

ightest driving to the heaviest team.

Also, on hand, a large assortment of COLLARS, WHIPS, BLANKETS, &c., which will be sold at prices to suit the times.

T. FINLAY, (Successor to R. & T. Finlay,)

CHARLOTTE STREET

Autumn Goods! Fall Goods!!

DAY and every following day, until further notice, we will display one of the finest selection of

DRY GOODS.

The First, and most Important Lot, CONTAINS OVER

200 SHAWLS and W. P. MANTELS, 200 pairs of Ladies' Linen CUFFS and COLLARS, Ladies' and Gents' Woollen, Buck-skin & Calf-skin Gloves. As this lot was secured by us under very advantageous circumstances, being 33, on the regular value, customers would do well to inspect them.

One Hundred and Fifty of the newest and most fashionable shapes of LADIES' FELT and STRAW HATS AND BONNETS. with all the new Shades and Merial for Cimming. THE WOOLLEN DEPARTMENT IS ALSO VERY WELL STOCKED 300 pairs of Corsete, from 45c. per pair up. Fur Setts and Caps, etc., etc., will be sold very low.

REFERS& OVERCOATS. Pants and Vests, Shirts, Drawers, Undershirts, Boots, etc. etc.

LECOUR TERMS ARE CASH, AND OUR PROFITS ARE LOW Therefore we would advise everyone to come and inspect our Stock before purchasing elsewhere Come early and have the first Selections.

CHATHAM, N. B., November 2, 1876.

J. & R. SINCLAIR.

HARD TO FIND

AS GOOD A STOCK OF

STAPLE AND FANCY

LADIES', MISSES' & GENTS'

The largest and cheapest Stock In Newcastle.

PEOPLE'S HOUSE.

BASS' ALE.

JUST RECEIVED ex-Olympia, from Liverpool: 25 Hhds, Bass' PALE ALE.

Singing Lessons

MR. J. R. BURWOOD.

Professor of Vocal Music and Cultivation of the Voice, begs to inform the Ladies and Gentlemen of Chatham, and of the Miramichi genarally, that, having taken up his residence in Chatham, he is prepared to receive pupils—

Private, or in Private Classes

in the above, on moderate Terms.

PUBLIC SINGING CLASSES

TERMS-\$2.00 each per Quarter of Twenty-Four

For Adults and Children, will be opened early

Special attention paid to Choir Training.

Glasgow House.

THE Subscriber has in Stock, a full and complete

STAPLE AND FANCY

DRY GOODS

Embracing some Lots which are worthy the attention of close cash purchasers.

-ALSO IN STORE-

A Large Stock of English TEAS

(different grades.)

TOBACCO

WILLIAM MURRAY

1, 11 and 2 Inch

Seasoned Pine Lumber.

FOR SALE.

WANTED.

COMMERCIAL COLLEGE.

erous patronage hitherto accorded us, and

to assure them that no labor or expense

will be spared to make the Commercia

idence and support.

ST. JOHN, Dec. 26th, 1876.

MANCHESTER

Snow

College still more deserving of their con-

We can still obtain for our Students

ET Circulars, containing full information as to erms, Course of Studies. Time Required, &c., nailed FREE, on application to

JUST OPENED

Mattalasse Mantle Cloth:

PERSIAN CORDS.

In Navy and Seal Brown.

Ladies' Blk. Straw Bonnets; Ladies Blk. Dress Cans.

JUST RECEIVED :-

"MONITOR" OVERSHOES

(FOR LADIES.)

and made so as thoroughly to exclude snow

Chatham, Dec. 5th, 1876.

Green and Gold Curtain Repps, @ \$1; Curtain Lace to Match.

W. S. LOGGIE.

Excluders

J. B. SNOWBALL.

Durk Brown Beaver;
Black French Merino;
Black Barathea;
Black Merino Anglais;
Navy Blue French Merino @ 65c per yd.;
Maroon French Merino;

EATON & KERR.

HOUSE.

GOOD BOARD, AT ONLY \$3.00 PER WEEK

Oats, Homespun, Country Socks and Mitts

WM. MURRAY

WM. MURRAY.

FISH, MOLASSES

Chatham, Nov. 15th, 1376

FLOUR.

Newcastle, Nov. 14, 1876.

CAPS.

JAMES BROWN.

Water St., St. John

MUFFS.

FUR SETS.

November 23rd, 1876.

DRY GOODS

J. M. J. INSTITUTE Christian Brothers. ST. MICHAEL'S COMMERCAIL COLLEGE

CHATHAM, N. B. THIS college has for its object to import to young men, together with the benefit of a Christian education, the necessary knowledge of Commerce in all its branches, and whatever else may at them for industrial pursuits.

