

CHIGNETO POST.

WILLIAM C. MILLNER,
Proprietor.

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THE PACIFIC RAILWAY.

Details of the New Policy.

DR. TUPPER'S GREAT SPECIFIC.

THE WORK DONE.

The amount of money required to complete the road from the shores of Lake Superior at Kaministiquia or Thunder Bay to Red River is estimated in round numbers, with a fair allowance for contingencies, at \$18,000,000. To that, of course, the country is committed. It was impossible for the First Minister to hesitate for a single moment when he found 185 miles in the middle of that section of country was required to make effectual the large expenditure already incurred, both east and west, to fill in that gap as rapidly as possible, in order to make those portions of road already built available for the purpose for which they were intended. The subsidy to the Canada Central, to which the country was committed by the late Government, is \$1,500,000. The Georgian Bay branch, with a canal at French River, with a fair equipment, is estimated to cost \$1,900,000. The Peninsula branch, with an allowance for a fair amount of rolling stock, is estimated at \$1,750,000. The cost of the Pacific railway telegraph contracts, of which 1,300 miles have been already constructed, will reach \$1,100,000. The rails delivered at British Columbia will cost \$345,000, and exploration surveys up to the end of the year \$3,861,000, making the total sum of money expended and required to complete the engagements already entered into to render the work effectual, \$25,396,000. (Cheers.) Now, as we have said, it would be impossible for the Government for a single moment to hesitate as to what was their duty in regard to this question. First, there is still the importance of constructing this great work admitted by all political parties; second, there is the fact of the good faith of the country being pledged to the Province of British Columbia to carry on as rapidly as possible the railway to completion; and third, the large expenditure already involved in carry it out. Under these circumstances, sir, the Government were obliged to address themselves to the important question of how this object could be attained, good faith with British Columbia maintained, the construction of the Canadian Pacific Railway completed, and, at the same time, measures adopted that would prevent the financial condition of this country being seriously embarrassed or imperilled. I do not now intend to criticise at any length the course taken by the late Government, but I may say that these resolutions proposed a divergence in one particular from the policy of the late Government, and that is, that while carrying out their policy so far as the line from Lake Superior to the Red River goes, I suppose a slight deviation, going west from Red River, from that was originally intended. I am not prepared.

CHARGE OF ROUTE.

to say that our original intention of locating the line by the way of the Narrows of Lake Manitoba was not right and proper, provided we were in a position to carry out, as we hoped we were, the rapid construction, by means of a company, of this inter-oceanic railway from end to end of this country. But we find ourselves brought face to face with the fact that a change has come over the spirit of the world in reference to railway enterprise on this continent, and that, whereas it was comparatively easy five or six years ago to draw capital into this country for railway enterprises, it is now almost impossible to do so. That change having taken place I think we must deviate from our original plan and, in order to secure the rapid construction of the work, to greater extent than originally intended, combine our progress across the great prairie country of the Northwest with a system of colonization; and though that may add a few miles here and there to the length of the line to be constructed it will carry it through a section that will best afford a basis for rapid colonization upon which we can rest, and to which alone I look, as the only means by which successfully, in our time, at all events, one may be able to achieve the construction of the railway. The true policy of the country is to find the best line of railway for settlement across the prairie region of the North-West. I will therefore address myself to the third and last difficulty, that of the selection of the route through British Columbia. It is stated in the Globe that these resolutions indicate in a clear and unmistakable manner that we have abandoned the line to Burrard Inlet and adopted Burrard Inlet as the terminus of the road.

BURRARD INLET VS. BUTE INLET.

They have not arrived at that conclusion. What I do blame the gentlemen opposite for is this, that they rejected the suggestion made a few years ago by the present First Minister and myself that before the final location of the route and the large expenditure involved on the Burrard Inlet route a season should have been utilized by having a thorough examination made of the

country lying to the north of Fort George and in the region of the Pine and Peace River passes.

