



HARNESS.

The Subscriber would respectfully inform his friends and customers, and the Public generally, that he has on hand...

T. FINLAY, (Successor to R. & T. Finlay), CHARLOTTE STREET, SAINT JOHN.

General Business.

HARD TO FIND!

AS GOOD A STOCK OF STAPLE AND FANCY DRY GOODS.

LADIES, MISSES' & GENTS' FUR SETS, MUFFS, CAPS, GLOVES, &c.

Boots, Felt and Arctic Over, Rubbers. The largest and cheapest Stock in Newcastle.

PEOPLES HOUSE, JAMES BROWN, November 23rd, 1876.

Glasgow House.

The Subscriber has in Stock, a full and complete assortment of...

STAPLE AND FANCY DRY GOODS.

Embroidered Lace, which will be worthy the attention of close cash purchasers.

ALSO IN STOCK: A Large Stock of English TEAS.

TOBACCO, (different brands), FLOUR, FISH, MOLASSES, PORK, LARD, &c.

All of which are offered at low rates.

WILLIAM MURRAY, Chatham, Nov. 15th, 1876.

Seasoned Pine Lumber.

FOR SALE, WM. MURRAY, Oats, Homespun, Country Socks and Mitts.

Wanted, WM. MURRAY, Ladies' Silk, Straw Bonnets, Ladies' Silk Dress Caps.

MANCHESTER HOUSE.

JUST OPENED: Mattalase Mantle Cloth; PERSIAN CORDS.

In Navy and Seal Brown. Ladies' Silk, Straw Bonnets, Ladies' Silk Dress Caps.

Green and Gold Curtains, &c. &c. Curtain Lace to Match.

W. S. LOGGIE.

\$2500 A YEAR. AGENTS WANTED on Grand Continental Prospects.

150 DISTINCT BOOKS. Family Bibles, Bibles, Prayer Books, &c.

These Books have been selected by the Rev. J. H. Crocker, D.D., and are of the highest quality.

Also, a large stock of new and second-hand books, and a large stock of stationery, and a large stock of printing materials.

Apply to W. S. LOGGIE, 100 Bldg. AVE. 11, CHATHAM, N.B.

WINTER RESORT, JAMAICA.

Six to seven days' voyage from New York by the Atlantic Company's steamer, will convey you to the most beautiful and healthy climate in the world.

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BUSINESS NOTICE.

The "MIRAMICHI ADVANCE" is published at Chatham, Miramichi, N. B., every Thursday morning...

Advertisements in this paper are placed under classified headings.

Local, Commercial and Yearly Rates.

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Table with columns for fish types (Smelts, Eels, etc.) and quantities. Includes entries for John Sheriff, R. J. Sweeney, Geo. Sweeney, etc.

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The 556,389 lbs. under the heads of "Salmon" shipped from both stations for the year 1876, a deduction representing the packages and ice weight must be made.

The cash price paid for that quantity of salmon at the stations—that is, its value to the shippers, or the money it represents to the fishermen or producers, delivered at the stations—would be, at the lowest estimate, \$28,000 and the Railway freight, which is charged on the gross weight, would be about \$5,500, for nearly all consignments to St. John and Carleton are but for reworking to be forwarded to the United States, and, as a matter of fact, it is well known that freight charges on fish to local or Canadian points are much higher than the through rates, so no deduction need be made on account of the fish going to local points.

The tare on Bass, Smelts, etc., is much smaller than on Salmon, and we estimate it at about 15% on the gross weight of packages, because those fish are packed and shipped when frozen naturally, and are enclosed in the lightest cases, and boxes etc., possible, to save carriage expenses. A fair estimate of the net weight of Bass shipped during the year would, therefore, be 133,475 lbs., which would be worth to the shippers or fishermen at the stations, say \$13,000 and would pay \$1,570 in freight.

Declining the same tare on Smelts we have 166,672 lbs. shipped during the year, which would be worth to the shippers or fishermen, at the stations, say \$5,000 and would pay \$1,900 in freight.

The "Non-enumerated" fish are somewhat difficult to deal with, but they are almost exclusively Bass and Smelts, the proportion being about two cwt. of the former to one cwt. of the latter. In any case, that proportion would form a fair basis for a computation of values. We have, therefore, 53,475 lbs. net, on Bass account, representing to the shipper or fisherman \$5,347 and paying in freight, \$629 to the Railway and on smelt account, 26,745 lbs. net, representing \$802 and paying \$314 freight.

We compute the value of the other fish—Alewives, Eels, Frost fish, Lobsters, Mackerel, and Trout (excepting oysters)—at a total value of \$250. The Oysters, at \$1.50 a bbl. would amount in value to \$1,858 and would pay \$371 in freight to the Railway. The totals of costs or value at stations and freight on the Railway shipments from Miramichi would, therefore, be as follows:

Table showing totals for various fish types and their values. Includes entries for Salmon, Bass, Smelts, etc.

OYSTERS—CHATHAM STATION. Oysters were shipped from Chatham Station from 1st September to 31st December 1876 as follows:

Table showing oyster shipments from Chatham Station. Includes entries for John Sheriff, R. J. Sweeney, Geo. Sweeney, etc.

The following shows the aggregate shipments (excepting oysters) from both stations by individuals or firms who shipped over 4000 lbs.

Table showing aggregate shipments from both stations. Includes entries for A. & R. Adams, W. S. Loggie, etc.

