Holiday Announcements.

GRAND

HOLIDAY SALE!

SWEEPING REDUCTIONS OF PRICES IN

Dry Goods

—AT—

Noonan's Cheap Cash Store,

During Holiday Season.

—EXTRA VALUE IN—

Plain & Plaided Dress Goods, Ulster Cloths, etc.

Ladies' Furs in great variety.

—A NICE LOT OF—

BROWN AND BLACK BOAS,

Two Dollars and Two Fifty, the best value in town. Just received this week, another lot of men's, youths' and boy's

OVERCOATS & REEFING JACKETS,

equal to Custom Made.

Caps in Seal, Plucked Otter, Persian Lamb and Beaver at astonishing low prices that defy Competition.

A FINE LINE OF SILK HANDERCHIEFS

FOR NEW YEAR PRESENTS.

Don't forget and get a Ticket and secure for yourself one of those valuable presents given away, for every Twenty Dollars' worth of Goods purchased.

M. F. NOONAN,

Chatham, N. B.

LONDON HOUSE.

To housekeepers wanting a good, reliable FLOUR, would advise them to try any of the following choice Brands, and will guarantee entire satisfaction.

"Ogilvie's Hungarian"
(Made from all Manitoba Wheat)
"Golden Eagle,"
"Ansonia,"
"Tecumseh."

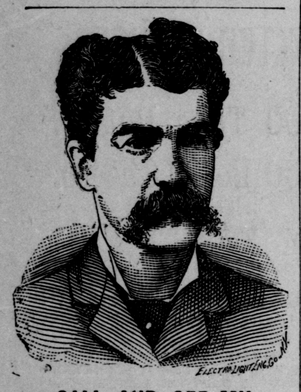
Also, a good assortment of TEAS. Try "OUR BLEND," 3 lbs for 50 cents.

FOR SALE

Good Dry Codfish

and a few half bbls of good Fall Herring.

R. HOCKEN.



CALL AND SEE MY

New Year's Stock.

THE MOST COMPLETE LINE OF

Watches, Clocks, Jewelry, Silver Plated Ware, Spectacles and Eye Glasses

IN THIS TOWN.

Watches from $5.00 to $75.00, Mantel Clocks from $1.75 to $15.00, Nickel Alarm Clocks from $1.25 to $2.00,

GOLD RINGS

Set with Precious Stones and Diamonds from $1.00 to $150.00, and everything in my line is to be found here.

COME AND SEE WHAT BARGAINS

I am giving this X'mas.

Every Article Guaranteed as Represented.

EVERY WATCH AND CLOCK

bought from me will be kept in repair for

5 YEARS FREE OF CHARGE.

—ALL KINDS OF—

Watches, Clocks and Jewelry Repaired and Satisfaction Guaranteed.

Call and see for Yourselves.

W. R. GOULD,

CHATHAM.

FRESH GOODS!

LOW PRICES!!

400 lbs. Malaga Grapes,
1500 " Choice Confectionary,
500 " Assorted Nuts,
200 " Turkey Figs,
500 " Dates,
10 Cases Oranges,
5 " Lemons,
40 Boxes Raisins,
150 Dozen Fresh Eggs,
100 Barrels No. 1 Apples,
5 Cases Valley Cider,
50 Dozen Celery,
1000 lbs. Strictly Pure Lard.
500 " Choice Butter.

EXTRACTS, SPICES, CANDIED PEELS, GOLDEN SYRUP, FRUIT SYRUP, LIME JUICE, &C., &C.

I intend to Sell Cheap!

D. CHESMAN.

DERAVIN & CO.

COMMISSION MERCHANTS

ST. KITTS, W. I.

Cable Address: Deravin.

LEON. DERAVIN, Consular Agent for France.

NEW BRUNSWICK AND NOVA SCOTIA'S TRANS-ATLANTIC LUMBER SHIPMENTS.

J. B. Snowball's Annual Wood Trade Circular, showing the shipments of lumber from all New Brunswick and Nova Scotia ports for 1890 and containing other statistics of interest to the trade, is just out, and we make room for it almost in its entirety, as follows:—

CHATHAM, MIRAMICHI, DEC. 31ST, 1890.

The export from the Province is 38,000 St. Petersburg standards less than last year and 9.000 standards below the average of the past ten years.