TERMS OF BOARD. Board for the scholastic year payable in advance in two terms:—\$60; Sept. 1st, \$35; March 1st, \$25. EXTRA CHARGES.

18 For further information send for Prospectus Boneless Codfish.

WE have just received—50 cases BONELESS CODFISH, packed in 30 lb. cases, a splendid LOGAN, LINDSAY & CO., St. John.



Holiday Goods!

X'MAS & NEW YEAR.

1 AM OFFERING DURING THE

HOLIDAY SEASON,

an attractive assortment of

FANCY GOODS, CONSISTING OF-

Gold, Silver and Plated Articles, SUITABLE FOR PRESENTS for either

LADIES OR GENTLEMEN.

WATCHES AND CHAINS LADIES' JEWELRY; GENTS' JEWELRY.

FINE MEERSCHAUM PIPES. MUSICAL INSTRUMENTS.

ETC., ETC., ETC., In great Variety and at Prices in keeping

with the Times. ISAAC HARRIS

Chatham, Dec. 7th, 1876.

ALL KINDS OF . Groceries, etc., -KEPT IN STOCK BY-Robertson & McAndrews WATER STREET, CHATHAM, N. B.

"PLYMOUTH"

Real Buckskin Gloves!!!

OPENED A CASE OF THOSE VERY CELEBRATED GLOVES. Lined and unlined, for Driving.

These Gloves are particularly well adapted for this climate, being soft and pliable in the coldest

J. B. SNOWBALL

Gas Company. THE Annual Meeting of the Stock-Holders of the Chatham Gas Light Company will be held at the Office of D. Ferguson, Esq., on WEDNESDAY,
3rd JAFUARY next, at 11 o'clock, a. m., for the
purpose of choosing Directors and transacting such
other business as may come before them.

J. B. SNOWBALL,
President of Company

The "MIRAMICHI ADVANCE" is published at Chatham, Miramichi, N. B., every Thursday morning in time for despatch by the earliest mails of that day. It is sent to any address in Canada, the United States or Great Britain (Postage prepaid by the Publisher) for \$1.50 A YEAR, or 75 CTS. FOR 6 MOS.—

BUSINESS NOTICE.

Advertising. The a livertisements in this paper are placed under

\$1 per square, or inch, for 1st insertion, 35cts. per square, each time, for all

LOCAL COLUMN, or reading matter advertisements 20% more than above rates. LOCAL, COMMERCIAL AND YEARLY RATES.

In order to secure the advertising patronage ousiness men and others on the North Shore—and to give them the benefit of a large circulation in the Counties of Northumberland, Kent, Gloucester and Restigouche, Bonaventure and Gaspe, their ents will, on arrangements being made taken at CONTRACT SCALE RATES. in the Province.

The "MIRAMICHI ADVANCE" having its large

ation distributed among communities en in Lumbering, Fishing and Agricultural pur-Editor" Miramichi Advance," Chatham, N B

Miramichi Advance.

CHATHAM, THURSDAY, JANUARY 4, 1877.

Partiality in Office.

We give, in another column, an ac count of some difficulties at Napan, growing, we are convinced, out of a ness to perform his duty on the part of a fishery Warden. In referring to Mr. Brimner we speak of him only as a public officer whose conduct as such is open to public judgment and criticism and although we have enjoyed and still enjoy friendly relationships with him, personally, we cannot do less than say, he deserved to be suspended, if not summarily dismissed, not refer to the matter editorially at all were it not for the fact that War den Brimner is the representative of a class of officers who seem entirely incapable of distinguishing between official public duties. The sooner such men are relieved of offices which they so administer as to give trouble to themselves, their neighbors and the Departments they represent, the better it will be for everybody. When public laws and regulations are misapplied in their administration or rep dered useless through ignorance or partizanship, the people cannot be expected to give to those charged with the duties of Government the respect and support so necessary for the work-GLOVES, de. ing of our system of popular public Boots, Felt and Arctic Overs, Rubbers. rule. We know it is unpleasant, at times, to follow the line of duty but those who accept offices under the Government must be prepared to act not as individuals, but as part of the machinery of the state and in accord with the whole. When they cannot

Sir Hugh Allan, the Grand Trunk

sense of duty.

do so they should resign and give

place to men of more nerve and strict

As an illustration of the spirit with which the Dominion Government is met by Sir Hugh Allan in the matter of utilizing the Intercolonial Railway for transatlantic mail and passenger service, the following letter to the Halifax "Chronicle" is apt :-

I notice in your issue of the 22nd inst. a paragraph in reference to the passengers by the Sarmatian having been obliged to proceed to Portland, owing to the fact of the Allan company in Liverpool issuing to them tickets for the Grand Trunk, only, to Montreal. As an illustration of the great delay and inconvenience caused to the passengers by this arrangement, I may inform you that the mails by the Sarmatian via the Intercolonial were delivered here at 9.30 on Saturday morning. and that the passengers who were com-pelled to go on to Portland, arrived here on Monday afternoon at 4.30, a difference of exactly fifty-five hours; as a matter of course passengers for points further west were proportionally delayed, and instead of spending their Christmas comfortably at home, were obliged, on that day, to put up with all the inconvenience of railway travelling, thanks to the patriotic arrange-ment of the Allan and Grand Trunk Companies. Yours truly, OTTAWA.