I regard the Burrard Inlet route as preferable to that by Bute Inlet in regard to distance. It is fifty-seven miles shorter from Port Moody to Burrard Inlet than from Waddington Harbor at Bute Inlet, taking into account the three miles saved in consequence of the exploration of last summer, and if the railway were at Burrard there would be only thirty miles of navigation from Port Moody down to Victoria or Esquimalt, while you have to add fifty miles or more of navigation by the Bute Inlet terminus at Waddington Harbor. I am also free to admit that in point of gradients, a most important point, the Burrard Inlet route is far as our information goes, has a great advantage over that by Bute Inlet. It will be difficult to obtain on a portion of the last named route grades easier than 100 feet to the mile, while on the Burrard Inlet line the grades will not exceed 52 feet to the mile. There is a considerable section of wheat-growing country in the region of Kamloops, to which the late Government proposed to construct 125 miles of road from Yale. While I admit there is a great advantage, both in point of distance and of grades, in favor of Burrard Inlet, I cannot conceal from myself there is a very grave objection to that line.

OBJECTIONS TO BURRARD INLET.

The approach to Burrard Inlet involves the passage of the Juan Island, and although to-day, and I hope for many years to come, we will enjoy the most amiable and peaceful relations with our friends south of us, yet as this will be a great national highway, and as a great expenditure of British capital will be involved, I feel we ought not to lose sight of the fact that some remote period those who come after us may find our friends to the south not so amiable as those commercial and peaceful sentiments which we are glad to know at present prevail. I regard therefore, the possession of that island by the Government of the United States, and the fact that communication between the sea and the terminus of the railway would be under the control of the fortifications of that island, as serious objections. And I cannot regard with indifference the fact that when we have expended a hundred million of British capital on the extension of the line to the Pacific, and have reached Burrard Inlet, we have a point at which it is perfectly easy for our American neighbors to tap our line by a road of fifty or sixty miles in length and carry our traffic down to Holmes Harbor, which is the terminus of the Northern Pacific now under construction by the United States, and which, should our line be so tapped, would become a new San Francisco literally built up of Canadian trade and traffic.

THE ORIGINAL SCHEME.

I have not in my remarks reflected on the action of hon. gentlemen opposite. They charged us with having imposed obligations on them and called on us to aid them to carry out this great work; and now we may in turn fairly ask the support of hon. gentlemen opposite. They must not forget that, although we incurred a great liability amounting to \$30,000,000, and 50,000,000 acres of land, it being agreed that the work should be accomplished by the agency of a private company which was to provide the additional capital required, and incur all liability and risk above and beyond our contributions to carry out the work, yet when they assumed power they increased very largely that liability for the purpose of satisfying the views of the people of British Columbia and meeting the views of the Imperial Government.

THE GIFT SCHEME.

They placed an absolute and final obligation on this country to construct 2,000 miles of railway, from Lake Superior to the Pacific, within a given time from thirteen or fourteen years from the date at which it was entered into, and that without any reservation whatever and solely upon the responsibility of the Government. I only recall this fact to the attention of the hon. gentlemen opposite as the ground I have for asking their aid in carrying any measures to accomplish the great work to which both political parties have been irrevocably committed by the actions of the Governments representing those parties. (Hear, hear.) I may be asked how we propose to build the railway without entailing on the country such financial burdens as it was unable to bear. (Hear, hear.) We revert largely to our original policy. We believed at the outset that the vast fertile territories of the North-West furnish the means to a very large extent to construct this inter-oceanic highway.

THE NEW POLICY.