The decrease has been general from all New Brunswick ports, excepting Richibucto, but the large falling off has been, at St. John 24,000, and Miramichi 11,000 St. Petersburg standards.

The shipments from St. John to Liverpool fell off 45% and from Miramichi to Liverpool 63%, while those to Irish ports are up to last year's and to continental and other ports they are largely increased.

On account of the heavy tax imposed by the Government, the Province of New Brunswick is fast losing the monopoly it so long held of the best of the spruce trade, and while our export has so largely decreased, the trade of Nova Scotia and Quebec shows a marked increase for the past seven years.

There is being wintered here 10,000 St. Petersburg standards of merchantable deals, and equal to 5,000 standards in logs. The winter operations in the forests are small and the estimated production will not exceed two thirds of last year's.

The stock now being held at St. John is about 10,000 St. Petersburg standards, in sawn woods, and 14,000 standards in logs, a portion of which is for the South American markets.

The total export of spruce for the year from New Brunswick amounts to 293,364,928 superficial feet; from Nova Scotia, 99,512,924 superficial feet; from Quebec, 109,328,340 superficial feet.

THE SHIPMENTS FROM MIRAMICHI FOR 12 YEARS, FROM 1879 TO 1890, INCLUSIVE, were:—

1879—114 Millions Sup. feet.	1883—149 Millions Sup. feet.	1887— 68 Millions Sup. feet.
1880—155 do do	1884—108 do do	1888— 73 do do
1881—128 do do	1885— 87 do do	1889—110 do do
1882—117 do do	1886— 72 do do	1890— 88 do do

THE SHIPPERS FROM PORT OF MIRAMICHI, SEASON OF 1890, were:—

Shippers.	No. Vessels	Tons.	Sup. ft. deals, scantling, ends and boards.	Palings.	Timber, (tons.) Birch.	
J. B. Snowball	47	28,371	23,976,126	2,531,150	14	
W. M. McKay	30	20,877	20,044,505			
D. & J. Ritchie & Co.	22	11,770	11,016,319	87,100		
New Brunswick Trading Co.	19	10,885	9,326,493			
E. Hutchison	15	9,321	8,827,352	139,696		
Geo. K. McLeod	13	7,495	6,787,197			
Geo. Burchill & Sons	10	6,445	6,143,000	13,550		
Muirhead & Co.	3	1,851	1,517,264			
Totals,	159	97,015	87,638,256	2,771,496	14	

DISTRIBUTION OF ABOVE SHIPMENTS.

Country.	No. Vessels	Tons.	Sup. ft. deals, scantling, ends and boards.	Palings.	Timber, (Tons) Birch.	
Great Britain	88	55,519	48,725,449	2,681,496		
Ireland	48	28,646	27,392,460	90,000	14	
France	13	6,951	6,431,767			
Australia	3	2,797	2,193,311			
Africa	3	1,457	1,367,191			
Miscellaneous	4	1,645	1,528,078			
Totals,	159	97,015	87,638,256	2,771,496	14	

DISTRIBUTION, BY PORTS, OF MIRAMICHI SHIPMENTS.

GREAT BRITAIN.

Ports.	No. Vl's	Tons.	Sup. ft. deals, scantling, ends and boards.	Palings.	Timber. Birch.	Pine.
Appledore	1	301	290,999			
Barrow	3	2,251	2,432,026			
Birkenhead	1	387	560,617	8,400		
Bristol	2	1,429	1,132,828	139,696		
Cardiff	7	4,426	3,839,545			
Fleetwood	2	1,020	1,000,804			
Garston	11	7,399	5,149,097	2,503,900		
Glasson Dock	1	336	231,546			
Liverpool	16	9,852	8,912,742	29,500		
London	7	3,714	3,181,067			
Mary Port	1	387	369,956			
Mumbles	9	6,269	5,384,535			
New Port	4	2,705	2,393,664			
Penarth Roads	7	4,613	4,084,515			
Plymouth	2	1,194	1,108,984			
Sharpness	7	5,319	5,221,437			
Silloth Dock	1	374	359,100			
Swansea	3	1,806	1,657,907			
Whitehaven	3	1,537	1,424,070			
Totals	88	55,519	48,725,449	2,681,496		

FRANCE.

