while care would be taken to secure the best and most economical administration in every branch of the public service. It was, he thought, not well that members should go to a new House determined to vote through thick and thin against the Government, but they should rather wait until a policy was announced and then determine what their course should be.

Mr. Adams then recapitulated his principal points and in closing said the members elected to the new House, who were not of the late Government party, found themselves not in accord with Willis and Covert. They had confidence in Landry, Hanington and himself and were willing to trust them in a Government. They authorised them to get the best associates they could and promised their support. Every move had been made cautiously and with a view of serving best the public interests. It would be his aim in the Legislature and Government to exercise such influence as would gain the respect of his constituents and reflect honor on the County which had honored him so much.

Mr. Adams was frequently cheered during his speech and received a perfect ovation at its close.

Mr. Brown remarked that if Mr. Adams only served the County as well as Mr. Mitchell had done he would do well and he called for three cheers for Mr. Mitchell. The cheers were given and Mr. Mitchell, proposed three cheers for Mr. Adams which were given with a will. Then, then were calls for Mr. Mitchell.

Hon. Mr. Mitchell and Mr. Snowball on the Stump.

Mr. Mitchell said as he had been called upon, he would make a few remarks, though he would not take any advantage of the absence of his opponent, Mr. Snowball.

[Mr. Snowball at this moment entered the Court Room, and said "Go on, Sir, I'm here".]

Mr. Mitchell said he had experienced great pleasure in listening to the explanations of Mr. Adams. It was a proud day for them to find the sons of Northumberland thus taking a leading position. He regretted that there was not that harmony among the representatives of the County that there might be, but he would say for Mr. Gillespie, that although, at the first blush, he might appear to have acted imprudently, he would advise Mr. Adams to try and act in harmony with all the members for the County. Now the battle was over and he was in the saddle, he could afford to be both just and generous. He, (Mr. Mitchell,) however, was not there to discuss local, but Dominion politics, and there were some charges which his hon. opponent would perhaps answer.

He did not think that at the present time he ought to enter at large on Dominion questions, for they would be discussed at a later period in the contest. When the election would be brought on he could not say, as Mackenzie kept that information from the opponents of the Government. All the information he had upon the subject was conveyed in a circular sent by his opponent to the electors of the County in which it was stated that the Dominion elections would be held towards the end of September or in the beginning of October. He had been 24 years a member of Parliament, in one House or another, and his record was well known. He would appeal on that to the electors and would not send circulars through the mails, nor yet have Requisitions carried about by men hired for the purpose. He proposed to visit the residences of all the electors and ask them for their votes—he who had fought their battles hitherto when greater men had failed, he who took up the gage and won in the face of defeat when the man who aspired to his position was almost in his infancy. When others gave up the battle of Confederation it was he who with undaunted pluck would not yield. It was a magnificent idea of his—this consolidation of the British possessions in North America from the Atlantic to the Pacific. His chief object, however, was the opening up of the country then isolated, and he desired the people should have railway communication with the outside world, so that in dull times the young men of the country might go away and get employment and those at home could get their food cheaply. How would they get their flour at $5.00 a barrel, but for the Intercolonial, and no one would deny but that this state of things was due to Peter Mitchell. He referred to the depressed condition of the country before 1853, when he went into business, and claimed that it was to him the people of Miramichi were indebted for the introduction of the system of cash payments.

It was true, he was not fortunate in business, yet from that day, whatever the position he had occupied, he had endeavored to do his best for the County, and to infuse in the breasts of its people a spirit of independence.

He then referred to the history of Confederation and of the Intercolonial and said he had always stood in the breach. The question of location of the Railway was debated 8 or 9 months, and the St. John interest was three to one, but he and Mr. McMillan of Restigouche prevailed, and if the County had not had a man able to present the arguments in favor of its present route, the Railway would have been located on the St. John River; yet it was often asked what Peter Mitchell had done for the County? He would ask what had he not done? Who was the man who led the hosts? Who was the leading figure in the politics of that time? It was Peter Mitchell!

He again referred to the uncertainty of the time when the election would be held, but said he would not have recourse to the influences which Mr. Snowball had brought to bear. In the contest five years ago Mr. Snowball received and read a telegram to the effect that the patronage of the County would be placed in his hands whether he was elected or not, and how had he used it?

