SPRING

—AND—

SUMMER GOODS.

JUST ARRIVED:

A large and well selected stock of

Dry Goods,
Ready-Made Clothing,
Hats and Caps,
Boots and Shoes,
Groceries and Provisions.
Crockery & Glassware.

☞ Best Brands of Wines and Liquors, etc.

The above mentioned will be sold so cheap as to defy competition. Inspection Invited.

ROGER FLANAGAN;
St. John Street, - - Chatham, N. B.

Harbor Notice.

PILOTS and others are hereby notified that on bringing Vessels of any kind into the Port of Chatham they are required not to anchor them a distance less than

150 FATHOMS FROM ANY OF THE WHARVES.

This order is necessary to enable Raftsmen to take rafts to the mills, the present practice having, in some cases, unnecessarily interfered with them,

WM. JOHNSTON,
Harbor Master,
Port of Chatham.

Dated 25th May, 1876.

HANDBILLS,
AUCTION BILLS,
BILL HEADS.
BUSINESS CARDS.

CHEAPLY PRINTED,

—AT THE—

"ADVANCE OFFICE."

Residence to Let.

THE Subscriber desires to let the new First-Class Cottage residence recently erected by him on King Street to a good tenant for one or more years, as may be desired. Possession given July 1st. Apply at the premises to

May 23, 1876. GEO. ROBINSON.

NEW STORE!

A. & R. Loggie,

BLACK BROOK,

BEG leave to thank the people of Black Brook and vicinity for the liberal patronage bestowed on them in the past and hope to merit a continuance of the same in the future.

They respectfully announce the arrival, per recent steamers, of;

A Large and Varied Stock of

Staple and
Fancy Dry Goods,
Hats and Caps,
Ready-Made Clothing,
Boots and Shoes,
Shelf and heavy hardware,
Groceries, etc., etc.

ALWAYS ON HAND:—

Flour,
Meal,
Pork,
Beef,
Molasses,
Cheese.
Sugar,
Tea,
Butter,
Lard,
etc., etc.

☞ Country produce of all kinds bought and sold.

A. & R. LOGGIE,
Black Brook.

May 24, 1876.

Pork, Beef, Oil, Etc., Etc.

Ex "Blink Bonnie" from Boston.

20 BARRELS Boston Mess Pork,
30 do. do. Ex Prime do.
30 do. do. Ex Mess Beef.
10 do. Refined Petroleum.
10 do. W. Va. Lubricating Oil.
15 do. Natural do. do.
10 do. Extra W. Lard do.
10 do. do. Engine do.

Also, a choice assortment of

TEA,

from London, ex "JARDINE BROTHERS."
For Sale low in Bond or duty paid.

PATTISON & M'ANDREWS.

Chatham, 22nd May, 1876. Jun. 23

GOLDEN BALL

Boot & Shoe Store,

—WITH—

Furniture Wareroom Adjoining.

ON hand for Sale, a larger Stock than heretofore, and cheaper than usual,

Ladies' Boots, from 75cts. to $4.00.
Men's Congress, from $1.75 to $5.00.

—A large Stock of good—

Good Trunks & Valises,
Sole Leather,
Bedroom Sets,
Parlor Suits,

and other Furniture; for quality lower in price than any in the Province.

☞ Parties who owe will please pay up, as we are forced to realize.

FOTHERINGHAM & CO.

Chatham, 26th May, 1876.

Blank Books,

In great variety,

—AT THE—

MIRAMICHI BOOKSTORE.

GUINESS'S PORTER,

BURKE'S BOTTLING.

100 BBLS. PINTS AND QUARTS in Store.

DANIEL PATTON,
Saint John.

RUM! RUM!

A FEW CASES of the very best Jamaica Rum, bottled in Liverpool.

For Sale, low.

J. R. GOGGIN,

Water Street, Chatham, N. B.

☞ Parties requiring a superior article had better call at once, as the quantity is small.

J. R. G.

GO AND SEE IT!

STRANG'S Market is on Union Wharf, a little off Water Street, and it is just the place for House-keepers and others to buy what they want for table use.

This week the following is offered:—

Fresh Shad, Potatoes, Fresh Salmon.

Eggs, P. E. Island Hams, Quebec do.
Seed Oats.

FRESH AND PICKLED BASS,
FRESH HERRING,
PICKLED CODFISH,
PICKLED MACKERAL,
PICKLED SALMON.

Always in Stock:—Dried Codfish, Pork, Tea, Molasses, Tobacco, Butter, Oatmeal, Preserved Salmon, Lobsters & other Canned Fish, Parafine Oil, &c., &c.

500 Bushels Oats, 30 Tons Screwed Hay.

Our motto is *Quick Sales* for *Cash* and small rofits.

E. A. STRANG.

WANTED.

WANTED, Two or Three Gentleman Boarders.

For particulars apply at ADVANCE office.

June 23

SPRING, 1876.

Received ex steamships 'India,' 'Tyrian,' 'Anglia, and Mail Steamers, via Portland & Halifax:—

180 PACKAGES NEW SPRING GOODS,

COMPRISING FULL LINES IN

WOOLENS,
COTTONS,
LINENS,
DRESS GOODS,
MILLINERY,
SMALLWARES,
HOISERY,
FANCY GOODS,
CLOTHING, &c.,

ALSO—IN STOCK AND TO ARRIVE;

20 bales American Grey Cottons;
10 cases American White Cottons;
10 cases American Brown Duck;
6 bales American White Duck;
1 bale American Colored Striped Duck.