Ottawa, Dec. 27. And, yet, there are some persons who would have us believe that it was a great pity Sir Hugh Allan did not get the Pacific Railway contract from than he now has over Canadian interests. On Saturday last the train carrying the English mail to meet the Allan Steamer at Halifax was delayed about six hours on the Grand Trunk between Quebec and Riviere du Loup, while the Intercolonial train had to be run the faster to make up the time lost through Sir Hugh's fav orite company. The condition in which that portion of the Grand Trunk Railway is maintained is not creditable to the management, and so long as the Intercolonial is obliged to use it in order to complete its connections with Quebec and other large Canadian Cities, we fear it will continue

WE Beg Leave to tender our many friends our hearty thanks for the gencondition. The project of extending the Intercolonial on a line generally parallel with the Grand Trunk be tween Riviere du Loup and Quebec The Day and Evening Sessions will be resumed on WEDNESDAY, the 3RD JANUARY, 1877. seems to be the only one likely to put the Government road in a position to fully answer the purposes for which it Grand Trunk, people to a better sense of justice, as between the interests of Portland and Sir Hugh Allan and

North Shore Shipping Our North Shore Shipping record for the past year does not, we regret to dustry-especially on the Miramichiis carried on with the vigor which characterizes our lumber and fishing operations. Thereturns, however, for which we are indebted to the Customs authorities, show that we have some increase in the volume of tonnage. The new vessels registered at the Port of Chatham for the year, their rig, tonnage and registered owners, are as follows:

BARKS. Kaiena, 768, Richibueto, Wm. D. Douglas, Dum William Gordon, 732, Buctouche, Geo. McLeod,

Unity, 420, Richibucto, Robert Caie, do SCHOONERS WhiteWing, 19, Miramichi, Reuben Nowlan, Chat-

(Lot 1) P. E. I. Union, 77, New Bandon, Matthew Ellis, New

Leonora, 36, Richibucto, James Wright, Richi

Marie, 11, Shippegan, Onesome Chiasson, Ship-

Total 11 vessels, 2.121 tons. The old vessels added to the Registry of the Port of Chatham, with tonnage and owners, during the year, were as

Schr. A. Seaman, 85, G. Irving, Richibucto. Schr. Miramichi, 31, E. Hutchison, Miramichi Brigt. St. Michael, 460, John Sadler, Chatham Total 3 vessels, 576 tons. The vessels written off the books during the year were as follows:

Schr. Ellen F., 117 tons, abandoned at sea Schr. Jasper 15 tons, stranded. Schr. Grace Weston, transferred to Charlottetov Total written off-3 vessels, 170 tons. The following is a summary of the vessels now on the Registry of the Port

11 vessels.

Our shipbuilders are a little more ac-

tive than they were last year. We hear of the following vessels being under One in Gloucester, a bark of 600 tons, by John E. O'Brien, Esq.

Five in Kent as follows:-Mr. Henry O'Leary, M. P. P., a 550 ton bark at Richibucto; George Mc-Leod, Esq., M. P., a 700 ton bark at Kouchibouguac; Mr. Robert Brown, misapprehension of, or an unwilling- Weldford, a ship of 900 tons; Messrs. Jardine Bros., at Kingston, two vessels -about 750 tons each; Messrs. Scott & Eddy, a schooner of 60 tons; Mr. Geo. Long, a schooner of 60 tons. One in Northumberland, a schooner,

by Mr. C. C. Watt, of Newcastle. We shall, probably, hear of others to be built, or building before many weeks and we really think Miramichi ought to as the report will show. We would turn out more new tonnage every year

Miramichi Trade.

The following are the Customs returns personal, family or party interests and of the trade of Miramichi for the past

PORT OF NEWGASTLE.