[Mr. Snowball here denied that the telegram referred to had been read by him]

Mr. Mitchell said the great question was if the Government of Sir John A. Macdonald or that of Mr. Mackenzie, which Mr. Snowball represented, commanded public confidence. Sir John A. Macdonald's Government had a revenue of only $18,000,000 and on tea, molasses, coffee and other articles of common use the duty had been reduced. During the seven years that Government always had a surplus, and they built a Railway which cost $25,000,000, and made large annual expenditures on Public Works. He would challenge Mr. Snowball to compare the previous Government with the present one, and ask how, with six millions less revenue they could afford to spend millions on Public Works, for they only had $18,000,000 of revenue, against the $24,000,000 of the present Government. The present Government, by imposing high duties on tea, tobacco, molasses, etc., had added $6,000,000 to the taxes of the poorest of the people. The present Government had only expended money in Northumberland on two small items, one of which was a few hundred dollars for removing rocks at Indiantown, a work which he had pressed upon them and for which he obtained a grant. They sent for a man from the St. John river to do the work when there were men in the County equally able. The other item was an outlay for dredging the bar at the mouth of the river. He had got an appropriation for that and the dredge was to be sent to do the work. The Government dragged the expenditure over several years and Mackenzie promised him the Dredge on the opening of Navigation. It was not here yet and, perhaps, would not be. Since 1873 the present Government had a deficiency in the revenue and added $6,000,000 to the taxation. They had lost $2,000,000 in steel rails purchased by Mackenzie, $150,000 on the Fort Francis Locks, which were useless, thousands on the Goderich Harbor job and $120,000 on the Georgian Bay Branch Railway, the contract for which Foster got to betray Sir John A. Macdonald's Government. Mr. Mackenzie had carried away the money from this country to spend in the Western country.

He would urge, in the coming contest, that he (Mr. Mitchell) had done active public service, and would not, like his opponent, claim their votes on the ground that he had been engaged in shipbuilding, milling, or other industrial enterprises. These were carried on by J. B. Snowball or Peter Mitchell in their own interests. He claimed that he had promoted great public works, and asked for a verdict on public grounds. He was waiting for an opportunity to refute certain slanders and see if they were supported by the man in whose interests they were made, and he would ask the people if they would support a Government which was ruining the country. For himself he was for Sir John A. Macdonald's policy, as expounded by Mr. Tilley, and he would be prepared to discuss it on the hustings with Mackenzie or any other man. He was in favor of a policy which would keep the young men and women in the country, and that would not kill out every manufacture. Mr. Mackenzie declared the country must have free trade and he would put the issue—Canada had had free trade since 1856 and reciprocity up to 1866 and her affairs were prosperous, while the United States were opened to her agricultural products, lumber and fish. From the time of the repeal of Reciprocity, as the cost of labor and money advanced in the States, Canada could still compete with her in many things, but when her money got more on a level with gold we could not. What Sir John A. Macdonald proposed to do, was to readjust the tariff so as not to increase the Revenue of $24,000,000, but rather to reduce it, and so arrange the duties as to enable manufactures which the country could carry on to advantage to be engaged in and a home market supplied by our own people. If the electors of Northumberland were satisfied with the Government of Mr. Mackenzie, he advised them not to vote for Peter Mitchell, for he would oppose that Government. He was a Liberal and went into a coalition Government with men of different principles for the purpose of perfecting Confederation. After new territories and Provinces, ending with Prince Edward Island, were taken into the Confederation, he prepared to leave, though he still would have continued to support the men with whom he had been associated and oppose those who were averse to a fiscal policy which would provide home markets for the manufactures and produce of the country.

He would reserve further remarks, and if anything should be said by Mr. Snowball requiring an answer he would again speak. [Applause.]

In answer to repeated calls:—

MR. SNOWBALL

took the floor and said that he had no idea of appearing before the meeting at that time as a candidate in the ensuing general election, but as Mr. Mitchell had opened the matter up he might as well announce the fact that he was a candidate and that his prospects of election were good. There were some remarks made by Mr. Adams in connection with the Chatham Railway which he would first refer to. He was pleased that Mr. Adams was one of those appointed by the Government to enquire into the matter. The Chatham Railway was organized under a Company and a good many persons subscribed stock. For himself, he might say he was cautious to take only $3,000 worth of stock, as that was an amount which he thought he could pay, if necessary, without embarrassment. He believed other gentlemen took larger amounts while many took smaller. Whether they paid or not he would not say, but as one of the subscribers of a considerable amount—Mr. Anslow—was present he could, no doubt, inform them on the subject. When the Company had about expended the fifty-six thousand dollars of Government money, and the Road was not nearly finished, he was asked by the Directors to go to Ottawa and endeavor to get the Dominion Government to buy and run it as part of the Intercolonial. He offered it for $40,000. The offer was not accepted, and he then secured a loan of rails. Before the road was finished and on his return from a trip to England he attended a meeting of Directors at which a statement was exhibited showing liabilities to the amount of $17,000. He then offered to take the Road off their hands and pay its indebtedness. They declined his offer and the work went on until the company was liable for some $25,000. Then the Directors said that if he would pay the bills they would give a mortgage on the road. He, however, did not care to assume so great a burden and he offered to share it with the several Directors, but, after putting the question to each in turn they refused. He next presented the matter to Senator Muirhead, but after taking a day to consider the matter that gentleman declined to do anything.