Bordeaux	1	592	538,549			
Cette	2	1,477	1,486,010			
Marseilles	9	4,266	3,814,909			
Port Vendres	1	616	592,299			
Totals	13	6,951	6,431,767			

IRELAND.

Ports.	No. Vl's	Tons.	Sup. ft. deals, scantling, ends and Boards.	Palings.	Timber. Birch.	Pine.
Belfast	20	13,494	12,807,085	90,000	14	
Coleraine	1	254	259,899			
Cork	1	449	411,983			
Dublin	7	4,939	4,777,638			
Dundalk	2	733	695,841			
Dundrum	1	251	274,405			
Larne	6	3,046	2,821,495			
Limerick	1	782	754,773			
Londonderry	4	2,355	2,273,466			
Tralee	2	797	723,058			
Warren Point	1	358	343,000			
Queenstown	2	1,278	1,249,817			
Totals	48	28,646	27,392,460	90,000	14	

AFRICA.

Algiers	1	399	386,700			
Oran	2	1,058	980,491			
Totals	3	1,457	1,367,191			

AUSTRALIA.

Australia	3	2,797	2,193,311			

MISCELLANEOUS.

Portugal	1	192	153,556			
Gibraltar, f. o.	1	542	516,388			
Italy { Nice	1	442	436,752			
Italy { Oneglia	1	469	421,382			
Totals	4	1,645	1,528,078			

ST. JOHN SHIPMENTS, 1890.

Shippers.	No. Vessels.	Tons.	Sup. feet deals, scantling, ends and boards.	Timber, (tons.) Birch.	Pine.
W. M. McKay	81	65,734	58,925,400	1,311	3,573
A. Gibson	58	59,700	56,108,070		738
G. McKean	30	18,533	16,600,763		6
Other shippers	4	3,759	974,283		
Totals,	173	147,726	132,608,516	1,311	4,317

DISTRIBUTION OF ST. JOHN SHIPMENTS, 1890.

Ports.	No. Vessels.	Tons.	Sup. feet deals, scantling, ends and boards.	Timber, (tons.) Birch.	Pine.
Bristol	2	2,372	2,502,578		
Continent	8	4,235	3,979,663		
Fleetwood	12	13,962	12,220,097		
Garston	1	1,094	1,266,330		
Harwich	1	453	461,338		
Ireland	70	39,117	39,139,713		16
London	4	4,746	527,679		
Liverpool	37	45,128	39,765,964	1,311	4.301
Penarth	10	9,447	8,816,340		
Scotland	1	1,026	767,539		
Sharpness	5	5,037	4,591,639		
Wales	21	20,604	18,116,864		
Whitehaven	1	505	452,772		
Totals,	173	147,726	132,608,516	1,311	4,317

SHIPMENTS FROM ST. JOHN TO TRANS-ATLANTIC PORTS FOR THE PAST 12 YEARS.

	Total sup. ft. deals, etc.	Timber, (tons.) Birch.	Pine.
1878,	188,168,610	7,989	2,493
1879,	153,279,357	11,548	3,237
1880,	215,485.000	16,035	2,441
1881,	210,281,730	5,134	1,734
1882,	201,413,717	7,576	3,332
1883,	181,517,932	11,778	3,883
1884,	164,829,825	14,006	3,836
1885,	152,543,026	13,769	3,686
1886,	138,934,392	7,354	4,313
1887,	118,450,590	5,197	1,587
1888,	153,184,187	4,721	457
1889,	180,167.488	7,221	487
1890,	132,608,516	1,311	4,317

DALHOUSIE.

Shippers.	No. Vl's	Tons.	Sup. ft. deals, scan'g ends, and boards.	Timber. Birch.	Pine.	Spruce	Poplar.
Geo. Moffat & Co.,	14	6,604	5,724,000	349	120	48	23
Geo. K. McLeod	5	3,744	3,267,720				
Gooday, Benson & Co.	2	2,306	1,849,859				
King Brothers,	3	1,540	1,426,958				
N. McNair,	4	1,114	1,115,951	20	9	19	
G. Dutch & S. Laughlan,	2	619	503,000				
Dutch, Laughlan & McNair	1	466	363,000				
Henry O'Leary,	1	439	383,000				
Totals,	32	16,832	14,633,488	369	129	67	23

CAMPBELLTON.

