

General Business.

GENUINE BARGAINS VICTORIA HOUSE.

First-Class Stock GENERAL DRY GOODS.

Enormous Reduction FALL IMPORTATIONS.

G. I. WILSON.

J. M. J. Institute

CHRISTIAN BROTHERS.

PROSPECTUS

Wholesale Warehouse, 61 and 63 King Street, ST. JOHN.

Total Shipments to Date, 310 PACKAGES.

English and Scotch Staple and Fancy DRY GOODS.

EVERITT & BUTLER.

Rum and Whisky.

BRANDY! BRANDY!

10 Hds. Martell Brandy, 60 Quarter Cases.

MANGHESTER HOUSE.

NEW GOODS.

QUININE WINE.

CHARLES LEE'S, Water Street, Chatham, N. B.

NOTICE.

GARDI

International Steamship Company.

A Female Teacher.

BUSINESS NOTICE.

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

Miramichi Advance.

CHATHAM, THURSDAY, OCTOBER 11, 1877.

OUR NEXT REPRESENTATIVE.

The Advocate yesterday does not appear to relish a reference which we made last week to the well known fact that the people of the County—that is, a large majority of them—have apparently decided to choose Mr. Snowball as the successor of their present representative.

There are other demonstrations and festivities, the opening being a great event for Albert County. The Albert Railway has been the subject of agitation for nearly twenty years, and although a company was long ago formed to build it it was not until within a few years past that any work was really done.

The Railway is 45 1/2 miles long, starting at Salisbury and ending at Hopewell corner on the Bay of Fundy. It has five branches, one to Steady's Mill, 4 1/2 of a mile long; one to Cushing & Clark's Mill, 1 1/2 miles in length; one to Gray's Island, Hillsboro' harbor, 7 1/2 miles long; and a second one to Hillsboro, 3 miles long to Albert Coal Mines, making about 2 1/2 miles. There will be five stations, one at Tuttle Creek, 10 miles from Salisbury; at Hillsboro, which is 24 miles; at Hopewell Mill 42 miles; at Riverside 44 miles, and at the Corner, 45 miles. The rolling stock of the Company is not large, but it is sufficient for present needs. There are three locomotives, (two of them Baldwin) four passenger cars, 21 flat cars, 10 box cars, and 30 coal cars. Very few officers are required just now and the staff consists solely of Mr. Killam, Mr. H. H. Carvell, accountant and auditor, and Mr. Edward Tingley, paymaster, etc.

The Railway is owned by Killam & Co. For the building of it they received \$10,000 a mile from the Local Government, \$70,000 from the parishes through which the railway passes. Much of the money is due yet, and Mr. Killam himself had to raise the necessary funds to carry out the work.

Mr. Killam himself had to raise the necessary funds to carry out the work. Through Mr. Donville the rails were bought in England, and through him also the cars and locomotives were purchased in the United States.

Mr. Killam considers that the railway is a good investment. The portion between Salisbury and Hillsboro has been in working operation since the 6th of August, and the financial results therefrom have been very satisfactory. The business will consist in moving to a market the rich natural resources of the County—the coal, plaster, lumber, etc., bringing them either to the Intercolonial or carrying them to the seaboard. Although the cars passed over the entire road to Hopewell, Thursday, the road is not quite completed, and it will be two weeks before business will properly open, as several miles require to be laid. This work will be done at once. Freight and passenger tariffs are ready, and when the piece of track is finished Albert County will be thrown open to the inspection of the world.

The road appears to be well built, but requires ballast at some places. It runs through a level country, and there has been very little rock cutting. Some heavy masonry work has been done, however.

There is a desire to extend the railway to Harvey, two miles distant, and this will, likely, be done in a short time, but the proposition to run the line to Alma, (eighteen miles) will hardly be entertained at present.

The Freeman and our Fisheries.

The Freeman seems to be paying considerable more attention to the references to fishery management on the Miramichi now than it did, heretofore. Concerning our remarks of last week it says:—

"If it has evidence which it thinks will prove the truth of the serious charges here made, the evidence should rest upon a thorough inquiry, should, if necessary, submit the names of its witnesses and the substance of the evidence they are prepared to give to the Minister, and insist that he take action."

If the Freeman had access to the information which has been furnished to the Minister in proof of some of the charges we have made, and if it had followed the course of our treatment of the subject for nearly a year past, it would, instead of the above, express surprise that charges made in the most positive terms had been so long left without investigation. On the point of the Inspector's ignorance of the habits of fish, concerning which he made incorrect statements for the purpose of securing unjust regulations, an enquiry by commission was asked, the parties asking it offering to pay the expenses attending it, if the Inspector was not proved to be wrong—the Minister himself to be the judge. The offer did not even receive a reply while the unjust regulation secured by the Inspector through the misrepresentations complained of has not only been continued, but rendered more objectionable than at first.

