MIRAMICHI ADVANCE.

VOL. 4—No. 25. CHATHAM, NEW BRUNSWICK, APRIL 25, 1878.

D. G. SMITH, EDITOR & PROPRIETOR.
TERMS—$1.50 Per Year, Payable in Advance.

I. & F. Burpee & Co.,
IRON & STEEL MERCHANTS.

—NOW IN STOCK—

75 TONS PIG IRON;
[illegible]

Also, a general assortment of

SPRING & CAST STEEL.

To Arrive per Lydia:—
1250 bars Refined Iron;
6100 bars Common Bar Iron;
540 bdls. Refined Iron;
40 bdls. Oval Iron;
[illegible]
[illegible] bdls. Galvanized and B. C. Sheet.

New Office and Warerooms:
Corner Dock & Union Sts.,
ST. JOHN.

ULSTER OVERCOATS.

—WE HAVE ON HAND—

250 Men's Irish Frieze Ulsters;
200 Men's Napped Whitney Ulsters;
100 Youths' Ulsters;
100 BOYS' ULSTERS.

These goods have been made specially to our orders, and will be sold at astonishingly LOW PRICES.

EVERITT & BUTLER,
61 and 63 King Street - - - St. John

HARDWARE.

W. H. Thorne & Co.
HAVE RE-OPENED AT
MARKET SQUARE,
SAINT JOHN, N. B.

and have now in stock

MOWING MACHINES;
Horse Rakes;
Hay Forks; Handles;
Dunn Edge Tool Company's Scythes;
Nails; Sheathing Paper;
Oils; Turpentine;
Locks, Knobs, Hinges, etc.

And a general Assortment of

SHELF HARDWARE.

Wholesale & Retail.

NEW GOODS BY EVERY STEAMER.

ZELL'S ENCYCLOPEDIA.

New Revised Edition—150,000 articles, 3,000 Engravings, and 18 splendid maps. The BEST BOOK of universal knowledge in the language. Now in course of publication. SPECIMEN with map sent for 20 cts. AGENTS WANTED.
CHAS. B. DAVIS & Co., Philadelphia
Feb. 24.

EXCELSIOR PRINTING INK CO.

BEST AND CHEAPEST
PRINTING INK IN THE MARKET.
13 Barclay st., - NEW YORK.
July 16

NEW BAKERY.

THE Subscriber would respectfully announce to the inhabitants of Chatham that he has opened

A BAKERY,

from which he will deliver

Bread, Pastry, Cake, Crackers,

&c., of the best quality, in any part of the town.

Orders left at the upper and lower stores of the Messrs. Johnston, or with the driver of the cart will be punctually attended to.

JOHN WYSE.
Chatham, 1877.

CUSTOM TAILORING.

THE SUBSCRIBER has opened a

FIRST-CLASS
Tailoring Establishment

in the Shop formerly occupied by Mr. Anslow, and owned by the Hon. Wm. Muirhead, near Letson's Scales, Water Street, Chatham.

Gentlemen wanting Clothes made to order for

WINTER & SPRING

will do well to examine his splendid assortment of

English and Canadian Cloths

to select from.

GENTLEMEN'S GARMENTS made up under the general supervision of MR. STEWART, who is

A FIRST-CLASS CUTTER.

W. S. MORRIS.

T. F. KEARY,

REAR OF CUSTOM HOUSE, CHATHAM
IMPORTER & WHOLESALE & RETAIL
DEALER IN
Choice Brands of Wines,
LIQUORS and CIGARS,
CANNED GOODS, ETC.

A large quantity of bottled ENGLISH ALE and IRISH PORTER on hand and for sale by the dozen or barrel.

W. WALTON

KEEPS constantly on hand all kinds of

LEATHER AND SHOE FINDINGS.

Sign of the
BIG SHOE HAMMER,
GERMAIN STREET, Opposite New Market,
July 8. ST. JOHN.

J. G. KETHRO,

HAIR DRESSER,
NEWCASTLE.

L. H. De VEBER & SONS

WILL be found at Lawrence's Building, head of King street, and at No. 18 Charlotte street, where they will be happy to meet their customers from town and country.

Spirits and Rye.

ONE HUNDRED hhds. Walker's Rye;
150 hhds. Spirits, 50 and 60 % o. p.
DANIEL PATTON, St. John.

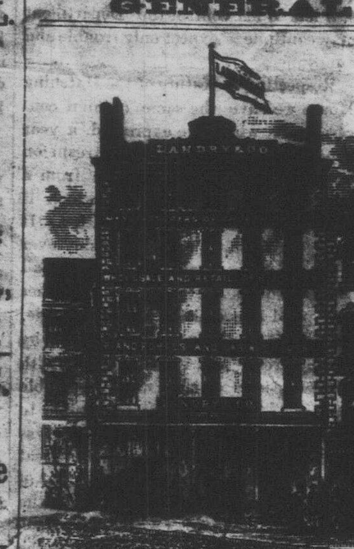
BRANDY! BRANDY!

[illegible] by Rail via Halifax per steamer "Saint Louis":—

[illegible]0 Hhds. Martell Brandy,
60 Quarter Casks.

JOHN W. NICHOLSON,
KING SQUARE, St. John.

GENERAL BUSINESS.



CARD.

NO AGENTS! NO COMMISSIONS!!

THE system of employing Agents or Canvassers at a high commission has been strictly abandoned by us, it having proved very unsatisfactory both to ourselves and customers. In future we will sell our

PIANOFORTES & ORGANS

At New Wholesale Prices,

[illegible] In this way buyers of Pianos and Organs will save from twenty to forty per cent. by dealing directly with us, and [illegible] better satisfaction can be guaranteed.

We intend to sell the best instruments to be had, at the lowest prices consistent with first-class [illegible]. [illegible] a very small advance on cost of [illegible], although to honest and reliable parties we do not object to allow a reasonable time for payments.