We believe that to-day, being now in possession of increased information than we possessed five years ago and from the opinions expressed by gentlemen opposite who are well acquainted with the regions only partly explored which are not second to any lands in the West. We believe we have the garden of the world. (Hear, hear.) We believe we have something like 180,000,000 acres of land, which, in regard to fertility and grain bearing, are equal to any on the face of the

globe. We believe therefore we are justified in considering that by wise arrangement for the utilization of that land we may make it to a very large extent provide for the construction of the Pacific railway without imposing at all events any large additional burdens on that which has been already incurred in connection with this work. I believe those who have watched the progress of that country under all the great disabilities under which it has labored for the last few years will feel I am not over sanguine when I express the hope that new and increased facilities and with the co-operation of the Imperial Government we may rapidly fill up the country with an industrial population which will prove a source of wealth and provide a substantial basis for the construction of the railway. (Cheers.) I have adverted in these resolutions to the national character of the work and the ground Canada has for asking further substantial aid from the Imperial Government in regard to the condition of things here, and I have pointed to the fact that it will open up the nearest means of access between Great Britain and her dependencies in the Pacific. It will bring the Imperial authorities 1,200 miles nearer to China and Japan than by any other route across the continent, and it will provide for the British people comfortable and happy homes for the suffering millions of the United Kingdom in our North-West territories. Hon. gentlemen are aware of the fact that on a comparatively recent occasion a large deputation brought before the attention of Lord Derby the unprecedented extent of distress existing among the working classes, whereupon that eminent nobleman, who has devoted much attention to the improvement of the condition of the laboring people, stated that he looked forward to a well devised and systematic system of emigration from the British Isles as the only substantial means of affording relief to that over-populated and suffering country.

IMMIGRATION FROM ENGLAND.

I believe when we will be able to present this policy and say that while thousands of people in the U. Kingdom are in a state of enforced idleness, the construction of the Pacific railway would afford them immediate employment, and at the same time develop on this continent a great British power, we will present a scheme which will not be regarded with disfavour. (Cheers.) It has long been the pride of every British subject that whenever a slave touches British soil in any part of the world his shackles fall away. So I say we in Canada have greater pride in knowing that the moment the first of the most disaffected and restless of the British subjects touches Canadian soil that discontent disappears, and no sooner do they realize they are in possession of full freedom and the means of successful employment than they become loyal to the British Crown. (Cheers.) It is the pride and boast of Canada to-day that, while the great parties of this country—the party represented by gentlemen opposite, a party greater in point of influence and numbers than their relative representation in this House, the present Government would indicate—while that party may differ from us on political questions, and while the party by my right hon. friend the Premier may believe that the interests of the country are safer in his hands than in the hands of the hon. gentleman opposite, while we may differ on questions of fiscal policy, and as to whether free trade or protection to our industries is the wiser policy, there is one thing upon which we all agree, and that is pride in British institutions and the determination to uphold those institutions. (Applause.) It cannot be an object of indifference to Great Britain that this country presents an opportunity not only of thinning the over populated districts of the British Islands, but of attracting Frenchmen from France, Germans from Germany, and in fact people of all nationalities from the over crowded populations of Europe, to settle on British soil, and become loyal and devoted supporters of the British Crown and of British institutions. Although mine possesses a population of but 4,000,000 at this moment, it was but yesterday that men of all parties loyal determined to spring to the support of England and the Empire in the prospective European struggle. The loyal volunteers of this country then by tens of thousands offered to go to any part of the world to assist in fighting the battles of England, and I am sure the time has come when the Empire regards the determination on the part of Canada to maintain and uphold British institutions here and British power elsewhere as a source of strength to England.

BRITISH EMPIRE IN THE WEST.

The time has, therefore, come when Great Britain cannot look with indifference upon the question whether millions from the over-crowded districts of Europe shall settle here upon the fertile prairies of the North-West and build up a great British power on this side of the water, or whether they shall be transferred in another direction to promote the commercial prosperity and increase the power and strength of a country which, although at this moment enjoying the most peaceful relations with England, may at any time be in a position to imperil her interests. (Hear, hear.) I say that, under these circumstances, we may look with confidence to the action of Eng-