☞ Wholesale buyers will find our Stock well assorted and reasonable in price.

Wholesale Warehouse,

NOS. 55 & 57 KING STREET,

SAINT JOHN.

EVERITT & BUTLER.

TEACHER WANTED.

A SECOND Class Male Teacher wanted, to take charge of No. 8 School.

JOHN STYMIEST,
Sec'y of Trustees.

Alnwick, April 21, 1876.

FRESH SEEDS!

1876. NEW IMPORTATION 1876,

A LARGE and well Selected Stock of Fresh Vegetable, and Field Turnip Seeds, Potato, Onions etc., in new varieties, from one of the first houses in the Dominion, for sale at

TRAER'S STORE, WATER STREET,
CHATHAM.

1876.
INTERNATIONAL STEAMSHIP COMPANY.

SHIPPERS OF FISH FROM MIRAMICHI are hereby notified, that Steamers of this Line will make

Three Trips A Week,

from JUNE 15th until Sept. 30. MONDAYS, WEDNESDAYS and FRIDAYS, arriving in Boston early the following day, and oftener should Business require it.

FRESH FISH

by our Line will receive every attention and be forwarded with despatch.

Parties before making any arrangements, would do we to confer with the undersigned by whom all information can be given.

H. W. CHISHOLM,
AGENT I. S. S Co'y

WHEN YOU GO

TO

NEWCASTLE

AND

Want value for your Money

In Dry Goods, Clothing, Hats and Caps, Boots and Shoes, Hardware, Groceries, Etc.

—CALL AT THE—

PEOPLE'S HOUSE.

JAMES BROWN.

CUSTOMS DEPARTMENT,
Ottawa, May 27th, 1876.

AUTHORIZED Discount on American Invoices until further notice, 11 per cent.

J. JOHNSON,
Commissioner of Customs.

Sheffield House
IMPORTATIONS.

ENGLISH French and German FNCY GOODS SOLID SILVEWARE;R

ELECTRO PLATED GOODS, quality warranted;

Ladies' and Gent's Fine Gold and Gem set JEWELRY;

English and Swiss WATCHES, in fine gold cases with the latest improvements. Warranted correct time keepers.

Parian and Bronze Figures and Groups.

Bronze Statuettes and Marble Volute CLOCKS, in suits, etc.

Further importations to arrive via Portland and Halifax, N, S,

Manufactured to order at the premises.

Ladies' and Gent's Fine GOLD JEWELRY, from London and Paris designs.

RICHARD THOMPSON.

☞ An Inspection of the Stock respectfully solicited

Scotch Sugars.

LOGAN, LINDSAY & CO. have received ex S. S Tyrian, from Glasgow and Liverpool:—

49 Casks Scotch Refined Sugars;
100 Kegs Bi Carb. of Soda;
10 bbls. Scotch Oatmeal;
5 bbls. Finest Pearl Barley;
100 boxes Valencia Rasins;
50 Boxes London Layer Raisins;
100 hf-chests, 97 chest Fine Kaisow Congou;
2 cases Cheddar Cheese;
11 cases Nixey's Black Lead.

And from United States, &c.:—

60 boxes Pure Corn Starch;
50 bbls. White Beans;
30 boxes assorted Hops;
25 tubs Lard;
10 bbls. Cheese;
5 cases Fancy Soaps;
25 boxes Blue Moated Soap;
5 cases Hearle's Extracts, assorted.

62 KING STREET,
SAINT JOHN.

TEA!

Ex SS. Angna:—

116 HALF-CHESTS SUPERIOR CONGOU TEA

DANIEL PATTON,
Saint John.

NEW GOODS.

THE Subscriber has received per Stm'rs and Railway, an instalment of

SUMMER GOODS,

AS FOLLOWS:

Men's and Boys' Newest Style Felt Hats; Ladies' and Misses' Sun Hats; Dress Goods; Collars and Cuffs; Rouchings and Rufflings; Skirts;

SACQUES,

Children's Merino Dresses; Quilts, Counterpanes; Men's Underclothing, Overalls and Jumpers; Braces, Collars, Shirts;

10,000 ROLLS

ASSORTED

ROOM PAPERING.

Balance of Stock per first Sailing Vessels

WM. MURRAY.

Chatham, 24th April, 1876.

Scotch Whiskey.

EX "India," from Glasgow, and other vessels:—45 quarter-casks Bullock Lade Whiskey; 100 cases Bulloch Lade Whiskey; 10 qr.-casks May Fairman Whiskey; 100 cases, pints and quarts, Whiskey.

DANIEL PATTON,
Saint John.

NO. 46, DOCK STREET,

WHOLESALE DEALERS

—AND—

Direct Importers;

LEE & LOGAN, Proprietors.

MESSRS. LEE & LOGAN

BEG leave to return thanks to their North Shore Customers for the liberal patronage extended them, and respectfully solicit a continuance of the same.

We wish to remind our Customers and Friends, that our Spriug Importations are about completed, and we are now prepared to sell the following Goods at very lowest possible prices.