W. M. McKay,	7	4,869	4,263,454				
W.M. McKay & H.O'Leary	1	380	367,000				
Henry O'Leary,	2	1,190	1,149,689				
J. D. Sowerby,	3	1,491	1,387,802				
J. P. Mowatt,	1	556	312,842				
Totals,	14	8,486	7,480,787				

BATHURST.

K. F. Burns & Co.,	2	966	906,945				
St. L. Lumber Co. Ld.,	16	8,122	7,650,750				
W. M. McKay,	2	1,679	1,646,408				
Totals,	20	10,767	10,204,103				

SACKVILLE.

Shippers.	No. Vl's	Tons.	Sup. ft. deals, scan'g, ends and boards.	Timber. Birch.	Pine.	Spruce	Poplar.
W. M. McKay,	17	8,380	8,470,000				
Geo. McKean	6	3,084	2,904,000				
J. L. Black,	3	1,509	1,509,000				
L. C. Owen,	1	421	398,000				
Copp Brothers,	2	796	793,000				
Totals,	29	14,199	14,074,000				

RICHIBUCTO including BUCTOUCHE.

Geo. K. McLeod,	14	4,560	4,090,000				
J. & T. Jardine,	10	5,965	5,490,063				
J. D. Irving,	9	2,853	2,701,833				
Ed. Walker,	7	2,048	2,120,411				
John B. Wright,	1	282	312,400				
Geo. McKean,	1	269	231,000				
Totals,	42	15,977	14,945,707				

SHEDIAC including COCAGNE.

George McKean,	11	4,731	4,465,931				
J. L. Black,	7	3,262	2,899,440				
W. M. McKay,	7	3,071	2,810,693				
E. J. Smith,	5	1,811	1,604,907				
Totals,	30	12,875	11,780,071				

The total trans-Atlantic Lumber shipments of New Brunswick in 1889 as compared with 1890, were as follows:—

Ports.	1889. No. Vl's	Tons.	Sup. feet deals, etc.	Tons Timber.	1890. No. Vl's	Tons.	Sup. feet deals, etc.	Tons Timber.
Miramichi	161	115,357	109,669,913	825	159	97,015	87,638,256	13
St. John	195	199,114	180,167,488	7,708	173	147,726	132,608,516	5,628
Bathurst	29	17,442	15,578,454		20	10,767	10,204,103	
Dalhousie (including Campbellton)	48	26,386	23,502.348	796	46	25,318	22,114,275	588
Richibucto (including Buctouche)	38	14.944	13,084,798		42	15,977	14,945,707	
Shediac	31	12,932	12,176,273		30	12,875	11,780,071	
Sackville	31	14,869	14,852,000		29	14,199	14,074.000	
Totals,	533	401,044	369,031,274	9,329	499	323,877	293,364,928	6,229

The trans-Atlantic Shipments from the Province of New Brunswick for the past ten years were:—

1881.....394 Millions.	1886.....276 Millions.
1882.....376 "	1887.....250 "
1883.....411 "	1888.....277 "
1884.....333 "	1889.....369 "
1885.....292 "	1890.....293 "

SHIPMENTS FROM NOVA SCOTIA, 1890.

Ports.	No. Vessels.	Tons.	Sup. feet deals, etc.	Birch Timber.
Amherst (Pugwash, Tidnish, Northport.)	46	25,478	18,131,960	
Halifax	81	40,595	35,278,875	1,172
Jordan River	1	644	566,233	
Parrsboro	41	35,958	32,566,186	
Pictou	10	6,120	2 104,000	3,496
St. Margaret's Bay	7	2,963	2,769,937	
Sheet Harbor	11	6,257	5,507,572	
Ship Harbour	1	725	665,507	
St. Mary's River	4	1,551	1,380,043	
Yarmouth	1	599	542,611	
Totals,	203	120,890	99,512,924	4,668

The Shipments of deals from Nova Scotia to trans-Atlantic Ports

For	1882	were	85,752,000
"	1883	"	77,918,000
"	1884	"	69,159,000
"	1885	"	79,647,765
"	1886	"	87,280,125
"	1887	"	82,959,589
"	1888	"	85,070,005
"	1889	"	92,605,488
"	1890	"	99,512,924

Miramichi Advance.

