

THE UNION ADVOCATE, WEDNESDAY, SEPTEMBER 3 1884.

The Union Advocate.

Established 1867.

NEWCASTLE, MIRAMICHI, N. B.

WEDNESDAY, SEPT. 3, 1884.

A CHANGE OF BASE.

For some time past railway matters as to the Government Branch and the Northern and Western Railway have excited little attention, the people of Chatham apparently being quite satisfied with the progress made in the extension of their line from the Chatham Branch, and the people on this side of the South West Miramichi being content to wait patiently for the time that tenders were to be in for the Government Branch and then that the contract would be awarded and work at once proceeded with. Our people were fully aware of the efforts being made to put a stop to the building of the contemplated branch, or to defer its commencement, but so satisfied were they that right and justice were on their side and that the Government would never transfer the subsidy to a line intended for the outlet to take traffic away from the I. C. R. instead of acting as a feeder to it that they took but little stock in the efforts put forth to kill the branch. The fact that the Government had been sent to Ottawa to urge the claims of the Northern and Western Railway to the subsidy, which they argue was wrongfully transferred to the Fredericton end of the line, or else to hand over to them the amount granted for the building of the branch to the Miramichi, and for which the company would build more mileage, did not seem to interest them. They are fully aware of the arguments formerly used both for and against these two lines of railway.

Our object at this time is to call attention to a new point of view, and to the opponents of the building of a branch line to the Miramichi, and we therefore copy from the *Ottawa Free Press*, (grit) a long communication which appeared in that paper on Friday last. Full attention is called to the letter by the following item which appeared in the *St. John Telegraph* of Saturday last and which at once excited much interest, all being desirous of seeing the article about which a paragraph had been concocted. The following is the paragraph:—

[SPECIAL TO DAILY TELEGRAPH.]

OTTAWA, Aug. 29.—The *Free Press*, this evening, contains a column and a half of correspondence respecting the Miramichi Valley Railway, and charges that Mitchell and Sir John conspired to get the worst pieces of political jobbery ever perpetrated.

The *Free Press* reached here on Tuesday morning and those who have read the article previously mentioned in the *Chatham Advocate*, will have no difficulty in at once declaring who is the author of this wonderful production which threatens the political death of our member and adds a covert threat against the Government of Sir John A. Macdonald.

a.d.

PETER'S LITTLE GAME.

A CONTEMPLATED RAILWAY JOB EXPOSED.

FOSTER.

SIR JOHN AFRAID OF MITCHELL.

A RAILWAY FIGHT ALONG THE MIRAMICHI.

—PETER MITCHELL'S TRICKERY SHOWN UP.—POLITICAL JOBBERY PROPOSED, TO WHICH THE GOVERNMENT AND THE MEMBER FOR NORTHUMBERLAND, N. B., ARE PARTY.

A correspondent of the *Free Press* who recently visited Miramichi has returned very much in love with that section of New Brunswick—its scenery, social attractions and large body of richly wooded land. He has returned to the locality to enjoy the former two, while the latter are known to many who have never had the good fortune to do so, but to whom the Miramichi is an important commercial reality. It sends across the Atlantic annually, for instance, nearly a million bushels of lumber, and exports of Nova Scotia, while, in the same class of exports, it ships, in its six months of open navigation, within about one-sixth of the quantity shipped by St. John in twelve months. Then, in deals, sealings, boards and "ends" of lumber, valued at \$100,000,000, it exports to the coast of 1883, while St. John shipped 181,517,824 feet, and Nova Scotia only 77,918,000 feet. The fisheries of the Miramichi are also very important, the weekly supplies of fresh fish, either looted or frozen, being numbered by tons and car loads, and embracing salmon, smelt, bass, mackerel, etc., while there is also an enormous export of canned lobsters to British and other European ports. As an indication of the position Miramichi occupies in respect of its shore and inland fisheries, it was shown by a parliamentary return brought down a few years ago that its fisheries paid to the Ottawa government over fifty per cent. of the "fees, fines and forfeitures," contributed by the province of New Brunswick—a fact which, we are inclined to believe, is not generally known even by the people of the locality itself.

