and that they could not build by the spic, Hon. Wm. Munhead, Wm. Swim, and had gone to Fredericton as he new or Derby route, their failure to have John McLaggan and others—to construct (Mr. Tweedie) had stated. the provision for the other route restored to the Subsidy Act would really mean no Chatham, passing through the Counties of stated other things that were incorrect. railway for at least seven years and per- Northumb rand and York to Fredericton, hape for all time. He believed misstate- with necessary branches, etc. As a pre ments respecting the company's intentions lumnary, necessary to their becoming a way Company recognized, in the failure of Grand Lake, had been made and in order to therein and their associates were re to have these authoratatively met and the quired to subscribe and pay up in actual who had been trifling with the matter for Company's position explained, it was neces | cash \$20,000 of the capital stock. Noth, eight years, and they determined not to sary that the Council should hear its repre- ing was done in the matter until 1875 permit the undertaking to be longer trifled tor, Mr. Snowball, were at home he was in- thought they had formed, themselves into legal way to organize, subscribed the nestories could be contradicted by letters of the legislature passing a facility or and papers from Mr. Gibson, President of the company, which were in his coursedy. That gentleman could also coursedy. That gentleman could also state what the company's intentions were and he (Coun. Loggie) regretted that he was absent in St. John. He must contain the was absent in St. John. He must con- unities they had missed, how they utterfees his surprise at finding the Councillor- ly failed, when they had greater facilities made, subject to legislation as to route, for Regenville ranging themselves with place I at the redisposal by the legislature the sense who were endeavoring to prevent the construction of the read, and to take how they triffed with this Railway. The Company say they will build from the it from their very door almost, their which, compased with the Intercolonial,

terest of their constituents, for the line by the north side of the river would be most convenient and involve a shorter haul of bark to get it to the Millerton factory than the other. It would cost a good deal more to get it to the factory ess the Derby route was chosen, for cost a dollar a cord now to haul it from the Derby Siding, besides the railway freight. If the road went by the south side of the river the Rogersville people would get no benefit from it at all.

Coun. Fish said the bark Factory busi ass, though large, was not all that would be lost to the road if it were built by the south-side route. As the fact that the of the north side route he was authorised to state that Mr. John C. Miller was pre Factory. He contended that the vote of the Council on this subject would be an inty. He had heard it said that Mr. Gibson did not care which aide of the river the road was built on so long as the cheaptract in the expectation of securing the change of route now sought by them and failed to get the necessary legislation, they would only have thewselves to blame. Besides, if the south side should be cho sen it is just possible that the Company may not get the Dominion Subsidy, as there was no law for it. The Company favoring the Northern route was able to go on with the work. One gentleman of e Council was willing to put \$20,000 in it and others here and abroad were ready with the necessary capital, if the present

lawyer and lawyers were pretty long-winded, the Company's Solicitor being no exMiramichi Valley—was passed. The ception to the rule. He did not think the

table, said it was gratifying to him to have a hearing before the Council on a matter of such importance not only to the people of the County but also to their children and those who were to follow them. The question of the Northern and Western and Western Railway Companyance as the Northern and Western Railway Companyance authorised to construct the said the Northern and Western, or Miramichi Valley Railway, had engaged mablic attention for a long time of Railway from the Parish of Deriy his hearing of this obstructive resolution, Miramichi Valley Railway, had engaged public attention for a long time, especially in this County and the County of York. It was a question not to be approached or dealt with in a political sense, or with political bias, but on the principle of securificant bias, but on the principle of securificant with in a political sense, or with political bias, but on the principle of securificant with in a political sense, or with political bias, but on the principle of securificant with a political sense, or with political bias, but on the principle of securificant with a political bias but on the principle of securificant with a political bias but on the principle of securificant with a political bias but on the principle of securificant with a political bias but on the principle of securificant with a political bias but on the principle of securificant with a political bias but on the principle of securificant with a political bias but on the principle of securificant with political bias but on the principle of securificant with political bias but on the principle of securificant with political bias but on the principle of securificant with political bias but on the principle of securificant with political bias but on the principle of the Parish of Southesk in the County of Northumberland, passing through the Counties of Northumberland and York to the Parish of Douthesk in the County of Warm willing to concede any reasonable request that would not cause unmeressary outlay, but if work is wantonly interrupted with the County of Warm willing to concede any reasonable request that would not cause unmeressary outlay, but if work is wantonly interrupted with the County of Warm willing the Counties of Northumberland and York to the Parish of Douthesk in the County of Warm willing the Counties of Northumberland and York to the Parish of Southesk in the County of Warm willing to concede any reasonable request that would not cause unmeressary outlands the Counties of Northumberland and York to the Parish of Douthesk in the Coun was not here to represent himself, or of his own accord as he did not think his appearance necessary—for whatever action the Council might take could not affect the merits of the question one way or another. The question had not been affect the merits of the pulse in connections, and its being brought up at the polls in connections, and its being brought up at the polls in connections, and its being brought up at the Council was, he thought, unnecessary, and somewhat out thought, unnecessary, and somewhat out of place. But members of Council and others who were not set in possing the Railway! I with the \$3.000 a mile pany, which is doing its best to defeat this Railway! With the \$5.000 a mile pany, which is doing its best to defeat this Railway! With the \$5.000 a mile pany, which is doing its best to defeat this Railway! With the \$5.000 a mile pany, which is doing its best to defeat this Railway! With the \$5.000 a mile pany, which is doing its best to defeat this Railway! With the \$5.000 a mile pany, which is doing its best to defeat this Railway! With the \$5.000 a mile pany, which is doing its best to defeat this Railway! With the \$5.000 a mile pany, which is doing its best to defeat this Railway! With the \$5.000 a mile pany, which is doing its best to defeat this Railway! With the \$5.000 a mile pany, which is doing its best to defeat this Railway! With the \$5.000 a mile pany, which is doing its best to defeat this Railway! With the \$5.000 a mile pany, which is doing its best to defeat this Railway! With the \$5.000 a mile pany, which is doing its best to defeat this Railway! With the \$5.000 a mile pany, which is doing its best to defeat this Railway its manufactors. The clerk-Isaida P. Savoy.