—IN STOCK AND TO ARRIVE—

Pale and Brown Brandy,

—IN—

WOOD, BOTTLES & FLASKS,

150	Qtr. Casks Brandy,	Martell, Hennessy.
50	Octaves do.,	
700	Cases Quarts do.,	Julius Robin, and Vine Growers.
300	do. Pints do.,	
100	do. ½do. do.,	

Scotch, Irish, Bourbon, Rye & Small Still Whiskies,

—IN—

WOOD, BOTTLES & FLASKS,

50	Quarter Casks,	Bulloch Lade & Co. Scotch Whiskey.
300	Cases Quarts,	
200	do. Pints,	
50	do. ½ do.,	

25 Quarter Casks Fine Old Small Still Whiskey.
200 Cases Qts. Irish Whiskey.
150 do. Pts. do. do.
200 do. Qts. do. do. Dunville.
50 do. do. Kinnehans L. L. Whiskey.
50 do. do. Bagots Hutton & Co. B. Whisky.
40 Quarter Casks Irish Whiskey.
2 Puncheons Old Bourbon Whiskey.
50 Cases Bourbon Pints and Quarts.
50 Barrels Rye Whiskey.
50 do. Alcohol.

Holland and Old Tom Gin,

—IN—

WOOD, BOTTLES & FLASKS,

150 Quarter Casks Gin.
40 Octaves do.
300 Green Cases do.
10 Casks Old Tom Gin.
150 Cases do. do. do., Pints & Quarts.

OLD JAMACIA RUM,

—IN—

WOOD AND BOTTLES,

5 Puncheons Very Old Jamaica Rum.
100 Cases Kewney & Co. do. do.
100 do. Red Heart do. do.

Wines! Wines!! Wines!!!

70 Quarter Casks Port Wine.
60 Octaves do. do. about 18 gals.
60 Quarter Casks Sherry Wine.
40 Octaves do. about 18 gals.
10 Quarter Casks Four Diamond Port.
10 do. do. Golden Sherry.
75 Cases Champagne, Qts. & Pts.
30 do. do. Moselle, do. do.
25 do. do. Moet & Chandon, 1st Quality.
50 Cases Claret, Qts. & Pints.

ALE AND PORTER.

150 Barrels Guinness Porter, Qts. & Pts.
150 do. Bass Ale do. do.
40 Hhds. Allsops Export Ale.
25 Barrels do. do. do.
25 Kilderkins do. do. do.

50 Cases Pure Ginger Wine.
10 Casks do. do. do.
100 Cases Fruit Syrups, (*assorted.*)
25 do. Cherry Brandy.
20 do. John Bull Bitters.
10 Barrels Lemon Syrup.

GROCERIES.

400 Half Chests English Teas.
150 Quarter do. do. do.
75 Half do. Oolong do.
10 do. do. Green do.
160 Kegs Bisarbinate Soda.
50 Sacks Whole Rice.
10 Cases Limed Nutmegs.
75 Barrels Walnuts, Brazil & Filberts.
100 Cases Coleman No. 1 Starch.
200 Tins do. Mustard, 4 lb. each.
40 Kegs do. do. 18 lbs. each.
1000 Tins do. do. ½'s and ¼'s.
100 Gross Nixey's Black Lead.
50 Barrels Gran'd and Crush'd Sugar.
30 Cases Sardines, ¼'s
30 Chests Olive Oil, (30 Bottles each.)
50 Cases Wax Candles.
100 Tins Ground Ginger and Cinnamon.
100 Boxes Pipes, Woodstock, Miners and T. D.'s.

150 Brls. Crosse Blackwells, Mortons' and Barns' Pickles,

—CONSISTING OF—

Mixed Cauliflower, Picalilly, White Onions, Gherkins and Chow Chow.
20 Cases Worcestershire Sauce, Pts. & ½ Pts.
200 Dozen Sauces, (different kinds.)
100 Boxes Ginger, Pepper and Alspice.
100 do. Fancy Asst. Soap.
200 do. Canned Goods, consisting of Peaches, Strawberries, Pears, Quinces, Pine Apple, Green Peas, Oysters, Lobsters, Salmon, Cork, Soups and Meats.

TOBACCO AND CIGARS.

750 Boxes and Caddies Tobacco,—following Brands: "Charter Oak;" "Princess Louise;" "Mahogany Bright," 8's; "Canadian Arm Bright," 8's; "Little Sargeant and Little Corporal," "Chewing;" "Black Diamond and Sponge Cake;" "Shines for All," *Real Virginia;*" "Double Thick" and "Dolly Varden."

50,000 Cigars, (Different Brands.)

Confectionary, Jams and Jellies, Orange Marmalade, &c., &c.

300 Boxes Confectionary, Consisting of Gum Drops, Peppermints, Scotch Mixtures, Conversation Lozenges, Stick Candy, Bulls Eyes, Sugar Almonds, Sugar Cigars, Mottoes, Boiled Drops.

150 Dozen Jams and Jellies, (assorted.)
60 do. Keiler's Orange Marmalade.

With other Goods usually found in a Grocery Store too numerous to mention.

☞ A call is respectfully solicited.

LEE & LOGAN,

46 DOCK STREET,

SAINT JOHN, N. B.