The rails being obtained on his promise that the road would be finished, and over $50,000 being spent on the work already, he felt that Chatham, the County, and indeed the country would be disgraced if it was allowed to fail. He therefore proposed to take security on the road and advance the five thousand then required and also to pay the other liabilities as they fell due. Instead of the road owing him five or ten thousand dollars, as some said, it now owed him from $20,000 to $30,000. It had been a constant expense to him instead of a gain, as he was obliged to pay the cost of running it which was much greater than the receipts. He thought he deserved credit, rather than blame for undertaking such a responsibility. He did not wonder at the reports set afloat with a view of implicating him in some wrongdoings connected with the Road, for Mr. Mitchell had been its enemy from the first. He said that it was so hopelessly involved in debt that neither Snowball nor anyone else could extricate it.

Mr. Mitchell—I never said anything of the kind.

Mr. Snowball—He does not wish to have you now think that he said so, but he has said that, just as he has said other things here to-day which he would not repeat in Parliament in presence of the gentlemen he has referred to. The Chatham Railway, however, has been completed and equipped. He had, in the interests of the County and for his own credit's sake and that of Chatham paid its bills. He was, therefore, glad that a thorough investigation was to be held by Mr. Adams and Mr. Wedderburn. The accounts were in the hands of Mr. Ellis, and he would be still more pleased if the Government would refund what he had spent on the road, take charge of and run it.

Mr. Mitchell had said he was not going round and asking for support on the strength of his doing business in the County. He wished to know if this was a slur upon him?

Mr. Mitchell—No.

Mr. Snowball said he had been doing business for 20 years on the Miramichi, and had been among the electors since he was 16 years old. He came before the electors as Mr. Mitchell did, simply on the ground of his ability and he wished them to understand that. He did not during the last campaign refer to his business connection with the County. As Mr. Mitchell had attacked him on account of his business, he would be excused from saying something about it.

It might be supposed by many and, indeed, it had been said, that he had received assistance in business from outside sources, but all the assistance he had received was from his father. During the time he had been in the County, he had done a large lumbering and fishing business—the latter in fresh, pickled and canned fish—and had invested some $100,000 in the promotion of the fisheries. He was interested even in the deep sea fishing. In milling he was also largely interested and had many mills through the County, and had lost two only a short time ago, on one of which there was no insurance. If his honorable friend would rake up these matters he would say he thought, as far as their business records went, they were differently situated. If the electors thought that he (Mr. Snowball) was not qualified to represent them, however, he did not want them to elect him as their representative.

Mr. Mitchell had asserted in Fredericton, after the election five years ago that he (Mr. Snowball) had purchased 800 votes in the County

Mr. Mitchell here denied that he had ever used such an expression.

Mr. Snowball said, "Well, your friend, Mr. Pickard, is good authority on the subject."

Mr. Mitchell said Mr. Pickard never was a friend of his, and he had never used such an expression. It was a falsehood!

Mr. Snowball said it was a pity the hon. gentleman, who had been so long in politics, could not keep from showing temper in a political discussion. Mr. Mitchell asserted that he (Mr. S.) was the distributor of the patronage of the Dominion Government, but in this he was wrong. Though officers of the Government followed him around at the election five years ago and worked against him none of them had been displaced at his instance, with the exception, perhaps, of Mr. Parker. Mr. Mitchell had been trying to make them believe that he (Mr. Snowball) distributed the patronage of the I. C. R., but Mr. Mitchell had filled up the offices in the County pretty well himself, though he might have done more in the way of securing postal accommodation. He only remembered two appointments that had been made at his instance, one of which was that of Mr. McNeil, for whom he got a situation at Weldford Station, from which he, himself, subsequently brought him to Chatham Station. The other was that of Mr. Gaynor. As to other appointments he was ignorant. He knew during the construction of the Intercolonial many men were employed on locomotives, but men afterwards came through with their locomotives. It was quite well known that there were no trained railway men at first in the County, while it was difficult to find competent engineers, even for the mills.