CHATHAM, N. B. - - - - JANUARY 1, 1891.

Emulation. not Envy.

The gentlemen composing the Merchants' and Manufacturers' Association of Newcastle rank as high as any in the country, and it may be assumed that they are not desirous of being made responsible for untruthful statements concerning important public interests. They, very properly, desire to promote business in their enterprising town and to secure for it all possible railway and other facilties. In these matters we wish them the fullest measure of success. We had hoped that any unworthy feeling of rivalry that would lead to misrepresentation of other places—and which has been manifested in times, which we hoped had gone by forever—was confined to a small and unimportant class amongst the residents of the shire town, and are, therefore, surprised over a report in the Moncton *Times* of certain transactions of the association referred to at a meeting held last week. We had seen a report, which we believe was of similar purport, in the *Advocate*, but we read only a part of it and did not realise that the misstatements which it contained had been formulated by a committee or sanctioned by formal resolutions. We thought they were the off-hand statements of some over-zealous and uniformed member. We pass over the absurdity that the Dominion government paid $32,000 as subsidy for the construction of seven miles of railway from Blackville to Indiantown, for we suppose it injures nothing save the reputation of the committee who are represented as embodying the statement in a formal report. We do not know who the gentlemen composing the committee are, but advise them to be careful in future as to the source from which they derive their information.

The report in the *Times* proceeds to record a number of representations which were ordered to be made to President Vanhorne of the Canadian Pacific Railway, in view of the negotiations pending between the C. P. R. and the Canada Eastern Companies, and which the Newcastle Association seemed to assume were "blocked "for a time in consequence of the "exorbitant price demanded for the "eight miles between Chatham Junc-"tion and Chatham." This will, of course, be news to the Canada Eastern Company as well as to President VanHorne, to say nothing of the sudden shrinkage, by more than one-tenth of the mileage of the Chatham railway. The Canada Eastern people are under the impression that in any negotiations that may have taken place for the purchase or lease of that line, between them and the Canadian Pacific Company, the road from Gibson to Chatham was dealt with as a whole, and that the Chatham railway was in no way separately considered. If, however, the Newcastle gentlemen will have it otherwise, and they base any representations they desire to make in the matter to President VanHorne on the notions they entertain, that gentleman will, no doubt, be as much surprised as other well-informed persons are that so intelligent and important an organization as the Merchants' and Manufacturers' Association of Newcastle should act on such erroneous information. Then, again, Mr. VanHorne will, doubtless, wonder why those able, intelligent and generally truthful gentlemen should think it worth while to represent that coal-laden vessels are not discharged directly into cars at the Chatham deep water terminus, when, by making enquiry, they might have saved themselves from being committed to so incorrect a statement.

We are not in the confidence of either the Canada Eastern or Canadian Pacific as to the progress made in any negotiations that may have taken place between them, but we know that there are a number of things which the Canadian Pacific will not do, and every business man who gives attention to such matters ought to be as well satisfied as we are that if that company acquires the Canada Eastern by either lease or purchase, the Chatham railway will be included in the arrangement. Indeed, without that railway, the Canadian Pacific would not think of simply acquiring the line formerly known as the Northern and Western. Any business man or association that knows so little of Canadian Pacific policy as to believe that its President would entertain a proposition for the acquirement of 108 miles of railway terminating, at one end, on the Intercolonial, and with either one or both of the Miramichi bridges between it and its deep water terminus, has much to learn. Our Newcastle friends, however, have plenty of time in which to find these things out, and to direct their efforts into more effective channels for securing what they ought to have, viz., better railway communication with the up-river districts. At the risk of being misunderstood and misrepresented by those who are ever ready to find their account in appealing to local prejudices, we direct the attention of our Newcastle friends to the necessity of making a better study of their own position and that of other centres of trade in the County. Each has its peculiar advantages, natural and acquired. Each should put forth every effort which enterprise may suggest to improve its trade and other interests in which its general well-being is involved. None, however, can hope to succeed by proceeding on false premises, such as misrepresenting established facts or ignoring fixed conditions necessary to be considered. We believe, with the business men of Newcastle, that it was a most extraordinary policy on the part of the Dominion government to subsidize the road between Indiantown and Blackville and not have the people interested benefited by the running of trains over it, but, in order to have trains run from Blackville to Newcastle, either via Chatham Junction or Indiantown, let us not for a moment think it is necessary to abandon the Chatham railway. Let us rather emulate each other—individuals as well as communities—in all the enterprises that will promote our interests, but let us not forget that we are, after all, only a very small part of the world, and that there is ample room, even in Northumberland, to kick out for ourselves without endeavoring to strike at our neighbor.