Parties ordering by mail can rely upon getting as fine an instrument as if personally selected by themselves. Any Organ or Piano not found satisfactory can be returned to us at our expense. We refer with pleasure to over Fifteen Hundred Pianos and Organs sold by us the last ten years.

Thankful for the very liberal patronage accorded us hitherto, we can only say that we will continue our endeavors to thoroughly satisfy our customers in all their dealings with us.

THE CELEBRATED
ESTEY ORGANS!
New and Beautiful Styles.
CATALOGUES FREE.

LANDRY & CO.,
52 KING STREET,
St. John, N. B

1878. NEW SPRING GOODS! 1878.

GREAT REALIZING SALE!

I now offer the Balance of my WINTER STOCK of Staple and Fancy Dry Goods, along with a Beautiful assortment of the following SPRING GOODS, which will be sold at a WONDERFUL REDUCTION on former low prices:—

New Fancy Ties, New Fancy Prints, New Dress Poplins,

NEW FRENCH MERINOS, (all colors) New Shirtings, New White and Brown Sheetings, New White Cottons, New lb Patches, New Brown Cottons, New Knitting Cottons, (all colors) New Stamped Mats for hooking, New Flowers, Java Canvas (all colors).

Received to-day:—1 Case of LADIES' BLACK AND WHITE STRAW HATS, in latest styles.

Save Money on Boots & Shoes. Extraordinary Value now Offered.

Gents' New Felt Hats, New Ties, New Shirts, etc etc.

VICTORIA HOUSE. - - - G. I. WILSON.

GLEANER BUILDING, CHATHAM.

THE VOX HUMANA.

A High-Class Monthly Journal of Music & Musical Information

EACH number contains from eight to ten pages of original and carefully selected Music, and four to six pages of valuable and instructive reading matter, including a critical Review of every piece of Music published in the country.

THE PRICE IS BUT ONE DOLLAR A YEAR POST-PAID,

and for this small sum the subscriber will receive in a year Music which would cost at retail not less than twenty dollars.

MUSIC OLD AND NEW! MUSIC POPULAR AND CLASSICAL! MUSIC FOR THE HOUSEHOLD! MUSIC FOR THE SINGER! MUSIC FOR THE PIANIST! MUSIC FOR THE CHOIR! MUSIC FOR THE ORGANIST!

Published Monthly by Geo. Woods & Co., Cambridgeport, Massachusetts.

Single copies 10 cents.

ISAAC HARRIS

Has removed to the Store lately occupied by

MESSRS. ROBERTSON & M'ANDREWS,

next to the

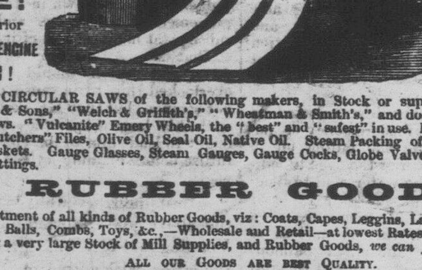
"ARGYLE HOUSE,"

Where he will be pleased to see his old FRIENDS and CUSTOMERS.

MILL SUPPLIES.

Z. G. GABEL,
—DEALER IN—

Particular attention paid to the fitting out of Mills with Rubber Hose AND CONNECTIONS, affording a great protection against FIRE! Also, Superior STEAM FIRE ENGINE HOSE!



EXTRA STRETCHED AND PATENT SMOOTH SURFACE Rubber Belting.
PURE Oak Tanned AND Patent Riveted SHORT LAP LEATHER BELTING.

GANG and CIRCULAR SAWS of the following makers, in Stock or supplied promptly to order. "Diste & Sons," "Welch & Griffith's," "Wheatman & Smith's," and domestic and other desirable makers of Saws. "Vulcanite" Emery Wheels, the "best" and "safest" in use. Lacing Leather of Superior Quality. 'Butchers' Files, Olive Oil, Seal Oil, Native Oil. Steam Packing of all kinds. Manhole and Handhole Gaskets. Gauge Glasses, Steam Gauges, Gauge Cocks, Globe Valves, Iron Pipe, Steam, Gas, and Water Fittings.

RUBBER GOODS.

A full assortment of all kinds of Rubber Goods, viz: Coats, Capes, Leggins, Ladies' Mantles, Air Pillows, Air Cushions, Balls, Combs, Toys, &c.,—Wholesale and Retail—at lowest Rates.

Having a very large Stock of Mill Supplies, and Rubber Goods, *we can fill all orders promptly.*

ALL OUR GOODS ARE BEST QUALITY.

31 KING SQUARE ST. JOHN N. B.

GEO. WOODS & CO'S ORGANS

—EXCEL—

1.—In thoroughness of construction and quality of material.
2.—In ORIGINALITY and beauty of design and finish.
3.—In fine musical and orchestral effects.
4.—In quality of tone.
5.—In power, (not noise.)

They have a VALUE in accordance with the cost of their production.
They are THE BEST, consequently they are CHEAPEST in the long run.
Inspection and comparison are solicited. *Cultivated musicians* are especially invited to examine and test these *remarkable instruments* and *every body* should acquaint themselves with their *intrinsic merit.* Circulars and Music free to any address.

GEORGE WOODS & CO.,
CHICAGO, ILL. CAMBRIDGEPORT, MASS.

FURNITURE WAREROOMS.

Charlotte St., - - - - - - - - ST. JOHN.
(OPPOSITE KING SQUARE.)