land in these matters, and considering that Canada is at this very moment committed to large expenditure in permeating the best and more accessible portion of the fertile prairies of the North-West, we may ask the Imperial Government to give us substantial aid, or to give us a guarantee which will cost the Empire nothing. And, sir, we can go to the Mother Country with additional confidence, seeing that again and again having received her endorsement of our credit and have never allowed England to be called upon to contribute a single dollar in consequence of the guarantee she has given. Under these circumstances we look with confidence to the Mother Country for aid to which we are entitled to look for substantial aid in the construction of the work. But we are not only prepared to give the sound, untarnished credit of Canada in support of any aid or assistance we may ask. We are prepared to place at the disposal of the Imperial Government of Canada one hundred millions of acres of the most fertile land in the world. Exception may be taken to the appropriation of such a large extent of land for the building of this road, as exception was taken by hon. gentlemen opposite to the appropriation of fifty million acres of land to be under the control of a company. We do not propose here to put the land under the control of a company, although I confess so far as I am concerned, I would be glad to place at the disposal of the Imperial Government, if a company liberally aided could be found to take this work up, and at their own responsibility and risk carry it to an end. But in the absence of any means of obtaining that object, we believe we are right in the condition of things here, and in the hands of a commission—on which the Imperial Government shall be with us jointly represented a hundred millions acres of land for the construction of this work. Why, if we gave the whole of the land in the North-West for the construction of the Canadian Pacific railway it would be better than to leave those immense fertile districts untrodden, for I may say an acre or two come neither contributing to the benefit of the world nor the consolidation of the colonies, the construction of the Pacific railway would afford them immediate employment, and at the same time develop on this continent a great British power, we will present a scheme which will not be regarded with disfavour. (Cheers.) It has long been the pride of every British subject that whenever a slave touches British soil in any part of the world his shackles fall away. So I say we in Canada have greater pride in knowing that the moment the first of the most disaffected and restless of the British subjects touches Canadian soil that discontent disappears, and no sooner do they realize they are in possession of full freedom and the means of successful employment than they become loyal to the British Crown. (Cheers.) It is the pride and boast of Canada to-day that, while the great parties of this country—the party represented by gentlemen opposite, a party greater in point of influence and numbers than their relative representation in this House, the present Government would indicate—while that party may differ from us on political questions, and while the party by my right hon. friend the Premier may believe that the interests of the country are safer in his hands than in the hands of the hon. gentleman opposite, while we may differ on questions of fiscal policy, and as to whether free trade or protection to our industries is the wiser policy, there is one thing upon which we all agree, and that is pride in British institutions and the determination to uphold those institutions. (Applause.) It cannot be an object of indifference to Great Britain that this country presents an opportunity not only of thinning the over populated districts of the British Islands, but of attracting Frenchmen from France, Germans from Germany, and in fact people of all nationalities from the over crowded populations of Europe, to settle on British soil, and become loyal and devoted supporters of the British Crown and of British institutions. Although mine possesses a population of but 4,000,000 at this moment, it was but yesterday that men of all parties loyal determined to spring to the support of England and the Empire in the prospective European struggle. The loyal volunteers of this country then by tens of thousands offered to go to any part of the world to assist in fighting the battles of England, and I am sure the time has come when the Empire regards the determination on the part of Canada to maintain and uphold British institutions here and British power elsewhere as a source of strength to England.

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WM. FOWLER & CO.
HAVE NOW REMOVED

TO THE OLD STAND, ORIGINALLY KNOWN AS

The Amherst Warehouse,

AND WILL CONTINUE THE SALE OF

BANKRUPT STOCK

Bought from the Assignee of The Amherst Warehouse

Company, at

Still Further Reduced Prices!

A LOT OF

NEW GOODS ARRIVING,

Bought for Cash, will be sold at a Small Advance on Cost!

3000 Rolls New Room PAPER,

GROCERIES,

Aisike Red Clover and Timothy Seed,

BELOW MARKET PRICES.

AMHERST, May 24th, 1879, WM. FOWLER & CO.

ALEXANDRA

WORKS.

J. F. LAWTON, Proprietor.

ST. JOHN, N. B.

SACKVILLE

Boot and Shoe Store.

JUST RECEIVED:

300 PAIRS

Ladies', Misses' and Children's

Boots, Shoes and Slippers.

