

Miramichi and the North Shore, etc.

SERVANT WANTED, see advt. Geo. McLeod, Esq., has established his office at Newcastle for this season.

THE SCHO. "DANIEL," 62 tons register, of Yarmouth, N. S., has been purchased by Robert Cole, Esq., of Richibucto.

RESIDENCE BOUGHT.—Mr. John Dickinson, now in California, has sold his late residence at Kingston to Capt. James Gordon.

EDUCATION IN RAFTS are about in the vicinity of Newcastle wharves. Is this "lawful and right?"

TENDERS FOR BRIDGES.—Tenders are invited for building a new bridge over Little Grandis River, the work to be completed next November.

FOR THE N. W.—Messrs. Wm. McMillan, Jr., and Hudson Curwin have left Richibucto to join the North West Mounted Police Force.

SCOTT ACT.—A petition was being circulated yesterday, at Bathurst, for the purpose of bringing the Scott Act into operation in Gloucester.

FOR TEXAS.—Messrs. Clifford Atkinson and William McPherson, of Kouchibouctou, have started for Texas to seek their fortunes.

NOTES OF IT.—We have none of the information referred to by the advocate, other than that to which the poet refers. We are, therefore, happy.

A GENERAL CARGO for Messrs. J. B. Snowball, R. Bain, Geo. Burhill and others has arrived from Liverpool in the *Equator*, consigned to J. B. Snowball, Esq.

REMOVAL.—Mr. George Staples has removed his business establishment from his late stand, Canada House, to the Ferguson building, Water Street, formerly occupied by Mr. Cyrus Brown.

WOOD ENGRAVING.—Mr. C. H. Flewelling, the well known Wood Engraver, Electrotypist and Stereotypist, at St. John, has removed his place of business to quarters over the Colonial Bookstore, King Street in that City. See advt.

THE MIRAMICHI BOOKSTORE is the headquarters of the Mechanical Organette Agency on the Miramichi. Orders for instruments or music sheets filled at manufacturers' prices. It is a wonder in its way and all the manufacturers claim for it.

SALMON.—Two dollars each, it is said, was the price paid for the first two salmon in the Chatham market this season. They were brought to town by Mr. Luther Lewis last Monday, and Mr. Snowball secured one of them and sent it to his head, the other.

BATHURST MILL AND LUMBER.—Both Messrs. Stewart's & Burns' mills are commencing sawing last week. There is a good freshet and logs are coming down freely.

There is a heavy rain at a middle landing on the Nepigigic, but it is expected to get out without much difficulty.

PLASTER WORK.—An Italian has established himself in the business of making plaster casts in the house opposite Temperance Hall. His work is being sold about town. He is also preparing to do work for the interior decoration of houses—such as centre pieces, cornice ornaments, etc. Here is a chance for our house-building friends.

DANGEROUS.—The roadway of "Stewart's Bridge" Lower Newcastle, is reported to be in very bad condition. A Chatham gentleman narrowly escaped meeting with a very serious accident there a few evenings since. As it was, his wagon was broken. This bridge requires raising, as it is a high one and very dangerous to travellers and it is expected that it may not be familiar with it.

WAGONS, ETC.—During a visit made yesterday by one of our staff to Mr. Alex. Robinson's Carriage Factory, St. John Street, he was shown some "piano box" and other wagons, besides work of other kinds in Mr. Robinson's line, that would do credit to any establishment in the Province. We shall refer at greater length to what Mr. Robinson has on hand next week, but in the meantime, a personal inspection will satisfy good judges that they need not go abroad for first class wagons.

THE DEATH OF ST. LAWRENCE. in command of Capt. Thomson, with Mr. A. McMurray as chief engineer, arrived at Chatham, on Saturday afternoon last, from Pictou and is now—after completing her coaling at Newcastle—ready to continue her work on the *Foreshore Bar*. The reappearance of the *Deedee* and her officers at so early a date in the season, is an evidence that the very necessary work in which she is engaged, and which was commenced through the representations of Mr. Snowball, is to be effectively prosecuted.

DIPHTHERIA.—May, eldest daughter of Roger Flanagan, Esq., died on Thursday morning last of diphtheria. She was about nine years old and her death, following very closely upon that of Mr. and Mrs. Flanagan's only son, who was nine months old, is calculated to elicit general sympathy for them in the community.

A rather unusual case of diphtheria—that of Mrs. Stuart of Lower Napan, a lady 61 years old—terminated fatally on Tuesday last.

Other cases of this dreadful disease exist and it is feared that they will multiply.

INQUEST ON BOARD THE SHIP "HELOA."—On Monday last an inquest was held on board the ship "Helo," Capt. Schulz, from Norway, by Coroner McCurdy, on the body of a seaman named Jens Emil Aule. The deceased was a Norwegian aged 18. It appeared from the evidence that on the 9th inst., while loosing a sail, he fell from the main yard to the deck, thereby fracturing the base of the skull, causing instantaneous death. The jury brought in a verdict of accidental death, and accompanied it with remarks of approval of the care with which the remains of the deceased had been prepared for burial. The jury sworn in this case were James Carter, Foreman; Peter Dickson, Capt. J. B. Brown, John A. Lynch, Philip Leonard, John Smith, Jas. Flood.

PERSONAL.—His Lordship, Bishop Rogers, of Chatham, came down by train to Point du Chene, Wednesday night, on diocesan business. He thence took steamer for Charlottetown. —*Times*.