WE have just opened at our NEW PREMISES an altogether New Stock of Goods, completely filling the Spacious Warerooms—which are, without exception, the finest in the Dominion; and those desirous of furnishing their Homes can select from a stock which, for richness of Style and Finish, and Durability of Material and Construction, cannot be surpassed in any City on the Continent. The stock comprises Beautifully Upholstered PARLOR SETS and Groups in the Latest and Leading Styles, very richly Carved and Inlaid. A Superb Stock of

WALNUT BEDROOM SETS

with French Bureaus and Dressing Cases. We call special attention to these Sets, as their equal cannot be found elsewhere in the City. A large assortment of OFFICE DESKS, TABLES and CHAIRS. Besides these we are showing

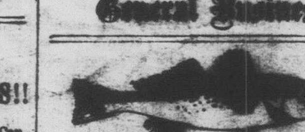
WARDROBES, BOOKCASES, SIDEBOARDS, WALNUT BUREAUS,

And SINKS, EASY CHAIRS, CAMP CHAIRS, ROCKING CHAIRS, LIBRARY TABLES, CENTRE TABLES, PARLOR CHAIRS, HAT TREES, WHATNOTS, PATENT ROCKERS, SOFAS, LOUNGES, BED LOUNGES, DINING TABLES and CHAIRS, LOOKING GLASSES, CRIBS, and a full line of fine BEDROOM SETS, and all kinds of CHEAP FURNITURE, FLOCK & EXCELSIOR MATTRESSES, FEATHER PILLOWS, &c.

PRICES LOW, - - - - - - TERMS LIBERAL.

STEWART & WHITE.

General Business.



THE SUBSCRIBER IS PREPARED TO
RE-ICE AND FORWARD FRESH SALMON
at Moderate Charges.

Having had a number of years' experience in the business, the work will be properly done.

Parties interested are respectfully referred to the following gentlemen:—
John Shirreff, Esq., [illegible], M.P.P.,
Mess. Loggie & Anderson, D. W. [illegible], Esq.

THOS. [illegible],
Forwarding Agent in connection with I. C. R.

[illegible]
(Late of St. John, N. B.)

Intending to reside in Miramichi, informs the Inhabitants of Chatham and vicinity that she is prepared to give

INSTRUCTION IN MUSIC,

Vocal and Instrumental.

Terms on application at her residence, Upper Water Street, Chatham.

FOR SALE.

FOR Sale, a Six Acre Field, situated on the Wellington Road, about 1½ miles from Chatham, in the rear of property owned by Hugh Marquis.

For terms, apply to
MRS. P. CARROLL,
Water St.
Chatham Feb. 27, '78 tf

Sleighs, Pungs, &c.

THE Subscribers have now on hand and are manufacturing

Sleighs & Pungs

of the very latest style, first class stock and workmanship second to none in this Province.

REPAIRING, BLACKSMITHING, PAINTING & TRIMMING, properly attended to.

TERMS LIBERAL.

Please give us a call.
BAKER & CO.
St. John St., Chatham.

ESTABLISHED 1822.

J. & A. M'MILLAN,

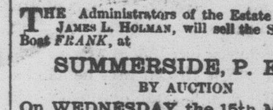
Booksellers and Stationers, Book and Job Printers, Bookbinders & Blank Book Manufacturers, &c.

In temporary building, fronting on Canterbury St., immediately in rear of their old premises, on Prince William Street, Saint John, N. B.

They are also, through the courtesy of Messrs. Manchester, Robertson & Allison, accommodated for the present, in their building, King St., where they will be pleased to see their many friends and customers. Orders in all departments filled as usual.

St. John, N. B., August, 1878.

AGENTS. $5 A DAY selling the MIRACULOUS PEN. Writes with cold water. No ink required. Lasts one year. A perfect gem. Sample 10 cents—three for 25 cents. Catalogue free.
Address, MONTREAL NOVELTY CO.
Montreal, Quebec



Steam Ferry Boat "FRANK!"

THE Administrators of the Estate of the late JAMES L. HOLMAN, will sell the Steam Ferry Boat *FRANK*, at

SUMMERSIDE, P. E. I.,
BY AUCTION
On WEDNESDAY, the 15th May next,
AT 2 O'CLOCK, P. M.

This Steamer is 30 tons register; has a high pressure Engine 25 horse power, built by Allen Bros., St. John, N. B., in 1874, and a 40 horse power boiler, built by Fleming & Son, St. John, in 1877. She is a strongly built vessel, having good accommodation for passengers, and well adapted for carrying horses and carriages on deck. She cost to build in 1874, about $7,000, and was newly sheathed in 1877.

AS THE TERMS ARE CASH AND SALE WITHOUT RESERVE, the purchasers will get a bargain.

ADA L. HOLMAN, Administratrix.
ROBT. T HOLMAN, Administrator.
ROBT. McC. STAVERT, Administrator.

Summerside, P. E. I.,
Jan. 28, 1878. 2y 23

BRANDY, WINE, GIN!

DAILY EXPECTED:—

450 CASES MARTELL BRANDY
10 qr.-casks Martell Brandy
5 hhds. Brandy;
5 hhds. } GIN.
25 qr.-casks }
50 cases GIN;
10 quarter-casks PORT;
10 quarter-casks SHERRY;
20 cases, half pints, BRANDY;
20 cases, pints, BRANDY;
10 cases John Bull Bitters, large;
10 cases John Bull Bitters, small;
20 cases, flasks, Bourbon Whiskey;
20 cases, quarts, Bourbon Whiskey;
10 cases, quarts, Old Tom Gin;
10 cases, pints, Old Tom Gin;
30 bbls., quarts, Bass Ale;
20 bbls., pints, Bass Ale;
20 bbls., quarts, Guinness Stout;
20 bbls., pints, Guinness Stout;
5 quarter-casks Hunt's two Diamond Port
5 quarter-casks do. three Diamond Port;
5 quarter-casks do. four Diamond Port.

JOHN W. NICHOLSON,
King's Square.

JUST LANDING.