The Imports of the Miramichi, and the duties paid, from 1st January to

31st Dec. 1876 were as follows:-8217 147 00 \$48,931 38 The figures for 1875 corresponding with the above, were as follows:-

\$157,254 00 128,399 00 \$18,537 00 34,779 79 \$285,653 00 \$53,316 79 The cause of the falling off of imports

n 1876 is due to the fact that it was customary before the opening of the Railway for importers to obtain sufficient supplies in the Fall to last until the opening of navigation in Spring: The custom was acted upon in 1875, but not in 1876. No such necessity now exists, importation being carried on to a large extent in winter. That is one of the great benefits which the opening of the Intercolonial has conferred upon us.

Protection of the Smelt Fishery. We learn that the Inspector of Fisheries has decided not to allow fishing

for smelts in Bathurst harbor with bag nets similar to those in use in the vicinity of the Miramichi. While we admit that there are some reasons which partially justify the restriction placed upon those who fish with bag nets at Bathurst, we feel convinced that the Inspector has allowed his zeal to get the better of him in the matter .-The fishermen are now obliged to use only the hook and line and the tedious labor of such a mode of fishing-involving, as it does, forced endurance of wet mosphere and the maintenance of a

nets in Bathurst harbor will not affect the supply to a damaging extent. It is urged, as one reason for the restriction imposed, that smelts are being sent forward from the North Shore in was intended, and if the Government such quantities as to glut the American takes it up seriously it may bring the market, bring down the price and thus depreciate the value of the industry. When such considerations as these affect the action of our fishery authorities those of Canada and its great Railway we incline to the belief that they go somewhat outside of their legitimate sphere of duty and enter into matters of trade, which, according to a generally recognized belief, regulates itself. If we are to assume that one department say, indicate that our shipbuilding in- of the government ought to prevent fishermen from catching fish in a recognized way because its officers have an idea that there are so many going into the market as to bring the price down. we may, by the same process of reasoning, arrive at the conclusion that some other department should prohibit our millowners from sawing lumber with gang saws, because that staple article of the country has had its commercial value affected by an excessive supply. Whatever may be said to the contrary by interested parties, we

have no evidence, yet, to show that Bathurst harbor has any peculiarities which require that its smelt fishermen should be subjected to restrictions which

are not put upon those of other places.

have the benefit of it. The Inspector, himself, will, we

think, admit that when the law against bag nets was made, smelts were no contemplated at all. They have become a fish of material commercial value only of late, and the Departmen will do well to consider whether it can not proceed in the matter of their protection in other and quite as effective directions as in that of the mode of catching them. Bag nets, for catching smelts only, might be legalised and the size of their mesh regulated to suit the locality where they are used. Th Bathurst smelts, being of larger size than those caught in many other places ought not to be fished for in nets of th same size mesh as those used where the "run of fish" is smaller. It might b well, also, to prohibit the use of smel for any other than commercial or table purposes. These two points are material ones, and the latter is especially s We hear a good many persons say that the catch for manurial purposes is no so large as that for shipment to the American market, but we believe they make a great mistake. It is easy for the ordinary thinker to compute what the quantity marketed is, because the Railway records enable him to do so, but it is only those with a turn for statistical estimates and who have also visit ed our river banks in the spring and early summer, who have an adequate idea of the sum total of the quantities carted away and distributed over land and buried in potatoe furrows over hundreds of miles of country bordering up on both tidal and fluvial portions of our rivers. It is clear, we believe, that the quantity carted away for manure is larger than that shipped by rail. We therefore, hope that the question of the smelt fishery will be dealt with at an early day in such a thorough manner as to regulate it without putting restrictions upon those engaged in it which may turn out to be unnecessary to its proper protection As it is a comparatively new industry it requires a consideration which has never yet been given to it by the Fisheries Department and the sooner a full code of regulations is made for it the less need there will be of tinkering at it in a way that will only cause irritation to the fishermen as well as to the fishery officers who, we know, are generally desirous of serving the fishermen's

"A Man of Laisure." Mr. D. G. Smith, an active coal dealer at Chatham, who is also Agent of the Anchor Line S. S. Company, also proprietor of an extensive book and stationery establishment, and also, we believe, editor of the Miramichi Advance, devotes considerable of his spare time to St. John affairs. giving more space to our local politics than to the affairs of the people among whom his paper circulates. Smith has had too ch experience in journalism to be norant of the folly of such editing, and is evidently using his paper for the purpose of currying favor with members of egislature by whose aid he expects to get the office of official reporter. gets that position the coal business stationery store, steamship agency, local general politics, together with work of reporting, will, we hope, him leisure to continue his supervision. over St. John local politics. We like mith he likes work, and we are sorry to see him languish for something to do. Smith, if time hangs heavy on your hands after you have transacted your steamsh usiness, filled your orders for coal, attended to your book and stationery customers. read your exchanges, supervised your job rinting, written your reports, news items and editorials, entered up the names of new subscribers, etc., etc., etc., you might amuse yourself in snowballing. St. John