He did not hold himself responsible for the administration of Sir John A. Macdonald or that of Mr. Mackenzie, but when he went to the next Parliament he would then be responsible for his course. He knew that Sir John had been condemned for stealing $360,000, with which to corrupt electors, and that Mr. Mitchell was a member of that condemned and guilty Government.

He (Mr. Snowball) had nothing to do with expenditures such as that for the Fort Francis Locks or the other works and "jobs" referred to by Mr. Mitchell. He, however, did remember that the appropriation for the Fort Francis Locks was made by the very Parliament of which Mr. Mitchell was a member, so the Parliament shared the mistake, if any was made.

He disclaimed any knowledge of wrong doing by Mr. Mackenzie in the Steel Rails matter. He believed Mr. Mackenzie bought rails at £12,17,6 per ton, when the Chief Engineer advised him to do so, and to give the people of the western provinces assurance that the Government was acting in good faith in the Pacific railway matter; but if blame was to attach to a purchase of rails at that figure, what was to be said of the purchase by Mr. Mitchell's Government, from a late patner of Mitchell's of rails at £17 per ton, and of the swindle subsequently exposed in the courts of England by which Haws was allowed to wrongfully pocket thousands of dollars of the public money of Canada. Mr. Mackenzie was exonerated by Dr. Tupper in Parliament from blame in the matter of purchasing the rails referred to, but Tupper made political capital out of the transaction afterwards at Pic-nics, rails having then gone down as low as £9 per ton. A few years ago it was thought that lumber had gone down to the lowest figure and six dollars were paid for logs which the buyer would have been glad to sell again for $5. Any man might err in judgment and it was conceded that Mr. Mackenzie did so in purchasing the steel rails, but that was no reason why his political integrity should be assailed.

Referring to the work done at Indiantown he said he never saw the man who superintended it. He believed the man, with his party and plant, was engaged in some work of a similar character on the St. John River and as it was late in the season and it was thought he could do the work more expeditiously, as well as cheaply on account of having the plant at hand, he was entrusted with it. He (Mr. Snowball) felt, at the time that there were men living on the river, who could do the work as well, and he complained of this person being sent from the other side of the Province. Had he been in Parliament the work would have been differently managed.

The Dredging of the Bar was promised to him by the Premier who, when he was at the Miramichi last season, said the Dredge would be sent here as early as possible this season. Owing to her being detained somewhat longer than was expected at St. John she was not here as soon as expected, but he had no doubt that the dredging would be done as promised to him. Much good had been accomplished by the work already performed.

Mr. Mitchell seemed to attach a good deal of importance to a circular sent by him (Mr. Snowball) to the electors, in which reference was made to the time when the elections would probably be held. His allusion to the time of the elections was based on information which which was as accessible to Mr. Mitchell as himself, and it was not his fault if that gentleman was as ignorant as he pretended to be. It was well known that the elections would be "after the harvest." If any one knew when that time was he could make a fair estimate in reference to the date of the elections. He had observed a statement recently, in a well informed paper which indicated that about the middle of September would be the time of holding the elections and that might be nearer the date than the time named in his circular.

His hon. friend would have the people believe that there never would have been an Intercolonial Railway but for him. Now that an official history of the road was published, however, it appeared that no other route save the northern one would have been approved by the Imperial Government. This was shown by the official despatches and correspondence on the subject. Had it not been for Mr. Mitchell's efforts the location might have been across the Miramichi at Indiantown, which would not be so well liked, of course by his friends in Newcastle, but they would all agree that it would have been better for the County at large for, then, the Chatham Railway would have extended all the way up the river to Indiantown and undoubtedly would have been carried by the way of the Miramichi Valley to Fredericton. The Intercolonial was an undoubted benefit to the country, but many present knew that flour was as cheap before its construction as it is now. He remembered when hay used to get scarce as it did last spring and when he used to send away and import it by the schooner load. He imported large quantities of flour and purchased large quantities of hay, but he would not claim to be a great fellow on that account, for he had no doubt that when he and Mr. Mitchell were both gone other men quite as talented would take their places and they would scarcely be remembered. While neither he nor Mr. Mitchell could affect the price of flour and hay much it was equally true that the Mackenzie Government were in the same position. On the Miramichi we had taken to spruce logs rather than the cultivation of the soil and our prospects were dependent on the price of lumber in England. He could not hold Mr. Mackenzie responsible because deals had declined in price, any more than he could for the consequences which all our people felt. In this connection he might apply the same to steel rails and say that Mr. Mackenzie could not know they were going to decline all the way from £17 down to £9 per ton and it was childish for so old a politician to talk about such matters in the way Mr. Mitchell had done.