Ex SS. "Scotia," from Glasgow and Liverpool:—
150 CASES (pints) Irish and Scotch Whiskey; 20 qr-casks John Stewart's Kirgliston's WHISKEY;
50 hhds. BASS' ALE.
DANIEL PATTON, St. John.

FREE! Any person who will make and forward me a list of the names of reliable persons of their acquaintance who wish to procure an instrument, either Piano or Organ, I will use my best endeavors to sell them one, and for every Piano I succeed in selling to their list within one year, I will credit them with $10, and for every Organ $5, to be applied on payment of either a Piano or Organ; and when it amounts to a sum sufficient to pay for any instrument, selected at the lowest wholesale price, I will immediately ship the instrument, free, or after any amount is credited the balance may be paid me in cash and I will then ship them the instrument. They need not be known in the matter, and will be doing their friends a real service, as I shall make special offers to them, selling a superior instrument for from one-half to two-thirds what is ordinarily asked by agents. Please send me a list at once, and after you have made inquiry, you can add to it. Address,
DANIEL F. BEATTY, Washington, N. J.

DANIEL F. BEATTY'S PIANOS & ORGANS.

BEATTY PIANO, GRAND SQUARE and UPRIGHT, and BEATTY'S CELEBRATED GOLDEN TONGUE PARLOR ORGANS are the sweetest toned and most perfect instruments ever [illegible] manufactured in this or any other country. The world is challenged to equal them. Best discounts and terms ever before given. Rock Bottom panic prices now ready to jobbers, agents and the trade in general. An offer:—These celebrated instruments (either Piano or Organ) boxed and shipped anywhere, on five to fifteen days' test trial. Money refunded and freight charges paid both ways if in any way unsatisfactory. Fully warranted for six years as strictly first-class. EXTRAORDINARY LIBERAL DISCOUNTS given to Churches, Schools, Lodges, Halls, Ministers, Teachers, etc., in order to have them introduced at once where I have no agents. Thousands now in use. New Illustrated ADVERTISER, (Catalogue Edition), with list of testimonials, now ready, sent free. Established in 1856.

Address, DANIEL F. BEATTY,
Washington, New Jersey

General Business.

25 King Square,

ST JOHN.

WOOL SQUARES, CLOUDS, and BREAKFAST SHAWLS, in great variety, new, fresh and beautiful, at lowest cash prices.
WOOL and PAISLEY SHAWLS very cheap, at 25 King Square.
GREY and WHITE BLANKETS at bottom prices, at 25 King Square.
300 PIECES DRESS WINCEYS, very cheap, at 25 King Square.
70 PIECES DRESS MATERIALS, in all the leading shades, at 10 cents per yard, undoubtedly the best value ever shown in the city, at 25 King Square.
20 PIECES BLACK CRAPE CLOTHS very much reduced, at 25 King Square.
300 PIECES HEAVY WOOL TWEED for youths, boys and men's wear, at astonishingly low prices, at 25 King Square.
500 PIECES PRINTED COTTONS and CAMBRICS [illegible] cost prices, at 25 King Square.
1000 PIECES GREY and WHITE COTTONS commencing at 5 cents per yard, at 25 King Square.
The [illegible] stock of CLOTHS in the city is selling at [illegible] wholesale prices, at 25 King Square.
Every purchaser should call and see our stock before placing their orders elsewhere, as we sell genuine goods at lowest rates, at No. 25 King Square.

P. J. QUINN.

CLARKE, KERR & THORNE,

Successors to Messrs. I. & F. Burpee & Co.,

Wholesale Hardware

We invite attention of WHOLESALE buyers to our Stock of

Hardware, Cutlery, Paints and Oils, Window Glass, Carriage Stock, Undertakers' Goods and Fancy Goods.

We expect to be settled at old stand so long occupied by Messrs. I. & F. Burpee & Co., Prince William Street, in a few weeks, with every facility to enable us to please our customers. Orders by letter attended to with care.

St. John, March 10, '78.

J. M. J. Institute

OF THE

CHRISTIAN BROTHERS.

PROSPECTUS

OF ST. MICHAEL'S COMMERCIAL COLLEGE,
CHATHAM, N. B.

This College has for its object to impart to young men, together with the benefit of a Christian education, the necessary knowledge of commerce in all its branches, and whatever else may fit them for industrial pursuits.

TERMS OF BOARD:

Board for the scholastic year, payable in advance in two terms: $70; Sept. 1st $35; March 1st $35.
No deduction is made for absence, unless for exclusion or protracted sickness, that is, one month or more.
The Board dates from the 1st or 15th of each month, according as the pupil entered in the first or last half of the month.
Washing payable in advance, $1 per month.
Physician's fees, medicines, Instrumental Music, Navigation, Telegraphy, Drawing and Stationery, form extra charges.

Drawing,	$5.00	per annum.	
Navigation,	5	do.	do.
Telegraphy,	5	do.	do.
Bed and bedding,	8	do.	do.
Half-board,	2	do.	a month.

The quantity of clothing, linen, and shoes is left to the judgment of the parents.
Each pupil should have a trunk wherein to keep his clothes.
Letters and packages should be addressed as follows:—

Mr. [illegible]
Pupil in St. Michael's
Commercial College,
Chatham, N. B.

GARDEN & FLOWER SEEDS.

A FRESH SUPPLY JUST RECEIVED AT THE

NEWCASTLE
DRUG STORE,

viz: Early China, White Extra, White Marrowfat, Wax or Butter, Scarlet Runners, Horticultural, Case Knife, and Broad Windsor Beans, Carter's 1st Crop, Tom Thumb, Champion of England, Dan O'Rourke, Black Eye Marrow, Early Kent and Sweet Peas, Early York, Flat Dutch, Winningstadt, St. Dennis, Red Dutch and Drumhead Cabbage, Early Frame, Early Cluster, Short Green and Long Green Cucumbers, Drumhead, Victoria and Early Cabbage Lettuce, Cauliflower, Celery, Tomatoes, Onions, Beets, Carrots, Radish, Corn, Pumpkins and Turnip Seeds, &c., &c.

