

nal corporation was sustained by this vote. What will be the result of the present proposition? It will be that another road will be built parallel to this road, and as stated by the hon. member for East York, it is a direct continuation of the policy of the Minister of Railways to build competing lines of railways along side of each other. He is now actually going to build these two roads in competition, though I believe the claim of the inhabitants of the southern portion of the county is as much entitled to consideration as those on the north, and the farmers and the lumbermen there are as poor as those on the other side of the river. The telegram which has been forwarded to the hon. member for West Durham and myself is signed, I believe, by a large number of gentlemen supporting the present Government, among them being Mr. Mulbrook, Mr. Gillespie, one of the members of the Local Government, and also a supporter of my hon. friend, and a number of others. But this is not acquisition of party politics. The matter was decided in good faith by a large majority in the Legislature, and after having entered into a contract and gone to a great deal of expense, for I find by this telegram that the rail have generally been purchased, it seems to me that it would be a very just ground of complaint if that subsidy were withdrawn and the Government should undertake to build a branch line parallel with the other road and competing with it in the territory of the County of both roads. It seems to me that these parties have a right to be heard; they have a right to complain that the subsidy upon which they reorganised the company and entered into engagements with the Government should now be withdrawn, and that the Government should grant \$140,000 for a line of fifteen miles, when they undertook to build for the \$102,000, which was granted last year, a road 22 miles in length.

Mr. MITCHELL. I omitted to state to the House that the subsidy granted last year was supplementary to the Local Government subsidy, and that the Act of the Local Government in granting that subsidy was to bring that railway to the Parish of Southack, which is on the north side of the river. I do not wish to introduce politics into this question, but I know that a change of Government took place and the hon. gentleman who took the case was the hon. member for the County of Northumberland, and the hon. member for the County of West Durham, and the hon. gentleman who took the case on the other side of the river, in accordance with the Subsidy Act. That is what they did, and they did not strike a blow, and they did not strike a blow above in the north, and I do not strike a blow above in the south. When the Government came in which is hostile to the present Government, they altered the subsidy and transferred it to the south side of the river. These are facts which the hon. gentleman cannot dispute, and if he does dispute them, I know that there is an hon. gentleman in my eye who is prepared to corroborate what I state. Mr. LANSDOWN (Keen) do not wish to enter into the dispute between these two parties, one of whom contends that the north side of the river is the better place for the railway, and the other that the south side is, not knowing which would be preferable to a majority of the people. But it may be well to state that the act of the Local Legislature, passed in 1882 was passed, and the line that was authorized was from the city of Fredericton to the parish of St. Mary, in the county of York, passing through the counties of York and Northumberland, and some point on the Intercolonial Railway, either in the parish of Derby or the parish of Southack, in the county of Northumberland, and thence, as I believe, to Beaulieu's Ferry, called 'St. Mary's.' Now, I want to draw the attention of the Committee to this fact—that these words bring the terminus of railway between the two rivers, which is contrary to the statement in these telegrams. That was the line adopted by the Legislature of New Brunswick in 1882. Then, I believe, two companies were incorporated— one of which obtained authority to build this starting from the town of Chatham, having no subsidy; the other starting from this subsidy. Then there arose a rivalry between the two companies; and what amount of litigation there was, or what the result was, I am not prepared to state. Mr. WILSON. The court decided that was only one company—that which was organized by Mr. Gibson and Mr. Mulbrook. Mr. LANSDOWN. I am willing to accept the hon. gentleman's statement, that the company organized by Mr. Gibson, which is the same company that bought these rails and entered into these arrangements, was the company recognized by law. What did that company do? Last summer, while this subsidy Act was in operation, which provided that the line should go between the two branches of the Miramichi, they entered into a contract for the purpose of building that road; and what sort of a contract did they enter into? I think I can safely assert that the contract was in accordance with the terms of this subsidy, and provided that the road was to go between the two branches of the river and not the south side, contrary to what they represent now in these telegrams. If that was their contract, why should they make that contract for 600,000 tons of rails for a railway in another place. I know that, within the last month, the Local Government obtained a vote from the Legislature, authorizing them, if they thought proper, to change the terminus to the south side of the river.