BUSINESS NOTICE.

The St. Lawrence Advance is published at Chatham, Miramichi, N. B., every Friday 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.—the money, in all cases, to accompany the order for the paper.

Advertising.

TRANSIENT RATES.

$1 per square, or inch, for 1st insertion,

50cts. per square, each time, for all insertions after the first.

Local column, or reading matter advertisements 20% more than above rates.

LOCAL, COMMERCIAL AND YEARLY RATES.

In order to secure the advertising patronage of business 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 advertisements will, on arrangements being made therefor, be taken at Contract Scale Rates, which are as low as those of other weekly papers in the Province.

The St. Lawrence Advance having its large circulation distributed among communities engaged in Lumbering, Fishing and Agricultural pursuits, offers very superior inducements to advertisers. Address

Editor "St. Lawrence Advance," Chatham, N B.

St. Lawrence Advance.

CHATHAM, FRIDAY JUNE 2, 1876.

Miramichi as an Ocean Terminus.

There is again a rumor afloat to the effect that the Allan Line Steamers are to make Miramichi, instead of Halifax and Portland, the terminus of their Atlantic trips from Great Britain. Sir Hugh Allan has always been very favorably impressed with the importance of the Miramichi as an objective point for European passenger traffic, and it is not improbable that if his steamers do not run direct to Chatham or Newcastle upon or soon after the opening of the Intercolonial to Quebec, some other Company will avail itself of the advantages presented by our port for shortening the trip to and from Europe. Halifax and Portland must, owing to their having open harbors the year round, always be used more or less by trans-atlantic steamers, but it is only a matter of time for the Miramichi to become a summer terminus for some line of swift vessels. There are one or two other ports in the Maritime Provinces possessing almost the same natural advantages, but they cannot be made available, excepting at great cost in the way of railway and other facilities.

The opening of the Intercolonial and our Branch Line for through traffic will render Chatham available as an ocean terminus at very small, if any cost, to a steamship Company, and the same may be said of Newcastle should that port be preferred. Passengers bound to, or from the Upper Provinces would be saved several hundred miles of travel by both steamer and rail by coming to Miramichi, which means a saving of both time and the personal inconveniences of travel. These points must tell very strongly in favor of any Line which can advance them, and that they will be much longer ignored does not seem probable.

Of course Portland is entirely out of the question when a comparison of distances is to be made, so we will refer only to those between Great Britain and the two ports, Halifax and Miramichi, respectively. They are as follows:

	Miles.
Liverpool to Miramichi, via Innistrahull,....	2348
" " Halifax, "	2433
In favor of Miramichi,.......	85

If we compare the distance by water in any other way, the result places Miramichi at an advantage over Halifax. Thus, it is 31 miles less to Liverpool from Miramichi *via* Cape Clear than it is from Halifax by the same route. The advantage to a Galway steamer would also be 59 miles. Coming to the Railway route on this side of the Atlantic, we have the following.

	Miles.
Distance from Halifax to Montreal,........	860
" " Miramichi to Montreal,.......	593
In favor of Miramichi,.........	267

Calculating the average rate of steamship time at 13 miles an hour, we have, say 7 hours saved by the Miramichi route, while the time saved from the 267 miles of railway at a rate of say 25 miles an hour, would give ten hours—or a clear total saving of 17 hours by using the Miramichi, instead of the Halifax route.

In this connection we might go on to show that if the Miramichi Valley road were built, a distance of about 250 miles might be saved between Liverpool and New York, by using this port in preference to Halifax, but as we are convinced that if the experiment is tried as one entirely in connection with traffic between the Dominion and the Mother Country, the result will justify the construction of the Miramichi Valley Railway as a first rate commercial undertaking, we are content just now, to present the matter as above. The scheme involves but little outlay and it is, certainly, worth a practical test.

Since the above was written the Halifax papers of this week have come to hand and their columns denote that there is something more than mere rumor in the proposition to make Miramichi a trans-atlantic Steamship terminus. The *Chronicle* endeavors first to ignore the Miramichi, but, afterwards, refers to the proposed change in a way that is not altogether fair.

It says:—

"In a few weeks the Intercolonial Railway will be complete and open for traffic from Halifax to River du Loup, connecting at the latter place with the entire railway system of the Upper Provinces. We believe it is intended that after the opening of the road the Allan steamers which now, under Government subsidy, carry the European mails to Quebec, shall touch at Rimouski, on the Gulf of St. Lawrence, and land the mails. While the steamer is slowly making her way up the Gulf and river St. Lawrence the mails will be taken on fast trains which will reach Quebec a considerable time ahead of her. To all points West of Quebec there will be a corresponding gain of time. The Lower Provinces will also receive some advantage from the change. At present a good deal of mail matter for this section of the Dominion is forwarded by the steamers to Quebec. These mails will no longer be sent to Quebec, but will be dispatched from Rimouski by rail to the several distributing points in the Maritime Provinces, thus effecting an important saving of time. For instance in the case of the mails for Halifax via the St. Lawrence, there will be a gain of two or three days—the whole time now occupied in the conveyance from Quebec to Halifax, as the mails will reach this city about the time that the steamer reaches Quebec. The distance from Quebec to Halifax by Intercolonial Railway is 687 miles. From Rimouski to Halifax is 507 miles. Allowing 30 miles per hour, which is to be the average time of express trains on the Intercolonial when the road is got into perfect working order, the mails will be brought from Rimouski to Halifax in 17 hours. The time from Rimouski to Quebec (180 miles) will be 6 hours; so that Halifax will only be 11 hours behind Quebec in the time of mail communication with Europe via the St. Lawrence."