Ladies' Floral Tools, Trellises and Flower Pots.

Also, a choice collection of

FLOWER SEEDS.

Call and examine before buying elsewhere.
E. LEE STREET.
Newcastle, March 15, '78.

An Item for the Public.

THE SINGER MANUFACTURING CO., of New York, Manufacturers of the celebrated SINGER IMPROVED Sewing Machines, have reduced their prices so largely that FOR CASH, the Machines can now be obtained for nearly one half the former price. Machines can also be had as heretofore on lease or note at a small advance. Satisfaction guaranteed or money refunded. A call is respectfully solicited at the Company's Chatham Agency—THE MIRAMICHI BOOKSTORE.

GIN AND WINE.

Just arrived per "Acadia," from London.

20 HHDS. Dekuyper & Sons Geneva GIN;
50 quarter casks Dekuyper & Sons Geneva GIN;
250 green cases Dekuyper & Sons Geneva GIN;
50 green cases, 2 dozen pints, Dekuyper & Sons Geneva GIN;
20 quarter casks Richard Davies Finest SHERRIES.

JOHN W. NICHOLSON,
King Square, St. John.

Case Brandy.

1200 CASES, pints, half-pints and quarts "Martel," "Hennessy," "Jules Ruher," "Renault," and other brands. For sale low.

DANIEL PATTON, St. John.

W. W. OLIVER,

WATCHMAKER AND JEWELER,
Opposite Mr. Muirhead's Store,
CHATHAM, N. B.

Desires to inform the inhabitants of this place and vicinity, that he is prepared to execute all orders for

FINE WATCH REPAIRING.

—ALSO—

Clocks, Jewelry, Spectacles, and Meerschaum Pipes, &c, &c.

Mr. Oliver has had a large experience in the above business in the principal cities of the United States and late in the celebrated Waltham Watch Factory, and will give satisfaction to all favouring him with their patronage.

All work promptly and neatly done.
Chatham, Oct. 9th, '77.

SIGN PAINTERS wanted in every section of the United States and Provinces to answer this advertisement. Address,
DANIEL F. BEATTY, Washington, N. J.

HAMS!

A LOT of new Smoked Hams, just received and for sale cheap.
F. J. LETSON.

SIXTY-SIX SPECIMEN COPIES of our BEAUTIFUL CHROMOS free, to responsible Agents. Enclose 10 cts, with your application to cover postage. Steigelman & Co., 164 w. 6th St., Cincinnati, O. 6y3

Miramichi Advance.

CHATHAM, THURSDAY, APRIL 25, 1878.

The New Brunswick Legislature.

MONDAY, March 25th.

Continuation of Mr. O'Leary's speech:

The Attorney General had made a great deal of the platform which he constructed for the Opposition, but he took good care not to say much about the platform of the Government, the chief plank of which was extravagance in dealing with the revenues of the Province, and a reckless disregard of its industries. The hon. gentleman had argued that it made no difference whether the Lumbermen, Millowners, Shipowners, Merchants, or Farmers suffered in connexion with the depressed Lumber business; when he wanted money to support the extravagance of the Government, he would put on more Stumpage and raise it. He forgot that when the business was so depressed, the raising of the Stumpage meant a direct tax on all engaged in it, and especially on the poorer and smaller Operators, while the Farmer and Mechanic felt the pressure with almost equal force. What would be said of a Prime Minister of Canada who would stand in his place and advocate such a policy. He would not be able to keep himself in power for three months. When that gentleman came into office, there was a large surplus. Since that time the annual Revenue has been increased by an addition of $150,000 on Export Duty account, and over $100,000 were raised off the Lumber lands. Besides that some claims for old iron, etc., amounting to about $40,000, had been paid, and yet the Province was going behind year by year. Where had the money gone? and what was to show for it? There was a Normal School at Fredericton—a work which should not have been undertaken before other works to which the Government's honor was pledged—a Suspension Bridge at St. John and a Bridge at Woodstock. How is it that while the Provincial Secretary said, in 1874, the Province would have a balance of $130,000 annually to meet Railway liabilities, it was going into debt, instead?

The Attorney General had tried to make it appear almost a crime to speak of the Returns of the People's Bank not being brought before the House, and he tried also to make the House believe that the Directors were thereby attacked; but it must be remembered that the law required the Return to be made, and that it was the only check the House had on the Government's financial statements. The hon. gentleman also made a great point of the late Consolidation of the Statutes costing some $2,000 less than the former one; but he conveniently forgot to state that this House made the Revision, which was the work of the Commissioners in the other case. If he would add the time the Legislature spent over the work—say thirty days, at about $300 a day—he would find that the last consolidation was, by far, more expensive than the first, and that the Government could not claim to have economized in that matter.

Respecting the Attorney General's claim that Lumber Operators were paying $1.50 and $1.75 per thousand Stumpage on private lands on the Miramichi and elsewhere, he had only to say that the hon. gentleman knew how much more valuable and easy of access these private lands were. The private companies and the Riviere du Loup Railway Co. had secured the best lands of the country, and though the Stumpage on them was higher than that on Crown Lands, yet it was cheapest in the long run to pay it.

He was glad, however, to hear the Provincial Secretary claim that the financial condition of the Province was once more prosperous. As that was so the drawback which had heretofore prevented the carrying on of necessary Public Works was removed, and the Government would not now have the excuse of a low treasury for refusing to enter into the obligations to which they stood pledged. There had been enough of delay in connexion with making the contract for the Richibucto Railway and he intended to press for an answer on that subject. It must be given squarely too—yes or no. In his Budget speech the Secretary had said figures were dull music. He thought so when he heard him dealing with them, but he remembered a time when he had come to the Legislature, green in the ways of politicians, when he thought differently. That was in 1874, when the figures of the Secretary were music in his ears, and when his voice seemed the voice of inspiration.

