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Miramichi Advance. CHATHAM, N. B., FEBRUARY 3, 1898.

Halifax and Railway Freight. The "coddle and pumper" system has been so long followed in the running of the Intercolonial Railway, to the advantage of Nova Scotia interests and the cost of the remainder of the country, that attempts to change it and place the management of that road on a commercial basis, meets with a shriek of protest from the people and press of that aggressive little province, regardless of equity or reason.

Persons who live outside of Nova Scotia cannot understand why special exemptions and privileges are claimed by Nova Scotians on the government railway, as well as lower rates than those ruling in other provinces through which it runs. It was long a puzzling problem that Nova Scotia long carried westward at such low rates as to cause the greater part of the deficit which has been a serious and almost regular annual feature of the railway's management, and we could not, in this part of the country, understand it, until we endeavored to have lumber carried to St. John by the returning empty coal cars, and found we could not have it done, although our shippers were willing to pay higher rates per ton, per mile, than were charged on coal. The explanation was that the low coal rates were in the nature of protection or a bonus for the Nova Scotia coal mine people, whose friends or associates in the government at Ottawa were sufficiently influential to have that particular Nova Scotia industry treated with special favor.

Our friends of the sister province, however, are learning that the special rates are not to be continued for the special favors they have so long enjoyed, but to be content with the treatment which other members of the confederacy receive in railway matters.

Perhaps Nova Scotians should not be judged in such matters by ordinary standards, because they were very badly trained, or rather spoiled by their rulers in the early history of their railway. As an example of this, we may mention that for some time after the road was opened from Halifax to Windsor, resort was had to unusual methods to induce farmers along the route to use the line for transporting their produce to the market of the former city. They were willing to go far if they could do so on their own terms. They seemed to think that as the government owned and operated the road and represented the people, and as they were the people they ought to travel free. At last, however, they were induced to understand that they were a little wrong in this, and they modified their views of the subject to the extent of offering to pay their own fares as passengers if the railway would take their horses and wagons along without charge. The political managers of the railway tried to "dicker" a little, and suggested that they would carry the produce free, leaving the horses and wagons behind, as being unnecessary. The independent voters, however, pointed out the fact that the Halifax railway station was at least a mile and a half from the parts of the city where they were accustomed to dispose of their products, and they insisted on being accompanied by their horses and wagons, in order that they might use them in going into and about the city. So the railway surrendered, and for quite a time it was not an unusual thing to see carloads of dead head horses and market wagons rolling into the Richmond station, the railway receiving only the passage money of their owners.

Of course, they have learned since those good old days in Nova Scotia that railways cannot be maintained in any country under such conditions, but there seems to be something of the old spirit yet in Halifax, for its Board of Trade, its Mayor and others in prominent positions have been going into hysterics because the management of the Intercolonial would not carry freight between that city and Montreal, and other points west at precisely the same rates as between St. John and the same western points. In other words, they demanded that the government should haul freight an extra ninety miles for nothing!

It is high time that such unbusinesslike demands were firmly resisted, Halifax has its natural advantages as an ocean terminus, and in certain important branches of trans-Atlantic traffic, has St. John at a discount, but it is childish and absurd that its people should ask the taxpayers of Canada to practically subsidize their city to the extent of two cents per hundred pounds in order that through ocean freight may seek its tonnage at that port instead of St. John. The people of the Dominion are, perhaps, willing to pay something for the sake of having western shipments for Great Britain find their outlet through their own ports instead of through Portland, New York or Boston, but they are certainly not willing to pay something additional in order to handicap St. John in the interest of Halifax in such a matter.

DOMINION PARLIAMENT opens to-day. Dominion Interests and Imperialism. "Commerce" a leading London trade and industrial journal, in its issue of Jan. 12th gives an interesting account of a dinner of the Article Club, which was held at the Hotel Cecil under the chairmanship of the Club's new president, Sir Hon. Lord Strathcona and Mount Royal, G. C. M. G., Canadian High Commissioner. A distinguished group was present including Lord Strathcona, Hon. W. Borden, Canadian Minister of Militia; Hon. Chas. Duff Miller, Hon. W. Pender Reeves, Agent General of New Zealand; Admiral John Ingles; His Excellency, Mr. Mijatovich, Serbian Minister and about two hundred others.