But Mr. Mitchell claimed, now, that our manufactures needed protection. He would like to know what we had to protect in that line? More goods that Canada could manufacture to advantage were now made—more than there was market for. If the manufacturer was to be further protected the farmer would justly claim the same favor. Mr. Mitchell would support Sir. John A. Macdonald with his 35% tariff, which would not benefit one man before him but cause them to pay increased taxation. If the Canadian manufacturer must be protected from American manufactures the Canadian farmer must be protected from American flour. One wants this protected and another that. He remembered that one member on the Protection side in Parliament wanted a tax of $1 a barrel on flour, while another moved for a duty on coals. Did the people of the Miramichi favor that kind of a policy?—yet Sir. John supported it and Mr. Mitchell would support it. It was a policy to catch Ontario and Nova Scotia. If it prevailed there could not be a raft towed or a man fed at any profit on our rivers. He believed that every man of means in this County was now engaged to the extent of his capital. There was no idle capital in this part of the country, except in the Savings Bank, and he thought the experience of Miramichi people with joint stock enterprises was such as not to induce them to risk their savings in them.

He believed he had now about covered the ground gone over by Mr. Mitchell. He was obliged for the hearing accorded to him and knew the electors present intended to vote for him.

Mr. Snowball was frequently applauded while he spoke and three cheers were given for him at the close.

MR. ADAMS AND THE CHATHAM BRANCH.

Hon. Mr. Adams here said he wished it to be distinctly understood that the Provincial Government had nothing against Jabez B. Snowball in the matter of the Chatham Railway. The Government paid up its stock of $24,000 and the enquiry would be as to why other stockholders had not paid up.

MR. MITCHELL AGAIN.

Mr. Mitchell again addressed the electors. He said he had been a member of the Macdonald Ministry and was tried by the constituency on the Pacific Scandal matter five years ago. He was then acquitted by a majority of 492 votes and would be sustained at the coming election by even a larger majority.

He had never said that Mackenzie pocketed the $2,000,000 lost to the country by the steel rails purchase, but that the rails were purchased four years before they were wanted which shewed a want of judgment. Mr. Snowball had no right to say Sir John stole $350,000. He did not steal a cent. Mr. Mitchell next referred to the Pacific Railway, stating how an American Company which he said Mackenzie's party was in league with, desired the road partly through American territory, so as to take the traffic down to New York, but Sir John had striven against this and was trying to combine the Western interests with those of Montreal so as to secure the whole benefit of the great work for Canada and Canadians. The Pacific Railway was a road that Mr. Mackenzie had said would cost $200,000,000 to build but under Sir John's arrangement it was to be built by Sir Hugh Allan's Company for $30,000,000 with a land grant of 20,000 acres per mile laid out in alternate blocks of 10,000 acres on each side of the road and if that policy had been carried out they would have had to-day, a Railway. Sir Hugh Allan's whole stake was on the St. Lawrence in whose trade his splendid line of steamers was engaged, and the $350,000 furnished by him to Sir John for election expenses was to enable him to meet the money given to the Opposition by the Americans and to sustain the Charter which had been granted. Where was the wrong in that? If Sir Hugh was fool enough to give the money there was no harm in taking it for expenditure in food and drinks for electors and in getting them to the polls. It was done in England, he had done it, so had Snowball and everyone else who ran elections. But the Americans felt their influence was at stake and assisted Mr. Mackenzie to over throw the late Government. These friends of Mr. Snowball had bribed the private Secretary of Mr. Abott to steal the necessary papers to make out their case. In the same way he (Mr. Mitchell) had been slandered. Mr. Mackenzie had now spent more than $30,000,000, and not 100 miles of the road was ready and everything in connection with it was unsettled.

As to the Haws matter, he said he was once a partner of Mr. Haws, but had gone out of the firm in 1861, and never had any further interest in it. Mr. Haws had lost four of his family by Consumption and it was while he was away in the East for his health and that of his family, that a judgment was got against him by the Mackenzie Government. He believed Mr. Haws was a slandered man. But what would the electors say when they were told that it was, after all, the Mackenzie Government for whom the purchase was made by Haws.