Japan's Progress.

One of the most remarkable events of the year just closed was the opening of the first Japanese parliament, which took place on 29th November. Less than twenty-five years ago, Japan's policy was the extremely "protective" one of national isolation and its system of government was feudal. It was also so anti-Christian that imperial notices all over the country proclaimed that "as long as the sun shines and water flows, should any Christian, or the God of the Christians dare to set foot in Japan, he will pay for it with his life." Now, there are 30,000 Christians in the kingdom, or one to every thousand of the inhabitants, but in the new house of representatives, which has some three hundred members, there are twenty-two Christians, one having been chosen president, while two others were elected to high offices.

"Hoity Toity!"

If public sentiment in Newfoundland is to be gauged by the tone of the newspapers there, the inhabitants of the old colony have their dorsal fins up in the most belligerent fashion. They are represented as furiously indignant over the official announcement that the *modus vivendi* between England and France is to be extended another year, and that meanwhile England undertakes to effect a settlement with or without the assent of the Newfoundland parliament. The St. John's *Colonist* denounces Lord Knutsford's despatch as the most namby-pamby state paper ever issued from the Colonial Office. The *Times* advocates the transfer of the colony to France. A writer in the *Herald* says:—

We are determined that only one flag shall fly over Newfoundland, and that flag will be the Stars and Stripes if England doesn't do her duty. There is a movement on foot in connection with this matter that will startle people when Parliament meets."

Discussing the situation, the official organ of ex-Premier Sir Robert Thorborn, Sir James Winter and other opposition leaders says:—

"We are struggling now for emancipation from the slavery under which we have groaned for half a century, and nothing can be more exasperating than Great Britain's temporizing policy. Under no *modus vivendi* will France retreat from the new and obnoxious pretensions which have so passionately excited the people of Newfoundland. The mere name is hateful to us, associated as it is with the most flagrant attempt which Great Britain ever made on the liberties of the colony. Great Britain must be answerable for the consequences of prolonging the *modus vivendi*.

"What can avert bloodshed next spring, now that this new attempt is made to prolong the period of our slavery? Where shall we find the man who will preach peace and forbearance to his fellow countrymen? The new-fangled claims of France are set up merely to be compromised at the expense of Newfoundland. It smites us with shame, even here in the colonies, to hear a British Minister proclaim that the imperial government will permit France to enforce upon British subjects an interpretation of treaty rights which is at direct variance with that held by Great Britain. If peace has been preserved between the two nations, it has been at the expense of the honor of Great Britain, but the people of Newfoundland have done with submission. Their patience is exhausted They have lost confidence in the good faith of the British Ministry. In spite of Lord Knutsford's assertion that the settlement of our difficulties now rests with the imperial government, Newfoundland will find a way of settling these matters after her own wishes."

Again, referring to Lord Knutsford's famous despatch intimating that the imperial government will settle the points at issue with or without the assent of the Newfoundland legislature, the *Herald* says:—

"These words are the words of doom. Not only do they involve the fate of England's eldest colony but the destinies of every dependency of the British Crown. They are the death warrant of colonial freedom the wide world over. They imply the annihilation of the legislative independence of Her Majesty's possessions enjoying responsible government. Since the days when British colonists in America were, in defence of British liberties, in revolt against their invasion by the imperial government no such deadly blow at this has ever been struck by a British Minister at the root of colony freedom. England does not appear to have profited by the experience which lost her the allegiance of the United States.

"What she did in March under the pretended stress of circumstances she now claims to do as a matter of right. Then the colony was outraged by the imperial contempt of our local Parliament. Now we are more grossly outraged by a threat of entire exclusion from all knowledge of proceedings which involve our very existence. Moreover, in the despatch which acknowledges our wrongs the British government is not ashamed to censure our past conduct and peremptorily dictate to us for the future. But the people of Newfoundland will neither accept imperial advice nor rebuke. We shall persist in managing our own affairs in our own fashion, free from the dictation of the imperial authorities and subject only to the Queen's veto of the acts of our own Parliament We have suffered too many wrongs from Great Britain to permit her now, either by coercion, rebuke or counsel, to stifle that agitation on which depends our only hope of freedom."