We are really obliged to the News for the above neat little advertisement, but regret that its editor did not send the copy" to Chatham for revision before publishing it. Had that course been taken it would have announced-in addition to what is so well set forththat the gentleman named represents that just at the time, when he wishes to four of the most reliable Insurance Com- get coal for the purpose of stocking panies doing business in Canada and is up and supplying customers, he is clothing in our piercing northern at also prepared to furnish Hall's Safes to informed that it will be sent on any person who may require a first class "as soon as possible, as the Railway position of the body which admits of but fire and burglar proof article to keep has been taking its store of coal." little physical exercise-is out of reason- their books and money in safety during We are under the impression that the able proportion with the results obtain- the silent watches of the night when sooner the Railway and Coal Company able. The smelt is a very profific fish fire alarms are most plentiful and thieves arrange their transactions differently the Canadian Government and, thus, and we are convinced, from personal ob. break through and steal. The safes the better it will be for both. There those who have given the subject their double-back-action-rotary-slotfed-discattention, that its spawning time ex- combination locks-well we won't say be supplied on reasonably short notice tends from about the first week in Jan- any more about that part of the subject, uary to May and even June. These fish but in wishing our versatile friends of and they, therefore, did not lay in their swarm into our rivers for six months of the News the compliments of the season, the year and the people in many parts | we desire, in as delicate and moderate of the country have, for the last twenty- a manner as possible to correct a few five or thirty years, at least, seined errors which characterise its notice of them by cart loads and tons and used the "man of leisure." He does not lonial should not, because it failed to them as manure for their crops. The give more space in the MIRAMICHI AD- obtain its supply at the proper time, facts bear us out in stating that even VANCE to St. John local politics than to such wholesale destruction of the fish the affairs of the people among whom as that has not resulted in any appreci- his paper circulates, as the journal itself large amounts in the shape of freights able diminution of their numbers from shows. The ADVANCE must, however, It will occur to almost any one having year to year in the rivers where they express itself on St. John politics be- an idea of business that the Railway are thus taken, and there is, therefore, cause it has nearly as many readers in should have secured its store of coal good reason for the belief that the few that city as the Weekly News and we during the summer and fall so as tons which may be caught with bag fancy we understand St. John politics sufficiently to justify any little interest

we may manifest in them. Respecting the folly of "Smith's" way of editing, our cotemporary will pardon us for remarking that as we never had the most exalted opinion of the manner in which the News' editing was done, we cannot place sufficiently high value on its judgment in such a appointed. matter as to justify us in being, in the least, swaved by it.

Mr. Willis, editor of the News, knows sufficient of the gentleman he refers to as "currying favor with members of the "legislature by whose aid he expects to "get the office of official reporter," to justify the expectation that his paper would stop somewhere short of attributing so questionable a motive for the course which the latter, as editor of the ADVANCE, has deemed it proper to pursue in connection with the St. John election. Mr. Smith, we believe, depends on something more honorable and intelligent than "currying favor' for realizing his claims upon the Reportership and we really thought that the

News' people comprehended the fact. We are glad our cotemporary likes Smith, but can assure it that he not at all "languishing for something to do." He is very busy, just now, as he has been ever since he can remember. and if our friends of the News will leave off cultivating little tea-party societies Until such evidence is brought forward and cliques, abandon their "currying the objections to the bag nets in comfavor" with those who delight in empty titles, and substitute real, hard and mon use are but theoretical, and where honest work for scheming and wire pullthere is a doubt as to whether an inter-Adelina, 12, Shippegan, August Paulin, Shippeference with the pursuit of their calling
by a deserving class of toilers is also
fellow-feeling for "Smith" and have less by a deserving class of toilers is absoleisure for seeking, in the stratum which

Bass Fishery.