Mr. Mitchell further referred to the Fort Francis Locks and said it was a waste of money to build them. He did not wish to decry Mr. Snowball for carrying on business in the County, but said he (Mr. Mitchell) appealed to the electors simply on his own merits. Mr. Snowball's conjecture that had the Intercolonial gone by way of Boistown, there would have been a Railway by the Miramichi Valley, was a neat way of bidding for Ludlow votes. He said the line would have come through Boiestown instead of Indiantown, until corrected, and that was a bid for Blackville with a touch of Derby. As to the location of the line, he, Mr. Mitchell, would have had it still further down river if it had depended on him. But he could not interfere with the engineers after he had secured the Northern route.

Mr. Snowball—Whereabouts down river would you have it?

Mr. Mitchell—That I will not tell. Mr. Fleming placed the line where it is, or the Engineers were instructed to find the cheapest and best location possible.

Sir John never advocated a 35% tariff, nor yet $1,00 a barrel on flour. To a certain extent he (Mr. M.) was with Sir. John It was to the extent of raising a sufficient revenue to carry on the business and Works of the country by placing duties on such articles as can be advantageously produced in the country. There was no need of the late Government adopting that policy for the high prices formerly ruling in the States protected Canada sufficiently. He referred to the Redpath Sugar Refinery which formerly gave employment to 300 hands and was now shut down because it was not protected and said there were other industries killed off in in the same manner by the fiscal policy of the Mackenzie Government.

It was no use for Snowball to try and rid himself of responsibility for the Governments acts after he he had read a telegram during his speech on nomination day five years ago in which the Government promised him the patronage of the County whether he was elected or not.

Mr. Snowball—I did not read such a telegram as stated. Is there a man present but Mr. Mitchell who will say he heard me read it?

Mr. Mitchell—How is it that you exercise the patronage, then?

Mr. Snowball—That's my business, but it is very little that I do exercise.

Mr. Mitchell continued, saying Snowball had no business to use the expression that Sir John "stole" the money obtained from Sir Hugh Allan, and if he knew the force of language he ought to take it back. In charging Mackenzie and his party with their blunders and worse, he had said nothing here which he was afraid to say in Parliament or to Mr. Mackenzie's face if he were here. He was ready to meet that gentleman or any of his party and would be glad of the opportunity.

MR. SNOWBALL.

Mr. Snowball said that so far as corruption was concerned, the Courts of England had pronounced upon the Haws matter for which Mr. Mitchell and his party were responsible. As Mr. Mitchell seemed so anxious to meet Mr. Mackenzie he would assist him in being gratified and he now asked him if he would sign a telegram with him (Mr. Snowball) asking Mr. Mackenzie to come to Northumberland and discuss the political questions of the day.

Mr. Mitchell declined to join in sending the telegram proposed but reiterated the declaration of his willingness to meet Mr. Mackenzie.

Mr. Snowball said he would take back the very strong language he had used in reference to Sir John. He would not say he stole the money with which he corrupted the electors, but he knew he was guilty of a great political crime for which he was condemned by Parliament, the whole country and, he might say, the civilised world. Sir John could not make the people believe he did no wrong five years ago. It was not to be expected that he would succeed any better now and Mr. Mitchell would find it so notwithstanding his attempt at justification.

Mr. Mitchell said his contention was that Sir John misappropriated no public money. The money he received was from Sir Hugh Allan's private funds.

The electors having now become restless, Mr. Mitchell thanked them and the proceedings closed with three cheers for Mr. Mitchell and three for Mr. Snowball.

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The "MIRAMICHI ADVANCE" having its large circulation distributed principally in the Counties of Kent, Northumberland, Gloucester and Restigouche (New Brunswick), and in Bonaventure and Gaspe (Quebec), among communities engaged in Lumbering, Fishing and Agricultural pursuits, offers superior inducements to advertisers. Address

Editor "Miramichi Advance," Chatham, N. B.

Miramichi Advance.

CHATHAM, THURSDAY, AUGUST 1, 1878.

What Protection does for Shipping and other Interests.

We have before us the statement of the Chief of the New York Bureau of Statistics, showing the value of the imports and exports of the United States carried respectively in United States and Foreign vessels during the fifty-seven fiscal years ended June 30th 1877, with the percentage carried in American vessels.

It shows that in 1821 the amount of trade was $127,559,698, of which $113,201,462 was carried in American vessels and $14,358,235 in Foreign vessels, the Americans having the advantage of 88.7 of their own shipping trade.