Thos. H. Fleiger, Esq., was in town yesterday.

Hon. Provincial Secretary Wedderburn and Surveyor-General Adams visited the Chatham friends on Monday last.

Mr. Jas. J. Mulhail, formerly of Newcastle, has secured a first rate appointment under the Canada Pacific Syndicate—his salary being, it is said, \$2,000 a year.

H. D. McLeod, Esq., Superintendent of the E. & N. A. Railway (westward), and Capt. Spear, representing American roads connecting therewith, were in town on

Thursday last looking after business interests.

Piers Locke, Esq., of the Montreal firm, Black & Locke, Merchants, visited Newcastle on Monday. Mr. Locke's large buyer of leather. He said he had visited Chatham, but was told at Newcastle that there was only a very small tannery in that place and that the place was also comparatively unimportant.

The gentleman who gave him this kindly information is a Dominion official and, no doubt, imagines he was perpetrating a good joke.

THE "ST. GEORGE."—Mr. Snowball's new side wheel steamer, *St. George*, having been made ready for the season's work and the main difficulties incidental to new machinery having been overcome, a trial trip to Newcastle and back was made on Monday. A good many of our leading citizens were on board, and although a stiff easterly wind prevailed and there was a little rain, the run was a very enjoyable one. A stop of half an hour was made at Newcastle, where the *Gladiator*—the *St. George*'s only rival in speed—lay, taking in coal, and there was a good deal of speculation as to which of the two boats would prove the faster. The *Gladiator* does not seem ready to leave when the *St. George* did, so there was no "race"—to the satisfaction of those who knew that the latter boat was not at her best. She made the run to Newcastle against a strong wind and a slight up-breeze—a distance of a little over five miles—in twenty-six minutes, equal to say, twelve miles an hour—not bad going for new machinery. The trial was especially satisfactory in showing that the new compound engine is capable of developing great power, and that the boiler, with their improvements, are all that can be desired as steam generators. The engines worked smoothly and were much admired by all on board, while the handsome appearance of the boat as she passed up and down the river was the subject of general remark.

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The flag on Messrs. McLean & Buck's store, Newcastle, was displayed at half-mast as soon as the sad news reached the son of deceased—Mr. Walter Buck of that firm—and general regret over the sad event and sympathy with the bereaved family, was expressed both in Chatham and Newcastle.

Our young men abroad.

Among the young men belonging to Miramichi who have made up their minds to live in the United States is Mr. Alex. Rainbow, who is now visiting his relatives here. He is a son of Mr. Robert Rainbow, of the Richibucto Road. He had the misfortune to cut his foot some eight months ago, while working in the woods on the Saquehanna River, and is still a little lame from the effects of the wound. He and a young Hackett, of Chatham, arrived here on Saturday morning last, in taking in coal, and there was a good deal of speculation as to which of the two boats would prove the faster. The *Gladiator* does not seem ready to leave when the *St. George* did, so there was no "race"—to the satisfaction of those who knew that the latter boat was not at her best. She made the run to Newcastle against a strong wind and a slight up-breeze—a distance of a little over five miles—in twenty-six minutes, equal to say, twelve miles an hour—not bad going for new machinery. The trial was especially satisfactory in showing that the new compound engine is capable of developing great power, and that the boiler, with their improvements, are all that can be desired as steam generators. The engines worked smoothly and were much admired by all on board, while the handsome appearance of the boat as she passed up and down the river was the subject of general remark.

Local "Strikes."

On Saturday morning last some of the hands in Fish's mill, Newcastle, struck for higher wages than they were receiving. Mr. Fish at once stopped work and next day had obtained men in place of the strikers.

At Mr. Snowball's mill, Chatham, on Monday morning, some twenty men—the deal-carriers—failed to go to work, being dissatisfied with the rate of wages received by them the previous Saturday. It seems that, although more carriers per gang had been employed last week at this mill than at any other on the Miramichi, the men said they required more help. So there were eight of them to a gang, while other mills have only four or five. Mr. Snowball claimed that as it took so many of them, comparatively, to do the work he would give them \$1.25 per day, instead of \$1.40 which he paid last year. As they did not go to work on Monday morning, in consequence of this, Mr. Snowball consented to allow them the same rate as last year, rather than have the whole crew idle. So the deal-carriers went to work about 9 o'clock and worked until noon, when they again knocked off, declaring they were now on a strike for \$1.50 per day, or ten cents per day more than any other mill-owners were paying for this class of labor.

Mr. Snowball has, therefore, shut down the mill, until he can have his work done on fair terms. We understand that Mr. Snowball declares his willingness to pay the \$1.50 per day asked if two men per gang more than the other mills employ will do the same work at his mill, or he will give \$2 per day, provided his men will do the same work, man for man, as is done by the carriers of other mills. It is well known to many that a great effort has been made for several weeks past to create dissatisfaction among the laboring men, who are so largely employed by Mr. Snowball, in order that political capital may be made out of it. These strikers represent the total number of those who are susceptible of being induced to follow the bad advice that has been so industriously pressed upon the laboring men generally, and they have taken the responsibility of stopping work at the largest steam saw mill in the province. Of course the "strikes" and other men (who but for them would be earning pay and making the best of a not very encouraging season) are, themselves, the greatest sufferers, and it is a matter of regret that they have been so short-sighted and unreasonable in their demands.

Death of