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Established 1867.

NEWCASTLE, MIRAMICHI, N. B.
WEDNESDAY, MARCH 29, 1876.

THE RIVAL RAILROADS.

We have been for some time waiting to find that some argument has been advanced by somebody tending to show that the Provincial Government ought to subsidize the Central instead of the Miramichi Valley railway, we have waited in vain, for there is neither voice nor sound of argument save one, which is this, that the Central road should be built because it crosses the coal fields of Grand Lake. Now we do not at all wish to underrate the value of the 20 inch coal bed which underlies so much of the Provincial soil.

It is true that the quality of this coal varies much according to the location of the beds, and, that no proper examination of them with respect to their situation, composition and economic value has ever been made (a matter well worthy the attention of the Province). But we learn that New Brunswick railway, which is circulating very freely the coal argument, tried this coal as fuel for its locomotives, and then abandoned its use. Were it as good as they represented it, why not buy it instead of Spring Hill, Pictou or other kinds brought from a distance.

As far as the development of the Grand Lake coal beds are concerned, a tram way four or five miles in length built up the Newcastle, a good wharf, at which coal barges could be loaded, would be, for a length of time a much better aid to this end than even the construction of the Central railway.

We are much obliged to the Central railroad company for tendering Chatham and Newcastle the left hand of fellowship, by offering us a loan via Salmon river, striking the International at the Beckwith crossing; we would most respectfully decline the dreary present, for this branch would as its parent stem would pass through a country (with but few exceptions) too mournful to travel through.

Looking at the plans of this venture and observing that the territory is nearly all Crown Land, one would be led to imagine that it was covered by verdant forests waving their boughs to the wanton winds, and in these forests have but few leaves boughs to be kissed by the frosty zephyrs. Saxby has prostrated the woods, and that great green fire, has swallowed up in his rapid maw, what the devastating wind left, and now blackness and silence reign in that desert, we silence but we must withdraw word, for the slumbers of silence often broken by the hooting of owl, who from the summit of a half burnt stub nightly calls to cinereous fowl. In fine the country which the contemplated Central will traverse is the greatest waste of while the Miramichi Valley runs passes through the very best land that section of the country, as far as the population is by the most numerous. This route has been surveyed and we speak definitely of it, which by other hand that Central has not located so that its adherents place where they please according to audience.

While on this subject we will touch the important matter of the railway loan. We learn the Dominion Government have volunteered to loan the Central company.

We were not aware that the Provincial Government ever asked Dominion for this loan. Had been the case, and the demand for supplies of the great variety of that these very rails would be tendered to the Miramichi Valley road.

The Dominion Government offering the loan of rails to the Central company has virtually said have decided between these two and if you will let it, which by one side which crosses the desert.

One naturally asks why was Dominion Government in such hurry to loan its old rails? in no courtesy they ought to have made the generous offer to the Miramichi Valley road, which has determined on the road suited to the wants and interests of the country. Why then, we again, the necessity for this haste in lending these rails to one of their supposed friends. We would not be the least to point out the sins and errors of other. And we now hold up to the government of New Brunswick the minion sin as an example against such action in the matter of giving either road.

It is a very serious question will harm, let the survey of both be placed before the Government that they may know which to choose. There is no hurry, let time be let the coal matter be thoroughly examined, and both routes surveyed, and the results reported, and as to the inhabitants to be accommodated by land adjacent, and other factors necessary to be known. The Government can then choose and unanimously by any party award the subsidy to that route best deserves it.

New Publications.

HARPER'S MAGAZINE.—The number of this Magazine is out. The present is a good time to send as the reading matter will be of great interest during this the 100th year of the United States many interesting historical

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