In 1860 the trade was $762,288,550, of which $507,247,757 was carried in American vessels and $255,040,793 in foreign vessels, the Americans having 66.5 of their own shipping trade.

During the above period of forty years the tariff of the United States was a liberal one, founded on that of Great Britain. With the war, however, came the "protection" policy of the United States, which the so called Liberal-Conservative Party would have Canada adopt as a model. The result was that in 1864, when the total trade was $669,855,064, only $184,061,486 was carried in United States vessels, while foreign vessels carried $485,793,548, the United States' share of their own carrying trade being reduced to 27.5. It may be urged by some that this loss of carrying trade was due to the war. If that were so we would expect to find an improvement after 1864. Well there was an improvement up to 1870, when the Protective policy began to show its effects on the whole trade of the country, so that in 1877 when the total of American shipping trade was $1,176,580,817, but $316,660,281 was carried in United States vessels, while Foreign vessels carried $859,920,536, the United States' share of their own trade being only 26.9.

The statement referred to also shows that during the ten years preceding the introduction of the Protective Tariff in the United States, the increase of the shipping trade was in much greater ratio than during the subsequent seventeen years under Protection. The portion of the table showing this state of things and also the decline of the American carrying trade, is as follows:

Fiscal years.	Am't. carried in American vessels.	Am't. carried in Foreign vessels.	Per centage carried in Am vessels.
1850..	239,272,084	90,764,954	72.5
1851..	316,107,232	118,505,711	72.7
1852..	294,735,404	123,219,817	70.5
1853..	346,717,127	152,237,677	69.5
1854..	406,698,539	170,591,875	70.5
1855..	405,484,462	131,139,904	75.6
1856..	482,268,274	159,336,576	75.2
1857..	501,331,027	213,519,796	70.5
1858..	447,191,304	160,066,267	73.7
1859..	465,741,381	229,216,211	66.9
1860	507,247,757	255,040,793	66.5
1861..	381,516,788	203,478,278	65.2
1862..	217,695,418	218,015,296	50.0
1863..	241,872,471	343,056,031	41.4
1864	184,061,486	485,793,548	27.5
1865..	167,402,872	437,010,124	27.7
1866..	325,711,861	685,226,691	32.2
1867..	296,998,387	580,022,004	33.9
1868..	297,981,573	550,546,074	35.1
1869..	289,956,772	586,492,012	33.1
1870..	352,969,607	638,927,282	35.6
1871..	353,664,172	755,822,576	31.8
1872..	345,531,101	839,346,562	29.1
1873..	346,306,597	906,722,651	27.6
1874..	350,451,994	939,206,106	27.2
1875..	314,257,792	884,788,517	26.2
1876..	311,076,171	813,345,987	27.7
1877	316,660,281	859,920,536	26.9

It will be seen that ten years of Protection paralysed the shipping trade of the United States, while at the end of fourteen years it began to work the ruin of her general trade. In his last message to the Legislature of the State of New York Governor Robinson, after noting the currency inflation as one cause of this state of things said:—

"At the same time another great evil "was strongly developed. Individuals "and corporations engaged in the various "branches of manufacture, taking advantage of the necessities of the Government, rushed to Congress and, by every "means in their power, procured, each for "its own benefit, the levy of what were "called protective duties, under the false "pretence of raising revenue for the Government. but really to *compel consumers to pay exorbitant prices for the favored articles thus protected.* Under "the wing and stimulus of this so-called "protection, new enterprises were undertaken, new and extensive factories built, "new and needless railways projected and "undertaken, new mines and foundries "opened, and armies of laborers allured by "high wages to these enterprises from "fields of agriculture and other sober and "rational employments of life. The few "notes of warning raised against the certain consequences of this wild overaction "were unheeded. Extravagance of expenditure, the absence of everything like "frugality and economy obtained in all "directions. The empty and delusive "bubble thus raised could not endure, and "although kept afloat by the whole power "of the Government so long as it was possible, it met at last the inevitable day of "doom. Imaginary fortunes vanished in "a moment, ill-advised railway schemes, "mines, mills and factories were suspended, and *tens of thousands of innocent and unfortunate laborers were left without employment or the means of subsistence. Instead of the high wages by which they had been enticed from other occupations to these enterprises, they received no wages at all.*

"It is easier to discover the cause of "this distress than to point out the manner of its relief. There can be but one "permanent and effectual remedy. That "is, to return as speedily as possible to "the condition of things that existed before the road to ruin was entered upon; "by means of a return to specie payments, "a sound and stable currency, and the reduction of a tariff to a *strictly revenue standard.*