PRICES AS FOLLOWS:

Ladies' Size, at 60c., 75c., \$1.15, \$1.50,

\$2.25, and \$3.00.

Ladies' Size Kid and Patent Fixings, from

\$1.40 to \$2.25.

Ladies' American Kid Button Boots, from

\$2.25 to \$3.00.

French Kid, from \$3.50 to \$4.75.

Kid Button Shoes, \$2.00.

Twined Slippers, 70c. each.

Children's Shoes, from 45c. to \$1.50.

which, with the best assortment

ever offered in this place.

Price, Quality and Style to Suit all.

Call and Examine for Yourself.

Sackville, March 27, 1878.

ANDER SMITH.

Sackville, March 27, 1878.

CUSTOM TAILORING!

THE Subscriber has added to his

Business a

Custom Tailoring Department,

Under the Management of Mr. James

Garrett, whose abilities as a First-Class

Cutter are so well known.

We have on hand a good Stock of

CLOTHS.

In Diagonal, Broad Cloth, Scotch

and Canadian Tweeds, Doeskins, &c.,

Which we sell at Moderate Prices.

We solicit patronage, and guarantee

Satisfaction both in Fit and Price.

Orders from adjacent villages promptly

executed.

J. F. ALLISON.

Sackville, May 1, 1879.

Bubbers and Overshoes.

JUST RECEIVED:

300 Cases of RUBBERS and OVERSHOES,

Which we sell at Lowest Rates.

Wholesale and Retail.

Amherst Boot & Shoe & Tanning Co.

Amherst, Dec. 25, 1878.

Miss O'BRIEN and Miss CARTER

WILL OPEN A

Dress Making Establishment

About the first week of April, and are

prepared to give perfect Satisfaction

to ladies who will favor them with their

patronage.

Rooms in Bowser's Building, en-

trance side towards Brunswick House.

Sackville, March 27, 1879.

Harnesses at Wholesale Prices

For Cash or a three month Note.

I WILL SELL HARNESSES at my

Wholesale Prices for the next three

months, and all other work at same rate.

Please call and get prices at either shop.

STEPHEN ATER.

Sackville, April 2, 1879.

Teacher Wanted.

WANTED for the next ensuing School

Term, in District No. 11, Sackville, a

First-Class Female Teacher. Good re-

ferences will be required. Address

WALTER CAHILL,

Secretary to Trustees.

Sackville, April 15, 1879.

New Advertisements.

New Brunswick,

County of Westmorland, S. S.

To the Sheriff of the County of

Westmorland, or any Constable

within the said County,

GEO. WELLS, Administrator of the

Estate of George Wells, late of Point de

Bute, in the said County, deceased, has

the honor to inform you that he has

been appointed Administrator of the

Estate of said deceased, and has been

admitted to the office of said Administrator

on the 10th day of JUNE last, and will

attend to the duties of said office on

the 15th day of JUNE next, and will

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Local and other Matters.

NEW ADVERTISEMENTS, THIS WEEK.

Novelty.....W. D. Main & Co.

Notice.....James Lawrence

Notice.....A. E. Oulton

Notice.....Do.

Notice.....Charles C. Barnes

Notice.....H. Humphrey

Notice.....D. P. Dutton

Notice.....Geo. E. Ford

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Local and other Matters.

Baron's Circus visits the Mari-

time Provinces in June.

SHULER has sent twelve cargoes

of piling to the United States this

season.

FROM Toronto, this season, there

will, it is said, be exported 20,000

sheep.

Renowned that Hon. Mr. Glazier is

to retire from the Senate and be

succeeded by Hon. Peter Mitchell.

The Imperial Government have

declined the services of three hun-

dred Canadian ax-men for service in

Zanzibar.

Hon. CHAS. McDONALD, M. E. C.,

has been made P. O. Inspector of

Nova Scotia via Passover, superannu-

ated.

PARKDALE, the "floral suburb" of

Toronto, had a grand tree-planting

on Saturday last, and the ships

along the streets and other