Mr. WILSON. The original Act passed in 1872, provided that the road should go to the town of Chatham; and the question arose in the last Session of the Legislature when the Act of Incorporation of the terminus should be changed. That was the contest in the lower House at Fredericton, and by a vote of 25 to 8 the House decided that they would not alter the Act of Incorporation, but altered the terminus. Mr. LANSDOWN. I have not seen the Act of this Session, as it has not yet been printed; but my opinion is, that all the Legislature did was to make it optional as to whether the Local Government should apply the subsidy to the road going between the two branches of the river, or to a road going to the south side of the river. The hon. gentleman speaks of their getting a majority of twenty-five to eight. How did they get that majority? Why, be-

cause they said, 'We do not intend to change the terminus. It may be best to go between the two branches of the river, but surely, the Government said, you will give us the privilege of making it optional where to apply the money. But what I want to show, is that the Act of the Local Government was to make the company build the road between the two branches of the river. I think it was only right that I should explain this to the Committee, in order that they might understand the true nature of the contract entered into.

Mr. MITCHELL. I wish to say one word here, by way of explanation. The hon. gentleman has spoken of a division which took place in the County Council in January last, when this question was raised before the people. In the County Council, with twenty-six members present, representing every division in the County, when the question came up where the line should be, a decision was given in favour of the north side, by a vote of nineteen to seven.

Mr. WILSON. The Local Legislature has in good faith, by a large majority, entered into a contract and gone to a great deal of expense, for I find by this telegram that the rails have generally been purchased, it seems to me that it would be a very just ground of complaint if that subsidy were withdrawn and the Government should undertake to build a branch line parallel with the other road and competing with it in the territory of the County of both roads. It seems to me that these parties have a right to be heard; they have a right to complain that the subsidy upon which they reorganised the company and entered into engagements with the Government should now be withdrawn, and that the Government should grant \$140,000 for a line of fifteen miles, when they undertook to build for the \$102,000, which was granted last year, a road 22 miles in length.

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MIRAMICHI AND THE NORTH SHORE, ETC.

MIRAMICHI COUNCIL, No. 441, Royal Arcadia is to have a special meeting, meeting tomorrow evening, and all members are requested to be present.

JEFF COHAN'S Hibernal and Health and Howard's Star Specialty Company are to appear at Macdonald Hall, Chatham on Wednesday evening next. Mr. Cohan is a great favourite here and the organization has a great prospect in him.

To LETTER.—It is stated that J. Woodford Smith, Deputy Provincial Secretary, will shortly return from office on account of ill health and that he will be succeeded by R. W. L. Tibbits, M. P. for Victoria. Mr. Smith has done faithfully and well for the public and will be missed by a sufficient and worthy young man.

BITTER.—There is a great display of animosity on the part of the Moncton Times towards the 'Freemasonry' rather than towards the editor of the 'Freemason'.

Obituary.—Of the demise of the St. John Evening News will no longer appear upon our table. It has been obliged to succumb to the hands of the late proprietor, who for several years has struggled manfully to establish his business upon a footing which would enable him to give the fair, everybody will feel the warm sympathy. It has not been for the first time that the News has succumbed.

While we cheerfully bear testimony to the industry and perseverance of the 'News' and sincerely regret that he is obliged to give up publishing the 'News,' and while that paper will be much missed by many—old and new—we say nothing more than we wish that the 'News' might have been carried on in a more satisfactory manner.

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were adorned. Several pots of beautiful Primroses and other plants, and a Calla Lily upon the Post were greatly admired.

At St. Paul's, the state of the travelling was unfavourable to a large attendance. The service was at 11.30 a.m. and consisted of Morning Prayer, Holy Communion and Sermon by the Rector. The choir and Passionists proceeded to the church for the singing of the Mass; and the service was comparatively good.

The special offerings at the services amounted to \$21.63.

On Easter Monday, Morning Prayer was said at St. Paul's at 9.30 a.m. after which the Passionists proceeded to the church for the singing of the Mass; and the service was comparatively good.

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noticed. Our Fredericton correspondent telegraphed us late last night what we think will be found to be the effect of the changes. Particulars will be found in our telegraphic columns.

The telegram referred to in the above article is as follows—

FREDERICTON, April 15.—The proposed extension of the Miramichi Valley Railway from the Dominion Government, as disclosed by Sir Charles Tupper's notice of resolution, published in this morning's paper, give little encouragement to people here who have been anxiously waiting to see a concrete assistance given to the enterprise. Our Local Government, without let or hindrance, by conditions the only organized company known to be able to build the road, granted a subsidy of \$2,000,000 a mile to the railway. The special offerings at the services amounted to \$21.63.

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