"Under the influence of these measures "all branches of industry will assume "their old and accustomed regularity and "success. All departments of labor will "call for employes, to whom such wages "will be paid as the business will warrant "and the parties can agree upon. If a "surplus of unemployed laborers still remains there are open to all, in this great "country countless millions of fertile acres "of land, upon which every industrious "man can be sure of securing, for himself "and family, at least a comfortable subsistence. One of the the greatest evils "resulting to the laboring men, from the "false and delusive appearances which "have been displayed before them, is "that they have been induced to leave the "safe, peaceful and independent walks of "agriculture to congregate in the large "cities, and there to watch and wait for "something that they fancy might yield "them larger returns than they could hope "for from the cultivation of the soil. But "by following faithfully and earnestly the "road here indicated, it will not be very "long before business and trade will be "restored to their natural channels, and "laborers receive full employment with "fair wages."

We believe that every man who desires the true progress of Canada will be warned against the advocates of Protection in time. It is true that we are now passing through a period of business depression which extends all over the commercial world. Professional politicians are offering the people the panacea of Protection in the hope that in the disposition to experiment for the cure of the body politic the quack medicine may be swallowed and the quacks rewarded with temporary success. When the experience of other countries is before us, we should learn the lesson it is calculated to teach and refrain from aiding those who would not only impoverish the country in order that a few manufacturers may grow rich, but strike a death blow to our shipping interests through which the Maritime Provinces are so favorably known abroad and steadily enriched at home.

Hon. Mr. Tilley.

Hon. S. L. Tilley addressed a large audience in the Machanic's Institute, St. John, on Friday evening last, on political matters. He first went into personal explanations and said on his return from England in 1873, his colleagues told him that certain circumstances had almost led them to make a Lieut.-Governor of him. His reply was that those circumstances had now ceased to exist and he had not the most remote idea of accepting it. He said the same thing to the Governor-General on the following day. It was three days before Sir John announced in Parliament his intention to resign, that he (Mr. Tilley) made the speech in which he said he would "go down with the ship," and it was not until the morning after Sir John's declaration of that intention that he told him (Mr. Tilley) that he would make the appointment.

Now, we have the best of reasons for believing that had Mr. Tilley known Sir John to be the guilty man he was, he would not have made the speech in which he declared his intention of going "down with the ship." Mr. Tilley has, since his appointment as Lieut-Governor, admitted that he was deceived as to Sir John's guilt—that he believed Sir John when he called heaven to witness that his hands were clean, just as the Governor-General believed his personal assurance to the same effect. What Mr. Tilley's friends have a right to ask is whether he now justifies Sir John in accepting Sir Hugh Allan's money, which all Canada knows was used in corrupting Canadian Constituencies. Sir John, Dr. Tupper, Mr. Langevin, Mr. Macdougall and the whole line of Conservatives, down even to Mr. Mitchell declare that Sir John did nothing wrong. Is Mr. Tilley of the same opinion and, in any case, why was he silent on the point.

Mr. Tilley arraigned Mr. Cartwright's fiscal policy and claimed that he, himself, when Finance Minister, had marked out a much better one. He would not impose duties on ships' materials, would not have changed the tea tariff, would have a differential duty on sugar, would have free raw materials and free machinery which could not be made in Canada. He found fault with the manner of imposing duty on the "poor man's tobacco" and in the matter of brandy and wines thought the former was proportionally too high. He would readjust the tariff on non-enumerated articles and when the revenue was decreased by non-importation, "get revenue from men engaged in these industries"—viz., the industries protected.

Just here it might be well to ask Mr. Tilley to explain how he could tax the tea, coffee, flour, tobacco, liquors, etc., of the workmen engaged in manufactures without also obliging the farmer, fisherman and lumberer to pay the piper as well.

Mr. Tilley said, "if he had been in the House last session when it was proposed to tax flour and coal he would have voted against the motion, "but he would reimpose these duties in circumstances similar to those attending the Washington Treaty negotiations."

The above indicates clearly that Mr. Tilley is *now* in favor of taxing both coal and flour, for his argument is that when it was proposed in 1871 under the Macdonald Government's "national policy" to tax coal and flour, it was with a view of forcing the United States into a reciprocity policy. Mr. Tilley's party holds that "a reciprocity of tariffs" is again desirable above all things, hence flour and coal ought to be taxed, according to their theory.

Mr. Tilley reiterated a good many of the charges made against the Mackenzie