



THE UNION ADVOCATE, WEDNESDAY, AUGUST 15, 1883.

The Union Advocate.

Established 1867.

NEWCASTLE, MIRAMICHI N. B.

WEDNESDAY, AUGUST 15, 1883.

THE VALLEY RAILWAY.

PUBLIC OPINION IS NOW PRETTY WELL

worked up in connection with this enter-

prise, and various are the conjectures as

to what the final result will be—as there

are now two companies anxious to se-

ure the contract for its construction.

When the choice of one of the routes is

to be decided upon, as in the present in-

stance, it should be the aim of the Local

Government, as well as the Dominion

Government, to aid the best route, the

one most calculated to secure the results

for which such a line is intended. It

should also be the aim of the newspapers

in securing the most advantageous

route. We regret to find that the Cham-

plain Advocate is endeavoring, by a policy

of abuse and misrepresentation, to divert

public attention from what should be the

all-important consideration—the choice

of the best route—in the vain attempt

to show that the Company which is now

soliciting to construct the line by the route

along the northern side of the South

West is a bogus affair. Such a statement

from such a source carries with it no

weight in this quarter, but is calculated

to mislead outsiders, who may not know

that the statement is as wild and as de-

voted of truth as many other statements

against political opponents by the same

reckless and unscrupulous writer, who

nevertheless prefers to adopt this course

knowing that a comparison of routes can-

not result favorably to those whose cause

he espouses. When this Valley Railway

was under consideration in 1875 some of

the papers in other parts of the Province

called attention to the project, preference

being given to Route No. 1, which runs

along the northern bank of the South

West. We reproduce an extract or two.

(Fredericton Reporter, January, 1875.)

"A number of influential gentlemen at the

North have earnestly taken the matter

of the construction of a railway from this

city to the Miramichi, and are now

endeavoring to secure the route which

constitutes the shortest route from Europe

to the Western coast of the Province.

The route which is now being advocated

is a route which is not only longer, but

more circuitous, and more expensive, than

the route which is now being advocated.

It is only a week or two since that the

Advocate editor displayed his ignorance

respecting a leading manufacturing busi-

ness on this river by stating that the

company which is now being advocated

is a bogus affair. It is not only a

misstatement, but it is a misstatement

of the gravest kind. It is a misstate-

ment which is calculated to mislead

outsiders, and to do injury to the

cause of the Valley Railway. It is a

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THE LONDON AND WESTMINSTER INVESTMENT COMPANY.

THE PROSPECTUS OF THIS COMPANY,

THE HEAD OFFICE OF WHICH IS IN LONDON,

ONTO, AND WHICH IS ALSO TO HAVE AN

OFFICE IN ENGLAND HAS BEEN ISSUED.

THE AUTHORIZED CAPITAL IS \$2,500,000,

DIVIDED INTO 25,000 SHARES OF \$100

EACH. THE COMPANY HAS A RIGHT OF

PREFERENCE TO TAKE UP TO \$500,000

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Fishing on the Restigouche.

METROPOLIS, August 28, 1883.

Salmon fishing continues good on the

Restigouche river, although the season

has not been so successful as last year,

and consequently the water somewhat muddy.

The Fishery Commissioners of New

Brunswick, Mr. Phair, of Fredericton,

and Mr. Robertson, of St. John, are

visiting the river, and are making a

report on the state of the fishery.

They have just returned from the

Restigouche, and have gone up to the

mouth of the river, and are making a

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The London and Westminster Investment Company.

THE PROSPECTUS OF THIS COMPANY,

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ONTO