OYSTERS—NEWCASTLE STATION. Oysters were shipped from Newcastle Station during the year as follows:

Table showing oyster shipments from Newcastle Station. Includes entries for John Sheriff, R. J. Sweeney, Geo. Sweeney, etc.

Shipments of fish from Chatham Station from 1st August, 1876, (railway was not opened until July) to 31st Dec., 1876:

Table showing fish shipments from Chatham Station. Includes entries for John Sheriff, R. J. Sweeney, Geo. Sweeney, etc.

The shipment of game is carried on to a considerable extent, chiefly from Newcastle Station, the shippers being Messrs. T. & H. P. Crocker, Loggie & Anderson, D. Morrison & Co., E. C. Tozer, Tozer and McDonald and others. It consists of wild geese, Brant Partridges etc. It is difficult to arrive at the quantity sent away, but, from the best judgment we can form, after examining the figures, we place the gross weight at about 5,000 lbs. We may, therefore, put down the shipments of Fish and Game from Miramichi by Rail in 1876 as follows:

Table showing fish and game shipments from Miramichi. Includes entries for John Sheriff, R. J. Sweeney, Geo. Sweeney, etc.

The above figures, it must be borne in mind, represent the gross weights, as entered on the books at the two Railway stations, and in order to give the general reader a correct idea of the actual quantity of each kind of fish shipped, the weight of packages—including ice, etc.—must be deducted. An attempt, however, to present figures in this connection, must be based largely on guesswork, for, at the time of shipment, distinctions are not sufficiently drawn between the condition, or form in which each kind of fish leaves the stations, to enable any person, by examining the books, to determine net weights definitely.

Fresh Salmon are shipped chiefly in two forms; the first is fresh-caught and packed in ice, and the next, frozen solid by the patented process. The packages in which both kinds are sent away average about 300 lbs. each, but in the case of fresh-caught salmon there are, say, fish weighing 160 lbs. leaving 140 lbs. of package, while in the case of frozen fish the tare is very much less. Roughly estimated, the tare of a 300 lb. box of frozen salmon is from 80 to 100 lbs. Without reliable data indicating the relative proportions of fresh-caught and frozen Salmon, however, we cannot properly estimate the total net weight of shipments. We know definitely however, that from

the News, were requested by him to say that he never authorized the mention of his name in its columns, and, though Mr. Willis, Editor of that paper, may have meant no harm to Mr. Smith, the latter, while grateful for his good intentions, if he had any, is by no means flattered by seeing his name printed in such a paper. As the ADVANCE was also mentioned, and Mr. Willis may entertain the idea that it owes him some acknowledgment in kind, it hastens to return the advertising compliment. We will not resort to untruth and say Mr. Willis has corrected the "copy" for even that would be out of his line. If he had attempted to do so he might have put a head on it but our limited space would not permit of our inserting it. Without the head Mr. Willis' advertisement would read as follows:

EDWARD WILLIS, SMELTS. Partner of J. A. S. & S. Matt. Proprietor of the News and writer of leading articles in the Board of Directors of the Halifax Fish and Game Co. Member and P. M. of the Halifax Fish and Game Co. Member and P. M. of the Halifax Fish and Game Co. Member and P. M. of the Halifax Fish and Game Co.

The late St. John Election. On Saturday, Mr. ROBERT MARSHALL resolved to resign his seat in the hands of the electors, and went through the necessary forms for that purpose. In taking this course, Mr. MARSHALL felt that in the peculiar circumstances of this case, the election points could not be contested in the Courts, without embittering it might be permanently, the relations of many of those who have been accustomed to act together as personal and political friends. He will appeal to the electors at an early day for a renewal of their confidence.—Telegraph.

Mr. Marshall has taken the wisest and most satisfactory course open to him in the above matter. It is well known that, as the law stands, and under the present system and popular practices for the conducting of parliamentary elections, the unseating of a successful candidate has only to be attempted before the Courts in order to be successful. Persons acting entirely of their own motion in Mr. Marshall's interest, did it, believed, acts which would be, in all probability, pronounced bribery and corruption and the same is undoubtedly true in regard to Mr. Everett. In view of the probability of being unseated, therefore, for bribery by agents, Mr. Marshall tendered his resignation to Hon. Speaker Wedderburn in order that the constituency might again choose between himself and those opposed to him.

At the Election Court which met in St. John on Monday last R. H. Thomson, Esq., counsel for Mr. Marshall, took the point that the proceedings must fall in view of his client's resignation of the contested seat. The Chief Justice was of the same opinion, and after Mr. Marshall had undertaken to pay the costs, the court closed sine die. The Freeman, News & don't seem to relish the turn affairs have taken. It has been said that Mr. Everett intended to let Mr. Maher run against Mr. Marshall this time, but we observe that Mr. Everett is holding political meetings. Mr. Marshall's chances are much improved since the late election.

CHOWDRI OTT.—Although our columns are very full this week, we are obliged to hold over much interesting news and other matter.

SMELT FISHERY.—Inspector Venning has sent for publication an interesting letter on the Smelt fishery question, in which he differs from us on some material points. We regret that, owing to the crowded state of our column when it arrived yesterday we could not make room for it this week. It will appear in next issue.

JAMES GORDON BENNETT, owner of the New York Herald, has been fighting, drinking to excess and otherwise striving to disgrace himself. He was to have been married a few days ago, but failed to put in an appearance at the appointed time, for which the brother of the young lady he was to marry attempted to thrash him. A duel between the two men has been announced, but although the Press telegrams are stating that the meeting has taken place and Bennett has been killed