Referring to the speech of the Canadian Minister of Militia and Defence Commerce says:—"It was one that powerfully impressed those who were privileged to listen to it, and showed that the serenity in government by men of whom she and we may well be proud. In speaking of Imperial defence he had a word to say by an incautious word he should betray some 'faint heart', or tread upon some 'others' who would not be glad through excess of reticence to walk with their eyes. But he said enough to show that the Dominion of Canada means to look after herself in the event of any war, and that she is taking efficient steps to make them aware who may rashly enter into a quarrel with her. The Mother Country, too, may rely confidently upon the help of her offspring in time of need. Mr. Mijatovich, in his speech on liberty and justice are the keystones of British policy, and that in the love and devotion shown by the Dominion of Canada, rightly viewed, out true first line of defence."

Mr. R. W. Wallace, Q. C., proposed the toast of "our colonies", and made an excellent introductory speech which was closed by saying that "as there were so many representatives of Canada present, he wished to say a few words on the Dominion. He believed there was a tremendous future for Canada, which would become one of the great centres of industry for the whole world. (Hear, hear.) They had in Canada enormous sources of power, and the increased use of electricity would carry industries from the coal-fields to the mountains and to the coast. He had very much pleasure in having the opportunity of responding to the toast, and of acknowledging the very hearty reception which had been given to the Dominion of Canada. He joined with Mr. Wallace in his sympathy with the West India, which had recently been the subject of very troublesome times, and he quite agreed with his suggestion that Britain should not forget the West Indies in the time of their necessity. There were many things in which some of the money which Great Britain had derived as a result of the business on sugar in the West Indies might be expended for the benefit of the West India colonies. For instance, as a New Brunswicker, he would like to see a benefit conferred upon both colonies by the subsidizing of a steamship line between his colony and the West Indies. There were many products of New Brunswick and Canada generally which the West India require, such as lumber, fish, coal, and the products of the Dominion. He was glad that it had now come to Canada's turn to be thus regarded as a gold-bearing country. However, gold was not the only thing which Canada produced in large quantities, for, amongst other things, it could boast of the finest climate in the world. The things that were attracted there might not get gold, they would find something even better and more precious, namely, happy homes. (Hear, hear.)

There was another speech of British Imperialism. Imperialism is not a new thing, and wherever the British flag was hoisted it carried with it a condition of co-operation in establishing perfect freedom, and a right to the same. But what was the most noticeable feature of British Imperialism was that it recognized the right of the colonies to be treated as free and equal citizens. (Applause.)

Referring to Mr. Miller personally Commerce says:—"It falls to the lot of few colonial agents-general to possess such an intimate acquaintance with the respective colonies as is the case with Mr. C. A. Duff Miller, one of the speakers at the New Year's dinner of the Article Club." Commerce sketches Mr. Miller's business career and the active part he has taken through the press in the work of carrying out his and its trade interests known to him. It is a matter of gratification to Mr. Miller's many friends in New Brunswick that he is making so excellent a reputation for himself as the agent-general of the province, while his success in the position shows that the government exercised sound and discriminating judgment in choosing him for the office.

Snow Blockade and Intense Cold. The present winter gets far to weaken the popular idea of the old fashioned article-like Labrador herring—a thing of the past. It had been a long time for the "old timers" to say that we have, now-a-days, neither the old nor the snow which characterized the Miramichi winters of thirty, forty or fifty years ago; but after the experience of the last ten days that kind of assertion goes for nothing. Snow is at more than a depth of an inch on the level and the gales which accompanied it when it came banked it so high and deep that the difficulties of travel and vehicular traffic have about reached the maximum. The storm of Sunday, 22nd inst. was bad enough, but that of Tuesday, 23rd inst. was far more so. A heavy snowfall was accompanied by a blizzard of the most pronounced character, not because the snowfall was unusually heavy—but by reason of the accompanying gale which piled it up in the railway cuts, on the streets and, in fact, in so many places where it had become a danger. The storm of Tuesday appears to have been quite general, for the railway service, from a fairly adequate idea of such matters can be formed, has been largely demoralized all over the province. The north-bound Intercolonial train started from Moncton as usual on Tuesday forenoon, but was last heard of, hung up, at Berry's Mills, and it is supposed that it was cancelled, and did not get to Chatham Junction. Tuesday morning's North-bound Express from St. John managed to get as far as Chatham Junction about nine o'clock yesterday morning, but was then hung up. Tuesday's south-bound express from the north was reported as being about at Campbellton at 11 o'clock yesterday morning.