It would appear rather singular to an ordinary mind that a paper could advance the argument of the above in favor of Rimouski, and not recognize the fact that it must apply with much greater force to the Miramichi. A journal of the high character of the *Chronicle* should be prepared to sink local prejudices and not act on the principle that seems to actuate too many Halifax papers, viz., to say a good word for any port sooner than one in New Brunswick. Referring to the statement that the steamers are to be sent to Miramichi the *Chronicle* says:—

That statement, we believe, is totally unfounded. Report says that the British Government have determined to withdraw their portion of the subsidy for the Halifax line. The result of this might possibly be, not to send the steamers to Miramichi, but to destroy the service to the Maritime Provinces altogether, as there may be difficulty in getting a line of steamers to undertake the work for the subsidy paid by the Dominion. It would be of interest to have the despatch—if there is one—in which the British Government announce their determination to withdraw their subsidy, but we suppose that information cannot be obtained before Parliament meets. In the meantime, it is not too much to expect that the Dominion Government shall make all reasonable efforts to maintain the steamship service to Halifax which has existed for so many years.

The *Chronicle* and other Halifax papers must learn to recognize the fact that a great ocean trade like the passenger and mail traffic between the United Kingdom and Canada cannot be kept out of its legitimate channels by the local interests of any one city. When the Intercolonial, therefore, is opened all the way through, it is neither reasonable nor natural for the Dominion government to be expected to step in and act as a wet nurse for "the Steamship service to Halifax which has existed for so many years." Such services are, and ought to be governed by economical considerations in respect to time, distance and money. A saving of time generally follows a shortening of distance on a steamship route, and the sure result of both is a saving of money. All these considerations will be found in favor of Miramichi.

Returning to the proposition which finds such favor in the *Chronicle's* esteem, a few figures will show that, from a Halifax stand point, the Miramichi terminus, or port of call, ought to be considered very far ahead of Rimouski. A steamer coming from Liverpool, or any other port in the United Kingdom bound either to the Miramichi or Rimouski, would follow the same course, in either case until reaching St. Paul's. From that point the comparison of distances commences. By reference to the latest Admiralty charts the following appears:—

	Miles.
Distance from St. Paul's to Rimouski,........	396
" " " to Miramichi, at Chatham,	221
In favor of Miramichi, by water,...........	175

The respective distances to Halifax by rail are as follows:—

	Miles.
Rimouski to Halifax, by Intercolonial,.......	507
Miramichi " " " "	267
In favor of Miramichi, by rail,..............	240

Our experience does not justify the expectation of the *Chronicle* that trains will run at the rate of 30 miles an hour on the Intercolonial, so we put it at 25 miles an hour, and the steamer rate at 13 miles. The mails would reach Halifax as follows by the respective routes:—

	hrs.	min.
Rimouski to Halifax.		
507 miles by rail, at 25 miles per hour,	20	20
Miramichi to Halifax.		
267 miles by Rail, at 25 miles per hour,	10	40
Difference in favor of Miramichi, by rail,	9h.	40m.

Add to the above 9 hours and 40 minutes, the steamer's time for the extra 175 miles, at 13 miles an hour, to reach Rimouski — 13 hours and 27 min. — and we have:—

	hrs.	min.
In favor of Miramichi, by rail,...........	9	40
" " " " " water,.........	13	27
Total in favor of Miramichi,.............	23h.	07m.

While the Miramichi route is thus shown to offer nearly a whole day's advantage in time over Rimouski, it will also give Quebec a similar advantage to the extent of more than three hours. Here are the figures:

			hrs.	min.
From Miramichi to Quebec, by rail, 420 miles at 25 miles per hour,.............			16	48
175 miles extra by water to Rimouski, at 13 miles an hour,	13	27		
Distance from Rimouski to Quebec, Quebec, by rail, 180 miles at 25 miles per hour,............	7	12	20	39
In favor of Miramichi,............			3	21

We believe the above figures are fitted to convince the *Chronicle*, or any other journal that the Miramichi is the natural Canadian terminus for trans-Atlantic mail and passenger steamers during six months of the year.

We observe that some of the Halifax opposition papers are endeavoring to make capital against the Dominion Government because it is suspected of being about to recognise the superior advantages offered by Miramichi as an important point in the future mail route between Canada and the United Kingdom. Such an attitude is to be expected on the part of those organs, as they make a business of turning everything to political account. The fact that the proposition pinches the corns of their local interests, also, lends additional zest to their political abuse. We hope however, that, the Dominion Government will pursue a consistent and business-like policy in the matter and do Miramichi the justice her geographical position demands.

The Valley Route Mails.

It was with some surprise that we learned on Thursday of last week, after the ADVANCE had gone to press, that the Post Office authorities had, in addition to lessening the efficiency of the mail service on the route between Miramichi and Fredericton, made a blundering arrangement by which the local mails from all points below Newcastle were made to lie in the Post Office of that town for from three to four days each week. A written notice was posted in the Chatham office, for several weeks, stating that the mails for Fredericton, *via* Boiestown, would be despatched from Newcastle on Wednesdays and Fridays, and that correspondence intended to be transmitted by them must be posted in the Chatham office at or before 2 p. m. on those days.