There are two principal centres of trade and population on the Miramichi—Chatham, with about 5,000 inhabitants, and Newcastle with about 2,500. Besides these, Douglastown, Nelson, Derby, Black Brook, Douglastown, Boileston and Blackville, are important settlements, the first two ranking as large villages. Newcastle is the shire town and former place of

large population and superior harbor facilities—being some six miles nearer the sea than Newcastle. The natural port of the Miramichi, and practically the great distributing centre for the lumbering and fishing business. Its people are self-reliant and enterprising. Were they not so the place could not have maintained the advantage it really holds in the Northwest in winter favor and interest the powerful influence of Mr. Mitchell has always been exercised, as against Chatham. It was as a punishment for this undue favoritism on the part of the Ottawa representative that the people of the county brought Mr. Snowball out in 1878, and defeated Mr. Mitchell, who, by promising leading gentlemen of Chatham, in 1882, that he would "turn over a new leaf," and treat all parts of the constituency alike, was allowed to go again to Ottawa by acclamation. Mr. Mitchell, however, seems yet to be quite unable to think of any portion of the county but Newcastle. In the interest of which he perpetrated one of the greatest outrages last winter of which a representative could be guilty—his friends, he has related, will not again attempt to face the voters, and the fact that he has not visited the county since the late session of the Legislature gives color to the general belief that he is really afraid to meet the many former friends and supporters, who are now in search of health and pleasure in rapidly increasing numbers. Each season adding to the grand aggregate of ardent admirers of Northern New Brunswick who return to their homes in different countries fully persuaded in their own minds that not only is the scenery surpassingly beautiful, but in every respect, it is the finest section of country for the tourist, the pleasure seeker and the sportsman, viewed from any and every standpoint. It is therefore not to be wondered at that the volume of summer travel in this direction is increasing rapidly.

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that of Newcastle are concerned, whether the Indian town branch is built or not. The only question of interest remaining is as to whether the government will play on in the face of building the road designed by Mitchell's blundering folly to satisfy the envy of himself and friends towards Chatham. If they are wise they will not, but "whom the gods would destroy they first make mad," so it may turn out that this \$100,000 job on the Miramichi will be added to the score which is to be reckoned against the Macdonald administration at the next general election. It is said that Sir John was, at one time, disposed to reject Mr. Mitchell's misrepresentations by which the company was wronged and the way paved for the branch railway to Chatham. But the fact that Mr. Mitchell's ally, the Hon. Mr. Moffat, had already disposed of the Grand Trunk legislation last winter against Mr. Mitchell's wishes. It is an interesting situation and its development worth watching.

Editorial Correspondence.

RESTIGOUCHE, AUG. 29.

SUMMER RETREATS.

Among the advantages accruing to Northern New Brunswick by means of the Intercolonial Railway, the facility it affords to tourists is perhaps the most important. Previous to the opening of the road the various watering places along the route, as well as the fishing and sporting grounds for which it is noted, were comparatively unknown, except to a few persons who, having once proved their value by experience, were found willing to have all the inconveniences of travel in order to reach their favorite retreats, far from the din and bustle of city life. The number of those who take annual pilgrimages to this beautiful spot, in search of health and pleasure is rapidly on the increase; each season adding to the grand aggregate of ardent admirers of Northern New Brunswick who return to their homes in different countries fully persuaded in their own minds that not only is the scenery surpassingly beautiful, but in every respect, it is the finest section of country for the tourist, the pleasure seeker and the sportsman, viewed from any and every standpoint. It is therefore not to be wondered at that the volume of summer travel in this direction is increasing rapidly.

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accommodation to be obtained in the town, not a few of those who would like to sojourn at the Point in 1885 will meet with disappointment. Very extensive hotel accommodations will speedily be needed, and in this connection it is to be hoped that the company in Restigouche to form a company for the erection of even one hotel at the Point, or at the beautiful location near the old shipyard at the upper end of the town. It does not speak well for the enterprise of our own people to see outsiders stepping and respicing the benefits which they themselves should enjoy, and now that the success of such a project is certain, it is to be hoped that a Joint Stock Company will take the matter in hand, and that a portion of the large amount invested by Restigouche people in the Gov't Savings Bank will be withdrawn and appropriated in aid of such a project. The company should be augmented, with the certainty that the new investment will secure a much higher rate of interest than the old one.

THE DALHOUSIE BRANCH

is proving a very great accommodation to the people, as well as to the visitors to Dalhousie and the Point.

The Intercolonial Railway, the facility it affords to tourists is perhaps the most important. Previous to the opening of the road the various watering places along the route, as well as the fishing and sporting grounds for which it is noted, were comparatively unknown, except to a few persons who, having once proved their value by experience, were found willing to have all the inconveniences of travel in order to reach their favorite retreats, far from the din and bustle of city life. The number of those who take annual pilgrimages to this beautiful spot, in search of health and pleasure is rapidly on the increase; each season adding to the grand aggregate of ardent admirers of Northern New Brunswick who return to their homes in different countries fully persuaded in their own minds that not only is the scenery surpassingly beautiful, but in every respect, it is the finest section of country for the tourist, the pleasure seeker and the sportsman, viewed from any and every standpoint. It is therefore not to be wondered at that the volume of summer travel in this direction is increasing rapidly.

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This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf of a book. The paper has a slightly textured appearance with some faint smudges and discoloration, characteristic of old paper. The left edge of the page shows the binding of the book.