The paper proceeds to declare that no arrangement entered into between Great Britain and France will be submitted to for one day unless assented to by the Newfoundland parliament, and says that the people will defend their rights and franchises alike against the imperial government, the Queen's naval officers and the subjects of France. These defiant expressions indicate that the Newfoundlanders are thoroughly aroused and determined to stand upon their rights. It is probable, however, that imperial diplomacy will calm the troubled waters and avert the threatened rebellion and bloodshed.

A Halifax despatch of 26th says:—"Mgr. Howley, Prefect Apostolic of the west coast of Newfoundland, publishes a sensational letter predicting that the condition of affairs over the French shore and Newfoundland fishery questions will inevitably result in war. The people of the French shore are desperate over the postponement of a settlement of their intolerable difficulties and will, he is afraid, take every means in their power to precipitate a crisis.

"The Monseigneur describes the critical state of affairs and says that, notwithstanding the large naval force maintained by England in those waters to prevent trouble, the occasions for a conflict between French and British fishermen occur daily during the season at scores of places along the coast, and in spite of the vigilance of war ships the Newfoundlanders will find means to commit some fatal act, which will either force England to fight or abandon Newfoundland. The Monsigneur adds that it is useless for England to say she wont fight over a few codfish, while she is creating a set of circumstances which must necessarily force her into war or dishonor.

"The proposition to cede Burin to France cannot be entertained for a moment. Newfoundland might just as well be asked to cut out her heart and give it to France. Dr. Howley declares that the modus vivendi has only served to intensify the strained condition of affairs, to inflict enormous losses on Newfoundland fishermen and vastly increase the probabilities of bloodshed between the rival fishermen."

The Winter's Lumbering Operations.

The Fredericton *Gleaner* gives a very correct idea of the winter's lumbering operations throughout the province when it says they will be small. It says:—

"Last season the logs that had been held over in the streams the past winter came into market, on account of the high water, and the increased stream driving facilities. In fact many logs came down the rivers that had been on the bars and islands for four or five years. The market was flooded, and when the sawing season was over, there was a very small demand for this product. Again, besides the market being flooded, there has been an advance in wages, men being hard to get, and also an advance in price of farm supplies, especially in grain. The operator sees no inducement to cause him to go into the business, for there is a great risk during the best seasons that the snow may impede all operations, and this season especially, from these and other reasons, very few comparatively have gone into business. Old logging grounds, during deep snow, where much land had to be gone over to fill the contracts, will be shunned this year, and the reserve blocks will be held until there is a better prospect of higher prices. A poor winter's cut of course affects the coming summer's mill business, but there may be a chance for the latter before the season closes. This winter so far has been a good one for hauling, but the snow is getting quite deep, being now about three feet on an average, and our greatest snow fall is the next two months. More attention will have to be given to farming, and then the presperity of the province will not be so much affected by the decline in the lumber market. Many of the lumbermen of this vicinity have given up the business, and remained at home this winter and those who have accepted contracts have gone far below their usual quantity. With the approach of spring, and the opening up of the rivers and starting of the mills a brighter outlook will be presented than at the present time."

It may be added that we are now realising the effect of operators on New Brunswick waters being obliged to pay over one hundred per cent. more stumpage on spruce logs than is paid in any other province. The results of this drawback did not, at first, appear to an extent sufficient to attract general notice, but they are now manifest. New Brunswick operators cannot go on in the face of low prices and the competition of Quebec and Nova Scotia, where the trade has to pay less than half the stumpage exacted in this Province. It is, therefore, not a matter of wonder that New Brunswick is losing its trade in spruce deals, while both Quebec and Nova Scotia are increasing theirs. This is the most potent reason why our lumber operations, as well as our lumber shipments in New Brunswick are falling off.

The U. S. Consular Combine.

