitan and a home weekly. By this arrangement our readers are placed in command of the whole situation. All events of interest, local, national, and foreign, will be presented completely and promptly by one or the other of these publications. To those who are not familiar with the character of the Toronto *News* we would say it is the best representative of Independent journalism in Ontario. The *Weekly News* is a thirty-two column paper, "cram full" of telegraph and general news (no advertisements) pictures, humorous sketches, stories, short and pithy editorials on the topics of the day, written in a familiar yet incisive style, and in all departments evidently aims to give facts in few words. Pictures and facts, not words, appear to be its motto. We trust that all our readers will avail themselves of this unusual opportunity of securing a general weekly and a first-class local paper at so trifling a cost.

Specimen copies of the *Toronto Weekly News* may be seen at this office.

The *Toronto Weekly News* and the MIRAMICHI ADVANCE will be sent for one year to every one of our subscribers who pays his subscription account in full to date, and one year in advance.

This means just what it says—The *Toronto Weekly News*, one year for nothing. Send in your subscription.

Hereafter the names of no new subscribers will be added to our list without payment in advance, but all new subscribers will receive the *two papers* at the regular rate $1.50 as well as those who pay arrearages and their subscriptions in advance.

Subscribers to the ADVANCE, who prefer the *Canadian Dairyman and Farmer*—a monthly journal—to the Toronto *Weekly News* may have it on the same terms as above.

$66 a week at home. $5.00 outfit free. Pay absolutely sure. No risk. Capital not required. Reader, if you want business at which persons of either sex, young or old, can