

General Business.

IN STOCK

and ARRIVING at the Fish Warehouse, PUBLIC WHARF, NEWCASTLE.

- 50 Brls. Heavy Mess Pork; 50 " Plate and Extra Mess Beef; 50 Tubs Lard; 50 Brls. and boxes Rankine's Biscuits; 100 Brls. Refined Sugars; 100 Boxes Raisins; 100 " Soap; 100 Kegs Nails; 100 Dozen Brooms; 100 Boxes and caddies McDonald and Adams' TOBACCOS, Mariner's, Imperial, Napoleon, Little Sargeant, Black Bird, Prince of Wales, Bird's Eye, and Brunette; 150 Half-Chests TEA; 50 Caddies; 20 Tubs BUTTER; 20 Punctoons MOLASSES; 20 Kegs SODA.

CHOICE BRANDS.

Superior Extra Strong.

BAKERS AND

PATENT FLOUR,

CORNMEAL & OATMEAL,

Lowest Wholesale Rates.

JOHN McLAGGAN.

FINE CHAMPAGNE,

BRAND "MIRAMICHI."

WHOLESALE ONLY.

T. WILLIAM BELL & CO.

PORK, Beans and Beef.

C. M. BOSTWICK & CO.

REAL ESTATE

AT AUCTION.

ALL THAT LOT OF LAND

TERMS AT SALE.

LIVERY STABLE.

NOTICE.

Miramichi Advance.

CHATHAM, SEPTEMBER 6, 1883.

The Exhibition.

The Centennial Exhibition, which is to open at St. John on Tuesday 2nd October, will, probably, be the largest and best ever held in the Maritime Provinces. It is a Dominion Exhibition and will, no doubt, be a means of doing much good in the way of showing what a splendid country we have. Its Centennial features will develop a realistic idea of the great progress this Province has made since the settlement of St. John and make a favorable comparative showing with any Province in the Dominion. It will give heart and tone to the aspirations of our people in the race of industrial, artistic, social and moral progress. It will also convey to outsiders a just conception of what the country can do, and be a means of especially assisting us in extending our business relationships, which, after all, is the chief foundation on which the progress of any country rests. All who can do so should devote the first week of October to St. John and the special attractions it will offer during that period.

Outside Designs on Kent County.

The Sun, in an article on the resignation of Mr. Girouard, M. P. for Kent and the practical abandonment of Westmorland by Mr. P. A. Landry, M. P. P. with a view of being elected to the House of Commons in Mr. Girouard's place, endeavors to convey the impression that everything is arranged "on the best and surest foundation" in both Counties—and, indeed, all over the Province—for the ultra wing of the Tory party. Its praise of Mr. Landry indicates that he is the choice for Kent of the Sun and its managers in St. John, and it assumes that those industrious promoters of their party's plans will have no trouble in wheeling Kent into line for the support of their candidate. In fact, it prophesies "an overwhelming majority" for Mr. Landry and thus instructs all other aspirants for the position which the "diligent and careful" Mr. Girouard has vacated to stand back. Mr. Landry is, undoubtedly, very well qualified to discharge the duties of the position to which the Sun nominates him, but, at the same time, he has no particular claim on Kent. What special interest has he ever manifested in the affairs of that County, unconnected with the promotion of his own personal and political welfare? What has he done to assist her material resources—to feed them and their families and make them contented with their lot. Has he, in the past, used the public positions to which he attained as much by playing upon the prejudices of race as by his own merits, to promote the well-being of those in Kent to whom the Sun now sends him to appeal for further promotion? As a matter of fact he has been neither good nor bad, so far as Kent is concerned, and that County will manifest very little native pride should he pass over a number of her own citizens as unfit to represent her at Ottawa and accept the outside nominee of a coterie of St. John and Ottawa political wire-pullers. For Mr. Landry, personally, we have every respect—as much as we have for any of the gentlemen resident in and identified with Kent interests who might be chosen—but we believe no County can be well-served by the mere professional politician who goes for election to any constituency that he thinks will accept him and is ready to abandon it as soon as he can better himself. The North Shore Counties are not wanting in men to represent their interests, as able as any that outside politicians may select for them and we hope Kent will protest intelligently and successfully against the outside influence which are being brought to bear on her, not for her own interests, but in order that she may be used for the promotion of undesirable party designs.