Only one train ran over the Canada Eastern on Tuesday. It left Loggieville and Chatham about the usual time, and reached Fredericton at one o'clock Tuesday night—about 12 hours late. There was no Canada Eastern train from Fredericton on Tuesday. One left for Chatham about 10 o'clock yesterday morning and was making good progress at 11 a.m., being then about at Duckton. The Canadian Pacific train which left Fredericton for St. John on Tuesday morning was reported at nine o'clock yesterday morning as not yet having reached Fredericton Junction, while the C. P. R. train from Gibson running up-

river was stuck about five miles above St. Mary's all day. The trains on the Intercolonial were doing very well yesterday, as the morning's accommodation from Campbellton was reported as only half an hour late about 11 o'clock.

Not only has the snow come upon us with its old-time volume and bluster, but the cold has been unusually severe. The average minimum cold for the month of January as observed at the Dominion meteorological station here was 4.8 below zero, the dip of the last three days of the month being the lowest in continuity for several years. The readings were, Saturday morning, 33; Sunday, 23; and Monday, 36 below.

The intense and protracted cold was quite general in eastern Canada, and even, the record over a pretty wide area being as follows—below zero:—

Table with 2 columns: Location and Temperature. Locations include Halifax, Moncton, and various other points.

People living in the country districts and in the more remote parts of the province will remember the period because of the inconvenience caused by the snow as well as the cold, while city people will remember it because of the plumb-line for setting the frozen and buried household water-pipes right.

Candidates Plentiful. The St. John Globe publishes the following dispatch:—

BURBURY, Jan. 29.—Dr. W. P. Bishop announces himself as a candidate for the vacant seat in the Legislature in support of Mr. W. F. Young, Esq., of the West.

A number of parish returns and accounts and lists of parish officers were passed.

Div. No. 3.—Running eastward, including both sides of river, to parish line.

Div. No. 2.—On North side of river from Park McCarty's lower line running east to county line.

Div. No. 1.—On South side of river from Park McCarty's lower line running east to county line.

Div. No. 4.—Running eastward, including both sides of river, to parish line.

Div. No. 5.—On North side of river from Park McCarty's lower line running east to county line.

Div. No. 6.—On South side of river from Park McCarty's lower line running east to county line.

Div. No. 7.—On North side of river from Park McCarty's lower line running east to county line.

Div. No. 8.—On South side of river from Park McCarty's lower line running east to county line.

Div. No. 9.—On North side of river from Park McCarty's lower line running east to county line.

Div. No. 10.—On South side of river from Park McCarty's lower line running east to county line.

Div. No. 11.—On North side of river from Park McCarty's lower line running east to county line.

Div. No. 12.—On South side of river from Park McCarty's lower line running east to county line.

Div. No. 13.—On North side of river from Park McCarty's lower line running east to county line.

Div. No. 14.—On South side of river from Park McCarty's lower line running east to county line.

Div. No. 15.—On North side of river from Park McCarty's lower line running east to county line.

Div. No. 16.—On South side of river from Park McCarty's lower line running east to county line.

Div. No. 17.—On North side of river from Park McCarty's lower line running east to county line.

Div. No. 18.—On South side of river from Park McCarty's lower line running east to county line.

Div. No. 19.—On North side of river from Park McCarty's lower line running east to county line.

Div. No. 20.—On South side of river from Park McCarty's lower line running east to county line.

subsequently reported favorably and passed. Prayer of Lullow petition respecting the fee for ferry-grocery, that the fee be reduced to \$5 for a day and \$1 for an evening was granted.

Ordered that Patrick Regan be granted leave as asked for.