As a matter of course, people in this community posted their letters and other mail matter in the belief that the notice was a correct one, and we have every reason to believe that the Postmaster here carried out his instructions to the letter in posting it up.

Being convinced by what we heard from up-river sources, that the arrangements at Newcastle were not made with any reference whatever to those officially announced at Chatham, the Editor of this paper visited the Newcastle Post Office on Friday morning and there learned from the Postmaster that his orders from the Post Office Inspector were to despatch the mails for Fredericton on Wednesdays and Fridays at *ten a. m.* We subsequently, learned that the Postmaster had been sending the mails up, latterly, by the Contractor when the latter made his trip on the 10.15 boat to connect with the train for St. John, but it was all the same, for the stage left at ten, taking with it only the Newcastle mail, and all the other mails lay over for three or four days as the case might be.

The Editor at once represented the whole matter by letter to the Inspector at St. John and asked for an explanation and an immediate change.

The result of such postal management was adding materially to the just indignation of the people on the route between Miramichi and Fredericton over the reduction of their mails from a tri-weekly to a semi-weekly service; it was causing permanent injury to all classes, for as the people up-river do most of their business with Chatham they were, in many cases, obliged to come down personally with their own teams because letters could not pass between themselves and their correspondents without a delay that almost prohibited business.

The postal authorities may not attach much importance to such matters, but we have no hesitation in saying that there is no excuse, whatever, for management which so palpably bears the impress of incompetency.

As we write we receive the assurance that the Post-office Inspector was not aware that the connection was not made between the Chatham and Newcastle mails, and that he has given orders for despatch from Chatham on Wednesday and Friday mornings in time to connect with the stage from Newcastle on those days.

Had we known before that such a state of things could be—that it was suspected at the Chatham office and positively known at the Newcastle office, ever since May 1st, and not reported, and no effort whatever made to effect a change—we would have done all we could to have a better arrangement effected before this late day. As it is the letter to the Inspector has brought the assurance of a change.

We have already expressed, in the ADVANCE, the dissatisfaction of the people with the withdrawal of one mail a week from the route under discussion. They have our full sympathy in the matter and, in a few days, they will be called upon to sign petitions to the Postmaster-General for a restoration of the old arrangement. The business between the ports of the Miramichi and the settlements along its banks is so large, and the quick exchange of correspondence between the mill-owners and merchants and the lumber operators, farmers and fishermen of such importance, that at least three mails a week have become an imperative necessity. The Post-office Department has acted unwisely and unjustly towards the interests involved in lessening the mail facilities, and the demand of the people for their restoration is one that cannot be much longer ignored.

The Railway Question.

The *Telegraph* has made up its mind to speak out on the Railway question at last, and it utters precisely the same sentiments entertained and expresed by this paper nearly three months ago. While we are glad to find so able a paper on the side which we think right, we cannot allow our own position to be misrepresented by it. Our cotemporary says:

"Our friends of the *Post, Advance, Times,* etc., probably mistake the position of the *Telegraph*. We are not opposed to or in favor of any particular line of railroad at present. As to contracts actually made, we wish the Government to do their part, while holding the promoters of the railroads to strict account, and requiring them to do theirs. In any case in which the Government has promised to enter into a contract, as perhaps in the case of the Richibucto branch, we wish them to carry out their engagements. Beyond this we are utterly opposed to the making of any contract for any line great or small, before the Government shall report to the Legislature on the subject of ways and means. The reasons for this, arising out of the state of our finances, arising out of the non-realization of our expectations as to a full settlement with the Dominion Government, and as to doubts as to the renewal of the subsidy, have been very fully touched on in these columns. We cannot approve of robbing the great roads and bye-roads and schools of the country of the large sums required to pay the interest on the number of miles of railroad indicated in the Subsidy Act of 1874, unless that the half million or more dollars we claim from Canada can be obtained and the subsidy renewed at least for a time, or such an addition to our financial resources secured as will enable the Government to show that if any Company does do, what we believe neither the Central nor the Miramichi Valley has yet done, show that it has the means of building the proposed road, the country will be able to pay the interest on the proposed subsidies."

The above is precisely what the ADVANCE urged all along, and while doing so we took occasion to blame the *Telegraph* for not taking *some* stand on the question. Whether it did not attach sufficient importance to the matter, or was quiet from other causes, we cannot say, but the country knows that it was silent on the subject up to within about a fortnight ago, when it was known that the Government had made up its mind to resist the influences brought to bear in favor of the Central Then, the *Telegraph* began to speak out, but its utterances were not clear and pronounced. The above is the first well-defined expression of its views that we have seen, and if we have been mistaken about them it is only because they were never published up to the time we urged it to break its studied silence. So far as the ADVANCE is concerned, therefore, it has made no mistake in reference to the position of the *Telegraph*, as it has not alluded to that paper's attitude on the Railway question since the latter found it convenient to define it. We may remark that many persons are under the impression that our cotemporary was feeling the local ministerial pulse for several months, and could not, at an earlier date, say anything that might irritate the patient. Be that as it may, we are gratified to find that the Government and *Telegraph* are in accord with the ADVANCE on so important a question.