The Storm Signals.

Cautionary storm signals were ordered up at Chatham on Wednesday evening and Thursday morning last, but there was no unusual disturbance here, save a strong gust of wind during Wednesday night. Not far from Chatham, to the east, however, there were great atmospheric disturbances, resulting in a heavy sea in the lower Bay. Reports from points further east show that there was a great storm. At North Sydney the gale is stated to have been equal in fury to the great storm of August 1873, but of shorter duration, and accompanied by heavy thunder and lightning. A large vessel was driven three miles up the harbor, and several small schooners received slight damage by collisions. The tide during the gale rose to the top of the wharves. A large number of houses were stripped of their shingles, and chimneys and fences were blown down in every direction. The tower of the new Catholic church, in course of construction, was blown down and completely destroyed, involving a loss to the contractor of about \$800. One new building was moved bodily a foot from its foundation. A number of vessels are reported as having gone ashore and become total wrecks at Cow Bay. The breakerwater at that place and wharves received considerable damage. Torrents of rain fell during the gale, swelling the streams to an unusual extent, washing out bridges and embankments. Telegraphic communication with outposts was almost wholly suspended until Thursday on account of the prostration of the wires. One or two accidents to men on vessels at Cow Bay are reported, but no lives were lost so far as known. About a hundred fishermen however lost their lives on the banks, being caught out in their dories and unable to reach their vessels. Reports from points in western Nova Scotia show that the storm was very destructive there also. Complaints are sometimes made of storm signals being displayed when no storm follows, but it will be seen that the Miramichi was just on the edge of the last great storm area and as the Meteorological office could not forecast exactly how far the disturbance would reach the ordering up of the cautionary signals was entirely justifiable.

The Valley Railway.

The Bloomfield, Miramichi, and Coteau de la Riviere, or York Gleaner says,—The Miramichi Valley Settlement is one of the oldest in the Province. It has been inhabited by the pale faces for more than a hundred years, but still we are without any railway accommodation and have no market for the farmers. We are greatly to blame for being so far behind all other important places in the Province. We never tried for a railway by petitioning the governments for subsidies, and in fact we never took any legitimate steps to make this great want known, but would content ourselves by grumbling to each other. Those who were too enterprising to bear with the old truck-cart system would seek new homes in the United States, where thousands of Miramichi people may be seen to-day. The State stands more in need of a railroad now than it did in years gone by, for the last rail or pine timber has floated down this river long ere now and the logs are fast giving out. Eighty-five per cent of the spruce lands have been worked over once, and about twenty-five per cent gone over the second time, taking the saplings down as small as nine inches. Many of the lumbermen will have to abandon the spruce logging business altogether. But the Miramichi forests contain an inexhaustible quantity of lumber, such as would be suitable for shingles, clapboards and sleepers, and good mill privileges on the brooks suitable for clapboard and shingle mills. Now, all this lumber together with the large amount of hemlock and hardwood is quite worthless to us at present, because we have no way of sending this kind of lumber to market. But if we had a railroad our lumbermen would engage in this business, which would likely prove to be as paying to them as the spruce logs have been heretofore. The people of the whole of the Miramichi Valley are alive to the importance of the railway, and it seems strange that Messrs. Call, Adams, Park, Davidson, Swim and other gentlemen who have considerable stake in the County and ought to be ready to advance its interests, should persist, as they do, in opposing construction by the only route available. But for the opposition of these gentlemen—their protests against the provision for the Nelson junction with the Intercolonial being restored to the Subsidies Act and their threats to oppose such restoration—the work would now be going on, affording employment to people all along the line, and thus, not only giving work to those who need it, but inspiring the people generally with a confidence in the coun-

try which many of them have almost lost. It is true that a survey is to be made in the vicinity of Bartholomew river and it is possible that construction may be commenced there soon, but with the influences of the gentlemen referred to in operation against the Company it would hardly be prudent to begin actual work at both Chatham Junction and Bartholomew River. Of course, much could be saved to the Company and very rapid progress could be made if construction were to go on from the Junction, for the rolling stock of the Branch could be utilized, but this is, apparently, what the Newcastle gentlemen are determined to prevent. How long they will continue their opposition cannot be determined. If it lasts until the next session of the Legislature they will be responsible for a full year's delay in the completion of the line to Bartholomew river, as contracts for a good deal of the material required, and which can only be procured in the winter, cannot be made at all this year if not made within about two months. The arguments in favor of avoiding the Wilson's Point terminus are so strong that there can be no reasonable doubt that they will cause both branches of the Legislature to readily assent to the necessary change in the Subsidies Act, and it would be far more patriotic for the Newcastle parties to accept the inevitable gracefully and remove the only barrier now in the way of a work, the securing of which has been far too long delayed.