In the above case we cannot believe that the Inspector erred through ignorance, for he persisted in his misrepresentations of facts known to every intelligent fisherman on the Miramichi,

party. At Peteticidae, Mr. Killam, with Hon. E. B. Chandler and others, boarded the train. At Salisbury, there was a large accession to the party. Hon. Mr. Kelly, Hon. Mr. McQueen, Mr. Humphries, M. P. P. Mr. E. J. Smith, M. P. P., Messrs. Ryan and Rogers, M. P. P., Judge Bedford, C. A. Holstead, J. L. Hays, and many other prominent people in Albert and Westmorland Counties took the train at this place, and at 11 o'clock the whole party started for Hopewell Corner. Five cars were well filled. After an hour's run the train reached Hillsboro', and here a brief stay was made in order that an address should be presented to the Lieut-Governor, Mr. Tilley, who, with Mrs. Tilley and Mr. Lewis, took a position on a raised platform, and the address of welcome was read by the Warden of the Municipality, M. B. Palmer, Esq., (brother of A. L. Palmer, Esq.,) and formerly of M. P. P.

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commendation unless he had some power or authority to do so, followed his directions and put out a net and hauled with some four times, viz.—Twice on Thursday, the thirty-first day of May, but caught no fish, and twice on Monday, the fourth day of June, when he was caught about a dozen Gasparian.

Your petitioner then desired and went on, leaving his men on the beach. That about an hour afterwards Henry Denning, Esq., Inspector, John Hopson, Overseer, and Shagreen, a Fishery Officer, came and seized your petitioner's seine as it lay and took it away with them. That your petitioner considers it very hard that he should be deprived of his seine when only carrying out the recommendation of the Overseer, particularly as he had been put to such large preparations for carrying on the fishery, as he had always been permitted, and no notice having been given that any change was intended to be made.

Your petitioner, therefore humbly prays that your Honor will be pleased to order that his seine be returned to him, and that he may be allowed to fish it this season of his own land as he has, heretofore, been accustomed to do. Dated the eighth day of June, A. D. 1877. (Signed) ALEXANDER HENDERSON.

We respectfully recommend the prayer of the foregoing petition to the consideration of the Honorable the Minister of Marine and Fisheries. (Signed) A. Davidson, M. P. P., George Burdell, E. Hutchinson, Richard Hutchings, Edward Williston.

The above was further strengthened by letters from Hon. Senator Muirhead and Sir St. John, referring to the good character which is borne by Mr. Henderson in the community, and the whole matter was laid before the Minister at Dorchester by Mr. Henderson in person. Another fisherman, whose character we have never heard impeached, accompanied Mr. Henderson when he went to Dorchester and placed before the Minister facts connected with cases in which advice similar to the above was given to himself and other fishermen of Napan by Overseer Wye, of Chatham. So far as either Mr. Henderson or others intended in having just in this matter done is concerned this article is exactly where it did before it was placed before the Minister, and the Overseer who prompted the violation of the law has since been allowed to commit more glaring offences without being punished, although the Minister has been informed of the same.

We have given the above as sample cases of fishery administration in this county. We assure the Freeman that it has been our wish simply to expose wrong-doing where it ought not to be tolerated. We have been grievously disappointed in the Government on the subject of fishery management, and have felt how great a loss of prestige has been because the most open violations of right and justice are made with impunity by fishery officers, whose boast it is that they are masters of the situation. We ask the Freeman if he can give any explanation of the course that the Minister has pursued in the matter, and if it still thinks our conclusions of a few weeks ago were hastily drawn.

Source of Turkish Strength.

It remarks the Times, the war should not be finished this year, there will be a contest of endurance as well as valor. Much surprise has already been caused by the fact that Turkey seems to be so little crippled by the want of funds. Besides paying for arms and ammunition in ready money, she feeds great numbers of her soldiers, and she is consequently only a very partial explanation of her unexpected resources which is given by our Therapsic correspondent when he says that fifty per cent of all the public functionaries—a loss which they make good, of course, by the irregular methods of the Turkish service. Another and much more important saving is effected by the simple method of giving the army no pay, and a welcome advance was recently made by the Ottoman Bank. Meanwhile the ordinary products of taxation are used to meet the more pressing expenses. It is not clear how all these circumstances are to be explained, but it is a fact that Turkey can carry on a war more cheaply than any European Power. Drawn from a simple and frugal peasantry, the soldiers can live on food which would scarcely keep English troops above the line of starvation. Partially also they can supply their wants without troubling themselves by nice inquiries as to the rights of non-combatants. But the chief defensive strength of Turkey lies in its freedom from a complex civilization. Its little commerce, no manufactures, a primitive system of agriculture, and a rich soil. But, in a degree of advancement which has not existed in Turkey, Russia cannot afford to be so reckless as a country which has little to lose, and yet she must disregard that consequence of her position if she would fight a second campaign.

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