Washington despatches show that a new phase of official fraud has been discovered in connection with the issuing of consular certificates. It appears, according to the N. Y. *Herald*, that the frauds have been committed by the consuls and consular agents of the United States in Canada and by the exporters of Canadian goods to the United States. Some twenty consuls out of about seventy, the larger number stationed in the province of Ontario, are implicated in the charges which are under investigation. The process of fraud has consisted in the appropriation of illegal fees and the undervaluation of exports by the exporters. The *Herald* says:—

Consular certificates in blank, signed by the consuls and consular agents, have been sold for a nominal sum for the use of exporters in making false returns of value on goods sent to the United States. The evidence is not complete as yet as to the percentages allowed by exporters for the privileges of undervaluation, but enough is known to show that a systematic scheme of petty swindling has been carried on by means of the consular certificates. The law regulating fees authorizes consular agents who receive no stated salary to reserve from the fees received a certain sum, usually about $1,000, as their compensation. The consuls also receive a certain proportion of the fees received by the consular agents in their districts. They reserve for themselves no part of the fees received for official duties at their own offices, because they are paid by salary.

A number of the consuls, including several whose names are quite well known, were quick to appreciate the point that there was more money for them in having exports presented for certification at the consular agencies in the outlying towns than at the Consulate itself. They accordingly made terms with the exporters by which the latter, in violation of law, carried goods from right under the nose of the consuls before whom they should have been certified to smaller towns where consular agents were on duty. These consular agents were in the pool, and promptly accepted the certificates which they had already sold at a discount in blank and which were filled out with false and insufficient values. These certificates recite that the exporter appears personally before the consul or consular agent and makes oath to the correctness of the facts set forth.

The very nature of the certificates precludes their being signed in advance without palpable and intentional fraud. They have been distributed, however, in great numbers, and the autographs of certain consular officers upon these damning documents will soon be in the possession of Secretary Blaine. The question naturally arises why a systematic scheme of undervaluation has not been arrested by the vigilance of appraisers and collectors of customs on the frontier and at the ports of arrival of goods imported into the United States. The investigation, so far as it has gone, seems to show extreme laxity on the part of many of the customs officers, even if not actual collusion with the criminals in Canada. A consular certificate has been with many of these officers conclusive evidence of values as well as quantities of goods and they have made little or no effort to examine the goods themselves and compare the facts with the representations made upon the certificates.

The estimate of $1,000,000 as the aggregate of the loss to the government is nothing more than an estimate. Further investigation may show that the loss is many times $1,000,000, and that there are even more guilty parties than have yet been discovered. The accounts of a number of consuls in Canada are now held up at the Treasury Department to await the results of the investigation, and some of the gentry if they ever sign a receipt for the salary which they now claim to be due them, will have to sign it in blank.

Canada and the Newfoundland Bait Act.

OTTAWA, Ont., Dec. 24.—The contention by persons who should know better that the dominion government has no guarantee from the Newfoundland government that the bait act will not be enforced against Canadian fishermen is a cause of much surprise here. The minister of customs draws attention to the fact that on April 20, 1887, Premier Thorburn of Newfoundland telegraphed his attorney-general regarding the Canadian remonstrance thus:—

"The Canadian government evidently misunderstands the scope and intention of our bait act. Their fishermen will enjoy equal privileges with our own, and practically there will be no restrictions on the bait supply of any British subject."

A week later Premier Thorburn, who was then in London, addressed a despatch to the colonial office, in which, referring to the Canadian construction of the act, he says:—

"I feel constrained to say that such opinion is at entire variance with the spirit and intention of the act. I reiterate the assertion that by no manner of construction, implied or otherwise, can the act be construed to affect in a differential manner the fishermen of any British possession.

On April 29, Premier Thorburn and Sir Ambrose Shea sent a joint telegram to Sir Charles Tupper in the following terms:

"Your fishermen are on the same footing as ours under the bait bill, and no practical impediment is in the way of either."

At a conference held at the colonial office at which there were present on behalf of Canada Sir Charles Tupper and Sir John Thompson, and on behalf of Newfoundland Premier Whiteway and his colleagues, the Canadian representatives pressed for the fulfilment of the promises referred to in the despatches quoted, and their contentions were strongly backed up by Lord Knutsford. The Newfoundland government delegates professed previous ignorance of the existence of such a guarantee, but gave positive assurances that on their return home they would strongly urge upon their government the necessity of keeping faith with Canada in this matter.

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