Awkward Organ-Grinding.

Some of the papers opposed to the Provincial Government are employed in the harmless pastime of reconstructing it. They are finding weak spots here and there and are, doubtless, very anxious that it should be strengthened. Everybody admits that these papers ought to be good authorities on either the single, double, compound, or back-action-reciprocating shuffle in cabinet-patching, and, being forced out of a position to do anything in the way of practical tinkering they ought not to be denied the cheap privilege of a theoretical exercise of their acquired accomplishments. The Sun, which heartily endorsed Mr. McLeod as Attorney-General, for instance, and which let Mr. Hanington as leader of its pet Government says,—

There are signs in the provincial horizon, not a few, which point to the reconstruction of the Government and a redistribution of portfolios. Some small men have, by force of circumstances, been assigned to very heavy burdens, and grave disqualifying circumstances operate against the retention of office by others.

Hemlock Stumpage.

Enquiries come from different sections of Northumberland as well as other parts of the county in reference to the application of the stumpage regulations respecting hemlock. There is no ground, so far as we can read, for a misunderstanding on the subject, but some persons are under the impression that the sixty cents per M feet of logs, charged as bark stumpage, covers only the bark operation and that the logs are subject to an additional charge if used for lumber. This is erroneous, as the sixty cents covers the lumber cut, and the bark, as well as the log, becomes the property of the operator without additional charge.

It may be necessary to say, also, that the words "full contents" in the regulations are not to be interpreted as meaning the whole trunk of the tree from butt to top, but only the portion thereof as far up from the butt as can be peeled. "Full contents" means without allowance for shakes, knots, rot or other defects which would render a saw log unfit to make marketable lumber of, but it does not authorize or justify the scaling of the portion of the tree from which bark cannot be peeled or lumber sawn for market. Any scaler who interprets the regulations differently from the above ought to be at once reported to those who are in a position to set him right.

Our Railways.

Mr. Haberley, of Little's Living Age, Boston, has furnished a late number of the Hyde Park Times with a very interesting letter from this Province from which we clip the following: "The chief matter of interest which occupies the minds of the leading men in the extension of the railway system. The first line to be constructed is popularly known as the Miramichi Valley Railway. A company has been organized, stock subscribed for, and so forth, and the work is to be begun immediately. This will run from Gibson (practically Fredericton) Gibson being a village on the opposite bank of the river, which is yet unbridged to Chatham, about one hundred miles, passing through the town of Stanley, Boiestown, Douglas, town, and so forth, a thickly settled section of country, Stanley especially being a town of some considerable importance. From Chatham, by this new line, to St. John via Fredericton and New Brunswick (formerly St. John & Maine) Railways, is only four miles longer than from Chatham to St. John via Intercolonial, while it reduces the distance between Chatham and this city nearly two-thirds. Another line—the Central—is projected; this will run from Gibson and tap the Intercolonial at about Salisbury, near Moncton, opening up a new section of country and passing very near Grand Lake, in Queen's County. Following, or rather in close connection with the foregoing—for it is all parts of one great plan—there will be still another new line, the Great Short Line. Starting at some point near Cape Breton, and connecting with the Intercolonial at terminus of Central (probably Salisbury), this will form a very important connecting link in the future great passageway, which may be called the overland route to Europe, for when the whole work is accomplished, connecting all the points from British Columbia across the continent in New Brunswick by the Canada Pacific, which will tap the New Brunswick Railway at Edmundston, thence to Gibson, then via Central, to Salisbury, thence to Cape Breton and across Newfoundland by railway to port nearest Ireland, and you will have a steamship journey of some four days only. Without dwelling on the immense importance of this undertaking to the Canadians in the way of commerce, conveying the produce of the great Northwest to the consumers on the other side, and so forth, your readers will see at a glance what the effect will be in preventing the great stream of travel from its present course. All who fear seasickness, the timid, and others who for various reasons prefer a land journey to a steamship, will choose the shortest water way. Still another route may be taken, which will prove a very desirable one to large numbers who wish to shorten the actual ocean voyage; viz., say from Boston to this city via Eastern and Maine Central thence along Miramichi Valley to Chatham or some northern port, thence by steamer to Newfoundland, and through Newfoundland by rail as in the other route."