The questions whether bass ought to be taken in Napan and Black River, up to the 25th of May, and whether seining for bass in those rivers ought to be allowed, are being agitated among those interested, both in the locality named and along the Northwest and Southwest Miramichi Rivers. The agitation, so far as we can learn, has grown out of a petition which is said to be going round for signatures, asking the Minister of Marine and Fisheries to revive the former regulations in their entirity and make the close season begin everywhere at the same time. We trust that the Minister will proceed with the same judicious caution in the matter now that he did in the spring of 1875 when the privilege of bass fishing in authorities at head-quarters will doubtless, remember that the prayer of the petition sent forward at that time was not granted until a year after it was presented and that, in the meantime, the Department investigated the subject and deliberately decided to give those lower parishes people the privilege of fishing for bass until the 25th of May and using seines in prosecuting their work. It will also be remembered that Mr. Whitcher reported to the Minister in the spring of 1875 that the restriction then existing had been placed on the lower parishes fishermen at the instance of Hon. Mr. Mitchell in compliance with a petition similar to that now reported to be in circulation. If such a petition is being circulated it will turn out to be from the people of the Northwest and Southwest, who, no doubt, believe, Si wish to believe the representations made to them by those moving in the matter. Behind the apparent desire to protect the bass fishery however, is the motive which we regret to find still existing. viz.-to prevent bass from going into be sent from the Northwest and Southwest branches, where they are caught in such large numbers during the winter season. If we were convinced that the breeding fish were taken by seines the lower waters to any damaging extent we would heartily join in any reasonable effort to secure their protection, but having, by personal observation and enquiry for two years past, failed to get evidence to establish the fact conclusive ly, we believe the open season should remain as it is and that the Napan and Black River people, who have, doubtless, again prepared to prosecute the bass fishery, should have the same privileges that were accorded to them last year. If a change is to be made it should take place in the Spring, at the begining of the close season, and not in the Fall or winter after the fishermen have gone to the expense of preparing for their work. If the matter is to be opened up again let us have a thorough enquiry into it. In the meantime we think it is hardly fair to deprive the lower parts of the county of privileges on the petition of persons-however well-meaning they may be-who live in the upper parishes and cannot therefore possibly make sufficient personal enquiries when such a document is presented to them to enable them to judge fairly of the subject they are made to influence by their signatures. We hope our upper country friends will act as

were their own. It is a safe rule and we all need to observe it more than we

the case of the lower parishes people

Coal Famine The Spring Hill Coal Company estab lished an agency at Chatham last Autumn and the Agent has prepared for the housing of coal. We learn, however, opening of the railway the people could with coal by the Spring Hill Company usual stock. The Company, having by its advertisements created this belief, it ought, in all fairness, to make an effort to supply its agents, and the Intercotake charge of the mine to the dissappointment of those who are paying it avoid obstructing and injuring its own traffic. When, however, it failed to make such ordinary provisions for its own supplies those responsible for the omission should not step in and entirely stop the supplies of others.

The Agent at Chatham informs that he expects a full supply in about week, and we hope he will not be dis

The "Northern Light." It appears that Mr. Sewell, designer

and builder of the Northern Light, feels

pretty sure that the captain in charge of her when she attempted to get out of Charlottetown Harbor a fortnight since. was incompetent. Mr. Sewell, according to the Quebec Chronicle "proposed to the Government, to the effect that he would proceed to Charlottetown a his own expense and cause the vessel t rise upon the ice as long as it would bear her, even to thirty feet of her length on condition that he was allowed to have full charge of the vessel for a week, his expenses to be paid in the event of his proving satisfactorily that the vessel possesses the quality of rising upon and crushing down the ice. The offer has been accepted by the Government, subect to the condition that, as Mr. Sewell is not a regular navigator, the command of the vessel is not to be taken out of the captain's hands, but the latter is instructed to receive Mr. Sewell on board, and to be advised by him in any matter relating to the ice, so that his views and suggestions with reference to the vessel getting through the ice shall be carried lutely necessary or not, it seems best holds the spring of their own actions, to whether the model of the vessel is a fire. The train carried 165 passengers.

business to see that his vessel's first meeting with the ice took place under

JUDGE WATERS of St. John County Court has been appointed Judge of the New Brunswick Court of Vice-Admi-

FAILURES IN ST. JOHN. - The business failures in St. John for 1875 num bered 78, for \$740,854.18, against 177 failures in 1875 for \$3,663,708.42.

ST. JOHN LUMBER TRADE. - The lum ber shipments of St. John to the Unit-Kingdom and continent for 1876 were 192,005,894 superficial feet deals and 15,259 tons of timber. Miramichi shipped over 116,762,861 feet of those lower waters was asked for. The deals, 5,000,000 palings and 4,035 tons timber, during the same navigation sea-

> WHEW !- That dignified, learned and, withal, modest little paper, the Halifax Herald closes its last leader for 1876 with the following mild expression of what it will do, aided, of course, by Halifax and Pictou:-

"Let Mr. Mackenzie insist, if he is not a coward, that in justice to their Province these gentlemen should take their seats in the Senate; and, in place of Messrs, Cormichael and Power, Halifax and Picton will hurl upon the Cabinet at Ottawa two nien whose strength will be felt in the shock that will shatter it own camp, and at a given time set

THE MARSHALL ELECTION PETITION was before the Chief Justice last week on an order obtained in the responfriends, Crookshank and Shawpetitioners-to show cause why the order for trial should not be set aside. His Honor, on Friday last, ruled against the applicants on three points raised, but reserved judgment on the main issue, which was that he had no jurisdiction in the matter. Should the decision on the latter point be against the Petitioners friend Willis will have to pay over some of "that \$400" to brother Palmer whose "written opinion" led him into the goose chase by which he has sought to unhorse Marshall.