Repudiation.

The *News* is discussing what it calls "The Repudiation Question" and is waging war with a number of newspaper correspondents whose efforts appear in other journals. The articles it publishes are all written in the interest of the proposed Central Railway and are aimed against the policy suggested by the ADVANCE in March last in reference to provincial subsidies to Railways. The *News* does not admit that the finances of the province are too low to stand the drafts it proposes shall be made upon them, and it is quite, evident that the whole game of the *News* is to gain political strength for a certain gentleman who stands sadly in need of a great deal of bolstering just now.

We accept the Times' Apology.

Referring to the retort we made upon the discreditable personal allusion of the *Times* to the editor of the ADVANCE, the *Times* says it was based upon "a stupid joke" of its own the week previous:

If we had thought that it was merely the stupidity of our friend of the *Times* that led him into the error, we would not have administered what the *News* calls a dignified rebuke. We are really sorry that he has occasion to feel so humiliated and also that he has, after admitting his fault, followed the example of the sick dog of the Scriptures. As we never deal in personalities, however, we accept the admission that the offensive words were used only as "a stupid joke" and leave the *Times* to a continuance of the discussion of the circumstances under which that wonderful man, Mr Stevens, lost his Government office.

The "Watchman" and the Fishery Question.

Our cotemporary, the *Watchman*, will please excuse us for not arguing the Fishery Question further with it. The subject is pretty well understood by the readers of the ADVANCE and as the *Watchman* either wilfully misrepresents our position, or lacks the capacity to understand it, no good can grow out of our repeating what we have already said in regard to the matter. We have not threatened the fishermen with the vengeance of the government when they shall learn that their riparian rights claims, made at Mr. Mitchell's suggestion, cannot be entertained by the court of appeal, and if the *Watchman* were actuated by honorable motives it would not so misrepresent us as to say we have. It makes little difference, however, to that paper what the means are, so long as its ends are attained, and we presume it may as well serve the malignant spirit that controls it at our expense as that of any other paper.

A just Sentence.

Brown and Amos, convicted of Arson in Fredericton, as announced by us last week, were sentenced on Thursday. The jury had recommended them to mercy; on what grounds, however, no one could understand as the crime they had committed was attended with no palliating circumstances. They had entered a shop over which its owner and his family resided and, after robbing it, had set it on fire and made off without caring whether the family perished in the flames or not. Fortunately their fiendish purpose was thwarted by the fire being discovered in time to save the building and expose the robbery. Had the family been burned alive we presume the jury would not have thought of making the stereotyped recommendation which certainly did their intelligence no credit. Chief Justice Allan sentenced the prisoners to twenty years each in the Penitentiary and the punishment although a terrible one, is felt to be just and right.

Our Philadelphia Letter and other interesting matter will be found on the first page.

I. C. R. — The finishing of the Intercolonial this side of St. Flavie is said has been delayed by a want of fish plates. There are some thirty-five miles of track yet to receive a first lift of ballast. It is believed, however, that the line will be opened all the way through about 20th June.

The Emma Mine.—The Congressional Foreign Affairs Committee's report on General Schenck condemns in severe terms his course, while Minister at the Court of St. James, in becoming a director of the Emma Mining Company, and characterizes it as unfortunate, ill-advised, and incompatible with the position of United States Minister.

General Assembly. — The General Assembly of the Presbyterian Church in Canada is to commence its first annual session on Thursday, 8th June, at Toronto. Rev. Messrs. Anderson of Newcastle and Allan of Chatham are to be present from the Miramichi Presbytery. We shall have a special correspondent in attendance at the Assembly and our readers will get the benefit of his observations.

Ugly Charges.—The Philadelphia correspondent of the Toronto *Mail* asserted in one of his letters that the Canadian Commissioner, Mr. Perreault, received twenty per cent. of the amount paid the workmen employed in fitting up the Canadian department of the Exhibition. Mr. Perreault has through his solicitors brought an action against the *Mail*, and the *Mail's* correspondent asserts that he has threatened his life.

Increasing Circulation. — Merchants and other advertisers, as well as those in the community who appreciate the value of a good paper, will be pleased to learn that the circulation of the ADVANCE has increased so rapidly of late and to such proportions, as to require the addition of new press facilities, which we are about to provide. We are also adding new type and other plant to the office to meet the requirements of increasing business in the job printing line.

"Forest and Stream" is the most reliable and thorough Sportsmen's journal in America. Its chief Editor, Chas. Hallock, Esq., formerly of the St. John press, is a scientific angler and hunter, besides being an educated gentleman. He takes a deep interest in New Brunswick fishing and sporting matters, and those who wish to keep themselves abreast of the times in such matters should have *Forest and Stream* sent to them regularly. The Editor of the ADVANCE will be glad to forward subscriptions for anyone who may desire him to do so. The price of the paper is $5 a year postage paid by publisher.

Correspondence.

[We invite correspondence on all local subjects, and will be glad to publish anything that will advance the interests of our readers, individually, or of the communities in which they live. Local News Items, Notices of Improvements—either moral or physical—Reports of Meetings, Agricultural, Lumbering, Fishing, Mechanical and other Industrial notes are especially welcome. We do not expect that all who desire to assist us in the above way are good writers, but that should not deter them from sending along their favors. We want the news and will see that it goes into the paper in proper shape.]