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Political agitation appears to be the order of the day in France and the stability of the Republic is not by any means assured. The death of Chambord has brought Comte de Paris to the front and he is evidently looked upon by a very large and influential proportion of the French people as the legitimate ruler of the country. According to the New York Herald's Vienna despatch, the Emperor of Austria has been paying regal honors to the Bourbon prince, a fact that is looked upon in Europe as most significant in the present crisis in French affairs. The despatch says,—

The Fruits of Monopoly.

The Winnipeg Sun thus sadly discourses on the situation:—In Manitoba to-day are tens of thousands of acres of ripening grain that cannot be marketed till late next winter. The farmers along the Assiniboine River, those in the Tiger Hills country, those of the Rock Lake and Turtle Mountain districts, in fact all those resident in the great farming west of the County of Dufferin and south of the Souris River, will be engaged in tearing their grain to the nearest railway station during the whole time of sleighing. Their average yield of wheat is about twenty-five acres of wheat to sell for his necessities, and the average time occupied in delivering an ordinary load of about sixty bushels will be over four days. The districts mentioned, which are about twenty-five acres of wheat to sell for his necessities, and the average time occupied in delivering an ordinary load of about sixty bushels will be over four days. The districts mentioned, which are about twenty-five acres of wheat to sell for his necessities, and the average time occupied in delivering an ordinary load of about sixty bushels will be over four days.

Our Railways.

Mr. Haberley, of Little's Living Age, Boston, has furnished a late number of the Hyde Park Times with a very interesting letter from this Province from which we clip the following: "The chief matter of interest which occupies the minds of the leading men in the extension of the railway system. The first line to be constructed is popularly known as the Miramichi Valley Railway. A company has been organized, stock subscribed for, and so forth, and the work is to be begun immediately. This will run from Gibson (practically Fredericton) Gibson being a village on the opposite bank of the river, which is yet unbridged to Chatham, about one hundred miles, passing through the town of Stanley, Boiestown, Douglas, town, and so forth, a thickly settled section of country, Stanley especially being a town of some considerable importance. From Chatham, by this new line, to St. John via Fredericton and New Brunswick (formerly St. John & Maine) Railways, is only four miles longer than from Chatham to St. John via Intercolonial, while it reduces the distance between Chatham and this city nearly two-thirds. Another line—the Central—is projected; this will run from Gibson and tap the Intercolonial at about Salisbury, near Moncton, opening up a new section of country and passing very near Grand Lake, in Queen's County. Following, or rather in close connection with the foregoing—for it is all parts of one great plan—there will be still another new line, the Great Short Line. Starting at some point near Cape Breton, and connecting with the Intercolonial at terminus of Central (probably Salisbury), this will form a very important connecting link in the future great passageway, which may be called the overland route to Europe, for when the whole work is accomplished, connecting all the points from British Columbia across the continent in New Brunswick by the Canada Pacific, which will tap the New Brunswick Railway at Edmundston, thence to Gibson, then via Central, to Salisbury, thence to Cape Breton and across Newfoundland by railway to port nearest Ireland, and you will have a steamship journey of some four days only. Without dwelling on the immense importance of this undertaking to the Canadians in the way of commerce, conveying the produce of the great Northwest to the consumers on the other side, and so forth, your readers will see at a glance what the effect will be in preventing the great stream of travel from its present course. All who fear seasickness, the timid, and others who for various reasons prefer a land journey to a steamship, will choose the shortest water way. Still another route may be taken, which will prove a very desirable one to large numbers who wish to shorten the actual ocean voyage; viz., say from Boston to this city via Eastern and Maine Central thence along Miramichi Valley to Chatham or some northern port, thence by steamer to Newfoundland, and through Newfoundland by rail as in the other route."

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