Special Despatches to the "Miramichi Advance."

WAR APPARENTLY IMMINENT. Death of Judge McCully A RING DEFEATED.

The St. John Election Petition. fort and battery in the Empire.

LONDON, Jan. 3rd, 1877. War in the East seems unavoidable. Turkish delegates have refused, at the Conference, to discuss the principal points of the joint proposals, such as the Interna tional Commission, Extension of Servian

The Plenipotentiaries asked if this wa tantamount to a rejection, when the Turkish representatives replied they must consult the Porte before answering.

The next sitting of the Conference fixed for Thursday, when the Porte will

The Marquis of Salisbury visited Midhat Pasha, Grand Vizier, after the Conference. The Turkish delegates not only decide they cannot discuss certain points of the proposals made by the Powers, but their counter proposals differ completely from the scheme agreed upon by the Pleni

It is stated that General Ignatieff Rus sian Plenipotentiary, has decided he cannot discuss the Turkish proposals and in

tentiaries. Thursday's sitting will probably be de

this he was supported by other Plenipo-

Sr. JOHN, Jan. 3rd. No political news from the States. The weather in Boston is cold with snow

The storm here has disarranged all the

The fisheries were sold yesterday bring-A combination to corner the west side (Carleton) was defeated by changing the order in which the lots were effered This puzzled the ring in an annoying

As the particulars of the election peti ion become known Everett's friends feel that he has made a grand political mistake.

PRESS DESPATCHES.

[Continued from 1st Page.] NORTH SYDNEY, Dec. 30, -Schr. Lottic Bell from Boune Bay to Gloucester, arrived to-day, as did the schrs. H. B. Griffin from Bonne Bay to the same place, and Lousia N. A., from Campbellton Mines to Halifax. These vessels report a fearful hurricane at Bonne Bay Nfld., about ten days ago, the tide rising into and in some cases over the houses, doing much damage to shipping and property on shore.

MONTREAL, Dec. 31 .- The Grand Trunk

Engineer complications still continue. Mr

Hickson, manager of the road, has had several interviews with the men. Those on the section east of Montreal proposed to resume work, but those west of Belleville hold out and conduct themselves most lawlessly. Their conduct is generally condemned by the public. The Company have, they say, irrespective of strikers, sufficient men to do all the service, and all that is required is that the who work for them be protected. Volunteers have been called out in Toronto and Belleville, and in many other places the civic authorities have intervened. Fighting has already taken place. Trains will leave Montreal, as usual, to-morrow.

The President of the Delaware and Hudson Railway has tendered the services of a large number of drivers and engineers on the Vermont Central. The dissaffected There were bodies floating out from the had a meeting, vesterday, to determine what they would do. Mr. Eaton, Chairman of the Toronto Branch of the Brotherhood, has been arrested, together with several ringleaders. Hopes are expressed that the difficulty will be arranged, but the management of the road appears to be firm. The conduct of the drivers in abanplaces is severely criticised, and has forfeited all sympathy previously existing throughout the town. The surgeons of

The details of the Ashtabula R. R. disaster fully confirm the first report of the calamity. The bridge was of iron, 150 feet span, crossing the Ashtabula Creek. 69 feet below, thickly iced. The leading engine had crossed, and the second engine out." Mr. Sewell is now en route for with eleven cars fell with the bridge into Charlottetown and we shall soon know the gulf. The wreck immediately took Sara, 11, Shippegan, Nazaire Neel, Shippegan. I that the men-not the fish-should discover motives for what his paper says. failure or not. It seems rather, strange Less than eighty survivors are accounted

that Mr. Sewell did not make it his for, most of them injured. The dead are mostly darecognizable. Probably eight are dead. The cause is attributed to the

effect of frost in the iron. Boston, Jan. 1. - The Sultan of Tackey has refused to accept the proposals of the Powers regarding provincial reforms, and the Marquis of Salisbury has ordered the withdrawal of the British fleet now in Turkish waters.

At the Conference, on Saturday, counter propositions of the Porte were considered. and it is the opinion of the correspondents that the Powers will modify the original demands. Turkey will be granted suffi cient time to formulate her wishes.