The Steam Fire Engine.

Mr. Editor: Whenever a thrifty man or community attempts anything in the line of enterprise beyond the grasp of the scabby and dwarfed creatures who may be about him, or in it, a snarl and whine is sure to be set up by the latter. Of course, our Steam fire Engine has been too much for some of our citizens, whose oblique vision has spied out defects before a test has been made of the machine and whose imagination has squinted into the intentions of the Firewards. I would advise all observers, and especially those who cannot see well enough to distinguish spray from a fair stream, to wait awhile as by doing so they may render themselves a little less ridiculous than they now are in the eyes of their neighbors.

Yours,
Blind Tom.

Chatham, May 31st.

Up River Notes.

Lyttleton, May 27.

Mr. Editor: The following will, no doubt, interest some of your readers:

THE FRESHET

on the Little Southwest and the Northwest is very high at present. Logs are scattered in all directions over the meadows, intervals and islands a distance of from one to two hundred yards from the river. Travelers have almost to swim their horses to get on the bridge at James Johnston's and foot passengers are ferried in a canoe. A large lot of logs are jammed against the bridge and they will undoubtly injure it if the jam is not broken.

A BEAR STORY.

Early in the Spring a bear came out of the woods on the Northwest river to the farm of Daniel Ferguson Esqr., and found his way to the sheep yard, where he was attacked by the sheep and killed. The sheep of Mr. Fergson are real heroes.

A Little Southwester.

How Hon. Mr. Young Dropped the Subject.

The story of O'Connell's "I forgive you, Charles," in the Drawer for March, has brought the following from a correspondent in the Province of New Brunswick:

During our present legislative session a committee of the Lower House was investigating alleged irregularities in the Crown Lands Department, and Hon. Robert Young, a member of the Upper House, also president of the Executive Council, appeared before it to give evidence. The Upper House, or "Lords," as that body is sometimes called, seemed to feel that its dignity and privileges were interfered with by Mr. Young's appearing before a Lower House committee without its permission; so the question was brought up by Hon. Mr. Hanington and discussed for several hours, Mr. Young at first being almost treated as if in danger of impeachment. Finally the debate took a rather wide range, and members had really lost sight of the question, when Mr. Young rose, and after introducing some "wise saws and modern instances" in a rather dry manner, proceeded to say: "I have listened, Mr. President, with much interest to all that has been said, and have arrived at the conclusion to allow the subject to drop. I therefore move the adjournment of the debate."

The motion was carried in a mechanical sort of a way, and it was some minutes before the House realized that Mr. Young was really the member charged with the alleged breach of privilege.—Drawer in *Harper* for June.

North Shore Angling Waters.

The Miramichi correspondent of *Forest and Stream* writing from Chatham, under date of 19th ult. says:—

"The Intercolonial being now open for traffic as far as the Restigouche, I presume anglers will seek our waters in increasing numbers. Many are prevented from coming by an impression that has gone abroad to the effect that all the waters worth fishing are under lease to private parties. Such, however, is far from being the case, as there is much excellent water still absolutely free to all the public, and much also under lease to persons who permit any angler or anglers to fish their leaseholds, at say $1 per rod per day. To give one instance, I may mention that Overseer Hickson, of Bathurst, can give you $1 per day permits on the rough waters of the Nepisiguit, and that is now rendered so accessible that you may leave St. John in the morning and reach it in time to camp the same evening.

For salmon fishing it is, as you know, unsurpassed. Of the free waters, the Northwest Miramichi, in the vicinity of the Sevogle, is among the most accessible and sure for salmon. There is excellent grilse fishing also at the Big Hole on the same river. By making arrangements in advance, one may leave St. John in the morning and reach the Big Hole camping ground same evening. The Sevogle requires four or five hours more travel. The best fishing I had last season was on the Northwest Miramichi, and I intend to divide the time I shall devote to salmon fishing this season between the Nepissiguit and the Northwest."

"For trout fishing, the Southwest, Miramichi at Indiantown, the Tabisuntac, and the Tracadie are unsurpassed by any waters I have ever known. The fishing at Indiantown is of short duration, however, commencing about June 1st and ending about the 20th of the same month. There are trout and salmon both there after that period, but it is not *the* Indiantown fishing. * * * * Now that the steamer *Andover* is running regularly between the towns of Chatham and Newcastle and Indiantown, we can go up from here in two and one half hours. It is a privilege that one may sigh for anywhere else but here.'

"The Tabisuntac is good from 1st of July to late in the fall. The average size of the trout taken there is about 2½ pounds; they run as high as 5 and 6 pounds occasionally."

"The Tracadie fishing is similar to that of the Tabisuntac—good the whole season—and these trout are a better average weight. I intend to try Indiantown on the 24th (Queen's birthday). I am not very sanguine of success, however, but will drop you a line telling you what luck I have, after my return."

The water was about 3½ feet over the *Andover's* wharf at Indiantown on the 24th so the correspondent's fears as to poor success were, no doubt, realised. It is not expected that the trout will rise well in the vicinity of Indiantown until about Monday next.