He must here say, on the subject of the Crown Lands leases that the five years lease was an injustice to the country. The Government had no right to lease the lands of the Province to any class of men for five years, for if lumber went up and the trade received a start now, and large capitalists might desire to go into the business they would be shut out by the lands being locked up. These monopolists had also driven out the small operators. The note system also was a very bad one. It was all well enough while the amounts were small, but when the operations were large and notes for $10,000 or $15,000 were given there was an element of danger in it. If a crash in the trade came, as it might come—for there were times when waves of disaster swept over the country—of what value would these notes be? The Surveyor General had said he had but $2,000 of notes uncollected, but it should be remembered that the operations had been small and the notes, therefore, more easily collected. And supposing some of these large operators got seats in the next House, how easy it was to understand how their large liabilities to the Crown Lands Department might place them in the power of the Government, and how the note system might then be turned into the means in the hands of the Government for corrupting the members of the House against the interests of the people.

The Secretary in introducing the Railway Bill had said in 1874 that $475,700 would be enough for the ordinary services of the Province each year, and that there would be a sum much more than sufficient, each year left in the treasury to meet the Railway liabilities. He would read what the Secretary then said:—

> The income of the Province, at the present time, not including the $10,000 from the Dominion for immigration purposes, is $552,000, and the expenditure for 1874 is estimated at $521,000. From the latter sum deduct charges which, if Railways were built, would not be a part of the ordinary expenditure, and other items, not ordinary expenditure, viz:—Immigration $22,000; Steam Navigation now $19,000 reduced by $12,000; County Surveys $2,300; excess of vote for General Elections $5,000; Loan to the Agricultural Board for Stock $4,000; making in all $45,300, leaving expenditure at $475,700, and giving an annual surplus of $76,300, which amount represents a capital of $1,271,666. The amount of indebtedness assumed by the Dominion is $8,176,680, and the amount of the Debt, as stated by the Dominion Account, is $7,680,000, from which deduct for Eastern Extension $150,000, and for Western Extension Stock $300,000—$450,000—omitting for the present Saint Andrews Railway Stock, leaving the debt to stand at $7,230,000. To this add the amount of liability for the Albert Railway—$380,000—and the Debt would stand at $7,610,000, which deducted from the indebtedness assumed by the Dominion, leaves $566,680. To this add the Balance in hand—$150,000—and the amount of Capital represented by the annual surplus, as above, viz: $1,271,666, and we have $1,989,000. As the 300 miles of Railway will only be in fair progress when the next Census is taken, we may add the increase of income resulting from the increase in Population which, at the rate of increase during the past years, will be $32,000. This represents a capital of $533,333; adding this amount to the $1,989,000 we have $2,521,699, to meet Railway Liabilities to the amount of $1,500,000. Again, if the $63,000 a year be not continued after 1877, we would still have sufficient without drawing on the Crown Lands, to meet the Railway Liabilities, and we would only be called to draw on the Crown Lands in the event of the failure of our just expectations. In reference to Eastern Extension and Western Extension Stock, the reduction of $22,000 for Immigration would appear necessary only in the event of the withdrawal of the Subsidy of $63,000 expiring in 1877. By the 300 miles provision in the Bill, all are put on an equal footing, and it is a spur to those contemplating the construction of any of the lines to commence operations as soon as possible. He hoped the result of the passage of the measure would secure the construction of all lines, and the consequent good results that must follow so general an opening up of the country.

He would ask what had become of that policy now? There was no expense on Immigration account, although the expenditures under that head had been so ruinously large, heretofore, and Steam Navigation was very much reduced. It was only four years ago that the Province was to have an annual surplus of $76,300, and yet, with the two expenditures referred to so very much reduced, and with a vastly increased Revenue on account of Stumpage and the Export Duty Subsidy, the Railway policy seemed to be repudiated. The House had been told that the Crown Lands Revenue could be put aside to meet Railway Liabilities, but although those revenues were much larger than was then expected they were not touched for the purpose promised.

In that same date of 1874, also, the Attorney General said:—

> Those who desire to build the Roads say $5,000 is enough, besides, the 3 ft. 6 in. gauge may be accepted under this Bill. He believed that when the 300 miles were undertaken the Legislature would see that it could assist the remainder as contemplated.

Where, he would ask, was that policy now? The Attorney General had also said:

> The people, too, seeing the limitation, will be spurred to work and as all start fairly no Company can complain if its claims are remitted through its own inaction. No Company will go to much expense before a Contract is entered into with the Government.

But it was only the other day that the Attorney General said the Richibucto Company had no right to go to any expense before the Contract was entered into. He well remembered how members of the Government had encouraged delay in getting the Richibucto Railway under Contract by telling the Kent people that if they built the Shore Line, they could get the Subsidy of $10,000 per mile under the Lobster Act the same as the Albert Railway. The steps taken to obtain a Survey of the Shore Line were well known, the cost of that work being $1,800. When that survey was made both companies came to Fredericton and presented their claims. The Southern men were told that their means were not, in the estimation of the Government, sufficent to accomplish the work. That was on the 17th January 1876.

The next thing to which he would draw hon. members' attention was an official letter from the Provincial Secretary of the above date addressed to the President of the Richibucto Railway. He would read it:

> SIR:—The Lieutenant Governor in Council having had under consideration the application of the Northern Railway Company, Kent, I am directed to say that the Government will be prepared to enter into a Contract with that Company for the building of a Line of Railway from the Town of Richibucto to some point on the Intercolonial Railway in the Parish of Weldford, to be approved of by the Governor in Council, upon the Company furnishing satisfactory assurance of their ability to construct the Road.