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BUILDERS WANT:

EXTRA BRICKS, SALTS, CLEAR SHINGLES, LIME, EXTRA NO. 1 SHINGLES, IRON, CLEAR WHITE SHINGLES, BRICK, NO. 1 SHINGLES, GLASS, PUTTY.

W. S. LOGGIE COY., LIMITED.

The record showed that he was convicted for a first offence on Feb. 18 '96; for another first on April 9th '96; for another first on Oct. 17th '96; for a second on Aug. 6th '97, and for another first on Dec. 23rd '97. He appealed to the council judge from the records as to whether Inspector Menzies was making an honest attempt to suppress the liquor traffic.

FAMILIES WANT:

COFFEE'S HUNGARIAN FLOUR, KENT MILLS FLOUR, FANONA FLOUR, BUDGET FLOUR, KILN DRIED CORN MEAL, 2 1/2 per bag, AMERICAN HOME LIGHT OIL, 25, PEARL OIL, 25, PORTO RICO MOLASSES, 40.

D. Gould and Geo. Russell entered the two barrels after the first of the seven laps had been completed, on the ground that there were clothes-tearing nails in the barrels. Pallen, however, stated the whole race out, although he too lost his rights and his money, of course, as he deserved to do.

An attractive and instructive illustrated lecture is to be given this evening to St. Mary's church school room by Rev. Wm. Fitzgibbon, curate of Trinity Church, St. John, on the subject of Early English Church History.

On Monday evening last, just before closing time at the Snow Store and office, the employees assembled around their late store manager, Mr. P. H. C. Benson, who was about to sever his connection with the establishment and enter upon the duties of the position to which he had been appointed in the Chatham Custom House.

Mr. Benson suitably acknowledged the gift and the good will manifested in the presentation of it.

Mr. Hooken said the C. P. R. was the first to give Chatham, reduced rates on flour, Mr. Smith said the rate on flour was and had always been the same on the C. P. R. and I. C. H.

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Commissioner of Public Works when accompanied by a statement of the earnings and disbursements of the service under a solemn declaration as provided in the Canada Evidence Act.

Mr. Smith said that the Board proposed to take any action, and referred to the resolution which was passed at a meeting of the Board on 22nd February last.

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Extraordinary Clearance AND REMNANT SALE.

Money-Saving Objects for Housekeepers and the Public, Especially for Early Spring Sewing at J. D. CREAGHAN'S Chatham and Newcastle.

After taking Stock we find LARGE LOTS of Remnants, Clothing, Garments and General Merchandise, Odd Suits, Coats, Pants and Vests, pieces of goods SLIGHTLY SOILED or damaged, otherwise SOUND and SEASONABLE—all these are now thrown on counters and tables in our Stores at Chatham and Newcastle, and must be Cleared Off! Must Go! Price no object!

Great Annual Remnant and Clearance Sale, USUAL AT THIS TIME OF YEAR AND NOW GOING ON.

TAKE NOTICE.—First Comes have first choice, REMNANTS AND ODD LOTS of White Cottons, Linens, Tablings, Towels, Sheetings, Furniture Coverings, Remnants and Odd lots of Prints, Ribbons, Velvets, Plushes, Laces, Hamburgs, Florges, Dress Goods, Flannels, etc., Tweeds, Homespuns, Odd Suits and Ulsters for Men, Youths and Children, Slightly Ruffled from been fitted, less than HALF PRICE. Shirts, Drawers, Bracons, Gties, Caps, and Hats, some at Quarter the usual price. Come early. Select first choice. Unheard of Bargains will be given.

300 PAIRS BOYS', GIRLS' AND LADIES' STOCKINGS, AT MARVELOUS PRICES. SEE THEM!

J. D. CREAGHAN CHATHAM AND NEWCASTLE.

CHATHAM STEAM LAUNDRY AND DYE WORKS.

Table with columns: DYE, CLEANSED, LADIES WEAR, GOODS CALLED FOR AND DELIVERED. Lists various items and prices.

Made me a New Woman. The Life of Mrs. McMaster of Toronto, is Saved. A Case that Proved too Difficult for the Physicians Fied to the Wonderful Virtues of Paine's Celery Compound.

LOOK OUT! The Black Book will commence to come out of the ground. RUSSELL, McHUGHILL & CO.

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