The strike of Grand Trunk locomotive engineers is becoming serious; the strikers have grown belligerent, and vesterday assaulted an engineer who had remained at work. Negotiations ar anding between the Company and Canadian Government for military protection of the road. Additional details of Friday's disaster

at Ashtabula, Ohio, disclose loss of life as one hundred, and upwards of sixty wounded. Several eastern people are among the

The "Empress of India Proclaimed Despatches from India give a brief outline of the pageant attending the procla-

mation of the Queen as Empress of India

on New Year Day. The "Imperial As-

semblage" was held on the open plain out-

side of Delhi. The Viceroy's throne was placed on a dais, and the feudatory princes, arranged in groups on separate platforms, all facing him. Each chief occupied his ith an elephant procession to the plat-Truly the proverbial ferocity of the form assigned him. The elephant processions were over one hundred. Wh n all had occupied their platforms the Vicerov Governors and Lieutenant Governors of India, and other high officials entitled to accompany him, took their places on the dents' interest, requiring Mr. Willis's central dais. The troops were stationed at the rear of the Viceroy. When all entitled to participate in the ceremony had taken their places the proclamation was read. This ended, the Royal Standard of England was unfurled amid an Imperial salute of 101 guns. The troops presented arms, and the band played "God Save the Queen." This part of the ceremony brought to a close, the Viceroy delivered to the chiefs the special presents sent to them by the Queen. There was also a general distribution of the Star of India on the occasion, to Europeans as well as natives, to those absent as well as present and not only to distinguished civil, mil-

> vernment in India. At the very moment of making proclamation at Delhi the Queen was proclaimed Empress in every camp and civil station. and an imperial salute was fired from every

> itary and political officers, but to selected

representatives of all classes, who have

served by their labors and their influence

to build up and consolidate the fabric and

extend the authority of the British Go-

Dreadful Railway Calamity.

Hardly had the remains of those who pershed in the burning Brooklyn Theatre-been placed in Greenwood Cemetery when the news of another fearful catastrophe came from Cleveland Ohio. The last tragedy was caused by some defect in an iron bridge of over 100 feet span and the poor passengers to the number of a hundred or more were crushed to death when the train leaped into the chasm, or burned when the fire from the car heaters seized upon the debris, while others were bruised and One account gives the follow

"The train was due at Ashtabula a 5.15, and was nearly three hours late. It had eleven cars, including the drawingroom car, three sleepers, one smoking car. two coaches, and four baggage and express cars. It was drawn by two engines, the Socrates ahead, fellowed by the Columbia. No. 360. Daniel McGuire, engineer of the Socrates, relates: The train was running slow, and just as they had fairly crossed the High bridge, not more than 40 rods distant from the depot, they felt a violent jar, and in an instant the coupling between the Socrates and the Columbia broke, and the whole train was precipitated with the bridge into the river, 65 feet below. Mr. McGuire says his engine was pulled back nearly to the edge of the broken span before the coupling Judge McCully of Nova Scotia, died broke, and regained its forward motion barely in time to save itself. The bridge was an iron truss bridge, and had been in use about 11 years. It is supposed the heavy draughts must have thrown the cars from the track, causing the cold from to

> "The horrible scene below beggars all description. The span is about 100 feet wide, and through the space below flows the river, about four or five feet leep, at this time thickly covered with ice. In this space were the eleven cars and one engine and tender precipitated, the fall of course breaking through the ice and shivering the cars as if a magazine of nitro-

> glycerine had exploded beneath them." "The seven passenger coaches altogether contained about 165 adults and a number of children. In the drawing-room car bound for Cleveland were nine persons, all supposed to have perished. In the two sleeping cars bound for Chicago were thirtyfive passengers. Most of those in the forward car are saved with injuries more or less severe. Within a very few moments after the crash the flames burst out from nearly every car. Ere help was at hand the flames were striving with the icy torrent as to which should devour the greater number of human lives."

"Mr. Frank Belknap, who was the earliest at the scene, says the piteous cries for help from the victims were enough to distract the stoutest hearts. Here was a young and finely-dressed girl, about ten years old, struggling in vain to release her hips of the weight which was crushing her slender frame, and close behind her were flames shooting out forked tongues, which in another instant had enwrapped her in their furious embrace. Here was hine appearing gentleman of middle age strong bolt upright in his seat, and unable to extricate himself, calmly awaiting the flames, which soon claimed their victim. wreck, and others, not yet strangled by the icy flood, were attempting to reach the

"A crowd soon made their way to the burning debris, and with axes and topes extricated many persons, who were placed on stretchers and taken to the top of the hill, where the best of assistance awaited doning engines and trains at out of way them. The hotels at the depot were soon filled, and private houses thrown open the town rendered all the assistance in their power, but many perished during the night, notwithstanding the best of care. Others are now lying in a suffering condition. Fully 100 persons were killed in this terrible disaster."

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