In connection with this letter he would refer to the remarks of the Provincial Secretary the following Spring, who in his place in the House said—

> "The Northern had been assured that as soon as they displayed ability to build, the Government would enter into a Contract with them and so soon as they got a formal assurance of the iron promised this would be done."

What were the facts? The iron was obtained and then the Company went to the Government for their Contract and were told the financial position of the Province was such that they could not go on with the Road. Now, however, the finances of the Province were stated to be in a flourishing condition and he held that the Government was bound, in honor to enter into that Contract. If they did not they must lie under the charge of breaking their pledged word and dragging the pledged faith of the Province in the mire.

In his speech this Session the Secretary said the Province would have a Railway Liability of $800,000 but he made no further allusion to the Roads. How different from 1874 when he claimed that the Province had ample to build the Roads even if none of its claims on the Dominion were met or the Special Subsidy of $63,000 continued!

When he remembered how Kent was treated in the matter of locating the Intercolonial Railway and when hon. members reflected on the course of the Government towards the Company, he felt he would be pardoned for being so much in earnest. He would ask if it was honorable for the Government to lead the Company into the engagements it had entered into and then, at a mere whim, go back on its promises. They got the assurance from the Government individually that the Contract was to be entered into and they engaged a young man from Charlotte County, who was once a Member of the House and a supporter of this Government, to build the Road and although it was said that this Engineer, John C. Brown received a telegram from the Charlotte member of the Government advising him not to go on with the work until the Contract was signed, yet that was a private communication and not official.

If such matters as that were to be brought up to defend the course of the Government, he would go into similar evidence and show that the Contractor had not only the official records of the Government to justify him in going on, but also the personal assurances of members of the Government. In June, 1876, one member of the Government took one of the Contractors around to merchants of St. John—such as Messrs. Everitt & Butler and I & F. Burpee and introduced him as the gentleman who was to build the Richibucto Branch Railway, the Contract on which was to be entered into in a day or two. This gentleman got some $4,000 or $5,000 worth of goods and took them up on the line, where he built shanties for his men and commenced work. More than that—another member of the Government wrote Mr. Brown, telling him an Order in Council had been passed that the Contract should be signed, and recommending a friend, or friends of this member of the Government for a sub-Contract at a paying figure. Still further; a member of Government telegraphed Mr. Brown to meet him in St. John and a meeting took place at which two members of the Government induced Mr. Brown, in view of his being about to receive the Contract from the Government, to cancel a private claim which he held against them. These were facts which he challenged the Government to confute!

Mr. Brown had expended and now owed a large amount of money—his total outlay being between ten and twelve thousand dollars. As he said before, this young man was a supporter of this Government when he was in the Legislature, he helped to keep them in place and power and he would ask if they now intended to turn upon and ruin him? He was just starting out in life and would the Government, by breaking faith with the Railway Company and the members of the Government—forgetful of their obligations and assurances given in private to Mr. Brown—drive him into Bankruptcy and wreck the prospects of his life? Had he (Mr. O'Leary) the legal training of his honorable friends he felt that he had a cause in this matter which would wring from the House, as a jury, a unanimous consent that justice should be done and the Contract for the Richibucto Railway entered into in discharge of the Government's solemn pledge.

It might be said to him that he once voted with the Government. That was true, but he did it at the earnest request of a large number of his friends in his County, who said that the Government had always reproached them with the fact that both the Kent members opposed them and that, therefore, they could not expect much of the sympathy or assistance of the Government in the matter of their Railways. He had wanted to take that ground from under the feet of the Government and he felt that although he was not in accord with it he would once give his vote against his convictions for his County's sake and in the hope of obtaining justice for her in the matter of her Railway.

He must here offer his sincere thanks to those members of the Upper House who, the other day, said that the Richibucto Railway was the one which now had the strongest claim and should have a Contract.

MR. SPEAKER.—The hon. gentleman must not refer to anything that may have transpired in the Legislative Council.

MR. O'LEARY.—Well, it was out, anyhow. No doubt the Government was determined to punish his County because his colleague and himself could not see their way clear to support them. The members of the Government divided the Railway moneys around among their own Counties pretty well. There was the Chatham Branch in Mr. Kelly's County, the St. Martins and Upham in Mr. Crawford's, and the Grand Southern in St. John and Charlotte—all of which had members in the Executive. In Albert there was a little Road under the Act of 1874 and there was, at least, one strong supporter of the Government from that County. He did not find fault with the Government for building the roads referred to, nor with those Counties or Companies for securing them. That was their own business whether some of the roads thus undertaken would pay or not, but he felt it was a gross injustice that his County should be discriminated against, apparently because he did not see his way clear to support the Administration of the day in everything.

He found that since he took an active part in connection with the Gloucester and Sunbury seizures matter when it was in Committee (although he was not in the House when the debate was going on) he had been the object of political persecution. The Secretary stated that matter to be in the same position as the Acadieville Seizures, but it was not so. In Acadieville the logs were hauled by poor Frenchmen for the purpose of getting the means to buy bread for their families, and although it had been said that he profited by that transaction he would declare here, in his place, that it caused a loss to him of over $2,000. To show that some members of the Government had pursued him with political hatred he might mention that his colleague and himself had been promised that persons recommended by them to the Government would be appointed Parish Courts Commissioners. But other persons were appointed instead. Two of the persons the Government appointed resigned and the offices in those Parishes were vacant ever since, the Parishes being thus placed at a disadvantage. If any expenditure was to be made in the County it was a notorious fact that persons were brought in from outside to make it and even a Charlotte Scaler was sent over to do Government work in the County two years ago, and last year it was a Northumberland man. The County was almost completely ignored in the distribution of Public Expenditure although she contributed so largely to the Revenue. The Crown Lands Department estimate of the Stumpage, to be collected there, this year was $24,000. It might be argued that the Lumber did not belong to Kent, but to the whole Province, so he would say, then, that he was willing she should only receive credit for what her Population would entitle her to of the Crown Lands Revenue. Her share of the Dominion Population Subsidy would give her $16,000; her proportion of the Export Duty Subsidy would be $11,000, and her Stumpage tax $24,000—would provide $51,000 which she ought to have as her fair share of the revenue of the Province. If she only got her share of the Stumpage on a population basis, she would have in the vicinity of $40,000. Now what did she receive? Her Great Roads bye-Roads, and Free Grants Settlements got $13,210, leaving even on the lowest basis of calculation no less than $27,000 which she contributed to other Counties' services—their Railways and other Public Works. It was natural that his colleague (Mr. Johnson) should look closely after and feel a deep interest in all that concerned the French people and their wants. Most of these people—as stated in the Agricultural Report—were easily satisfied, but it was a fact, that in many cases, they were much slighted by the Government.

Mr. O'Leary here read an extract from the Free Grants Act under which the Government is required to lay out roads in lands located thereunder, and said that on one tract near the Intercolonial—Rogerville—there were no less than sixty settlers who had not a rod of road made for them, and who were obliged to depend on the kindness of Railway men to get flour or other articles conveyed to them. As Mr. Johnson had said the Government had built roads for other settlements, and they should do so also for these people. This was a case in which the Surveyor General had failed in his duty, although he appeared ready to protect the Acadieville Settlers, a little late in the day, in the matter of the trespasses referred to earlier in the session.

Mr. O'Leary next went into details connected with the Acadieville trespasses, showing by correspondence between the Crown Lands Department and Mr. George McLeod, etc., that some of the Lots referred to, after being allotted, were advertised in the *Royal Gazette*, the privilege of lumbering thereupon being sold to Mr. McLeod. The mistake being discovered, the Surveyor General wrote to Mr. McLeod, informing him that he must not cut Lumber upon certain lots (naming those allotted to Settlers), as they belonged to Settlers under the Free Grants Act and that a proportion of the Mileage paid lay subject to his order. Notwithstanding this, Mr. McLeod cut lumber on the lots referred to, whereupon the Department seized it and did all in its power to protect the Settlers' interests. Among the correspondence read by Mr. O'Leary, there were letters from Mr. McLeod protesting against the Free Grants system, which he said was interfering with the Lumber operations by threatening to cut off his supply of lumber, for the Settlers were disposed to allow the trees to stand, and if the lands on the south of the Kouchibouguac were granted to Settlers it would ruin his milling business. The Surveyor General gave assurance that certain tracts in that locality would not be granted to Settlers. A letter from Mr. McCallum, who was sent by the Department to look after the matter, showed that Mr. McLeod's men had, at times, committed wilful trespasses, going so far as to enter upon improved lands of Settlers and cutting trees specially reserved by them, which they hauled away before Settlers' eyes. The Settlers were powerless to protect themselves, and were told that Mr. McLeod could only be made to pay for trespass which would amount to double Stumpage, which he was willing to pay.

This kind of work, however, Mr. O'Leary said was ruinous to the Settlers, who desired to husband the Lumber on their lots, so that they might get the full benefit of it by cutting it from year to year themselves, thus securing employment and sustenance for themselves and their families. These trespasses, however, were sweeping the Lumber away from them and the double Stumpage was not an adequate recompense. This was what his colleague complained of, and it was not to be wondered at that he did so.

Returning to the subject of the Railway, he referred to speeches of the Secretary last year in which he said that at the time the Subsidies Act was passed in 1874, it was not contemplated that some of the roads provided for would be more than commenced in 1881. The Secretary must, and the Government then must have been insincere when the Act was passed, for it was expressly provided therein that the Roads contemplated must be commenced before 1879. In view of this, surely the Government's Railway policy was a misleading one! But the Secretary said also last year that it was impossible to foresee that the Dominion Government would step in with its aid in the way of Rails to be loaned to the Companies, and yet in his speech of 1874 according to Smith's Official Report he said it was only reasonable that the Dominion Government should step in and aid these roads.

Respecting Government expenditures in Kent, he said the Chief Commissioner seemed to be the only man among them who was disposed to give fair treatment to the County. Perhaps Kent did not get justice on her By-Roads, yet he supposed she got her fair share of that Grant.

It was useless for him to condemn the Agricultural Report, for the Government itself had already condemned it by suppressing the first edition and issuing a second. He observed that the Agricultural Grant for this year was $22,000. He was glad to know that so important an interest was receiving increased attention, but before new burdens were assumed old obligations ought to be cancelled. If the Government continued to treat John C. Brown as they had done, he thought that gentleman's friends in Charlotte would resent it upon the Surveyor General at the coming elections. He must quote another bit of evidence against the Government in the matter of their sincerity in the position they now took respecting their non-fulfilment of their pledges to the Richibucto Railway Company. The Attorney General, who had opposed the incurring of railway liabilities in 1873, said in 1874:—

> "The reason why he claimed last year that Railway Bills should be brought down singly was because of the straitened finances of the Province. That was why he was against a 'broad and comprehensive' Bill last year. Now our circumstances are changed. The Province was going behind at the rate of $40,000 a year when the Better Terms claims were made. We were then using all our income, and drawing on our Surplus of $300,000, and we cut down the latter to $40,000 in six years, or had used $35,000 a year more than our annual income. The items of increase, since Better Terms claims were made, are,—Census, $26,000; Export duty, $90,000; Territorial and Casual Revenue, $10,000 (though the latter might be more properly called $14,000); increased Debt allowance Interest at 5 per cent, $35,760. These four sums made $161,760 a year, apart from an advance of $4,000 additional on Casual and