District Clerk-Isaida P. was not here to represent himself, or of holds the contract.

views should be presented by some one diagrams. For his part, is matter—the statutes of the Province. He about a Miramichi Va by Railway Company—its president, for instance—ing of sesing the railway bailt. From what he could learn a Sabeidy Act was passed nearly ten years ago by which however, after triffing with the matter for company in the world. This was a same could not negotiate with it. He went seven or eight years, done nothing but ple of what these who had been handling away to consider the matter and had been tion changing the route to the Vailey Railway interests from 1875 considering it ever since—at all events he the north side of the river. The real Con-pany had a contract by which they had doing. Well, the Act of 1872 authorised who sent him to Fredericton. two years in which to commence the work and five years after that to finish it, Allan, Sir A. T. Gait, Hon. P. Mitchell, he was not solicitor for the Company. or seven years in all, and as they had do Alex. Gibson, Thos. Temple, T. F. Gill- Mr. Tweeslie said he was Scoretary

Company under the Aco, the persons nam-

to the Government protesting against any one but themselves being given a contract son was a strong man, financially, and able to carry the work through, so they determined to block him. The men who did this were the President of that alleged Company, its solicitor and others-gentlemen who professed, in 1875, to be anxious to build by the route terminating in Nelshow they were it sincere. [At this junc ture, Warden Robinson whispered a question to Coun. Ryan, which he wished put

Mr. Tweedie said he observed that the Warden was whispering a question to a Conseillor to be asked of him. Coun. Ryan-Who was that Company,

Mr. Tweedie ?

ber of the people. Like all other important men who were then in power and were the Legislature's disposition to act fairly takings, it was not to be suc- engineering this matter, left authority with by the undertaking and the Company's cessfully carried out to the satisfaction of the Company to build to Nelson or Chat- money had gone forward for that pur sted and it was, therefore, not to ham, but, in the Subsidy Act, they said, chase, and he would ask if that looked be wondered at that in planning it so as practically, "You shall only have a sub like a want of interest on the part of Mr. to secure the best results, generally, one sidy if you build through Derby-you shall Gibeon, or as if the Company was not or two districts could not have all their have none for Nelson or Chatham. In making every preparation to carry the views met or their demands satisfied.

Other words, in order to prevent the road work forward without delay?

But it was necessary, at times, in the genfrom being built to Nelson or Chatham It was, therefore, important that ne st, that individual inter. they provided the subsidy only for the thing should be done by any man or body ests, and even individuals, must be sacrifi- north side. Now, all the Company pro- of men in Northumberland to further deced, and, so, it must be remembered, in poses to ask is that the present Subsidy lay this important work. It was to the dealing with this question, that one man Act shall be made to treat both sides of interest of every man in the County that or one locality must not be considered as the river thic, that the provision, as to the hands of the Company should be

Mr. Park said Mr. Tweelie had also

Mr. Tweedre said the gentlemen who composed the Northern and Western Rail Mr. Park's mission, additional evidence of stative. If the leading Miramichi Direc- when a number of gentlemen formed, or with. They proceeded in a proper and

The Company say they will build from the end of the Chatham Branch Railway, run-

FREDERICTON, 24th July, 1883. J. B. Snowball, Esq.,-

would, himself, provide for the balance on

the York end of the line. As to the mis-

written by Mr. Gibson, which was as fol-

DEAR SIR,-In any conversation ye DEAR SIR.—In any conversation you may have respecing my attitude towards the Miramichi Valtey Railway, you will please represent that I have no incl nation to favor connecting the road with the Central at the head of Grand Lake. In fact, that idea was abandoned as soon as pro-posed. You are also at liberty to repreposed. You are also at liberty to repre-ent that I favor the road crossing the Miramichi at or below Bartholemew River, Yours truly,
ALEX. GIBSON.

The situation to-day is just this. There is a properly organized Company-and it Mr. Tweedie said he would tell him be-fore he had done all about the Company authorised to build the road—which holds and did not, at all, object to questions the contract to the construction of the for he was quite at home on the whole diramichi Valley Railway from the Govsubject and ready to ventilate it in all its ernment. That Company has two years with the necessary capital, if the present company would not build in accordance with the terms of the Act.

Com. Adams said, the Solicitor was a lawyer were pretty long-winded, the Company's Solicitor being no extended, the Company's Solicitor being no extended to the Company's Solicitor being no extended to the Company had been eight years doing nothing, as it was prepared to take, and would accept the company nast two years in all in which to commence the work and seven had not been begun somer was that no bona fide company would undertake to build it for \$3,000 per mire. It was all in order to make matters work which to commence the work and seven had not been begun somer was that no bona fide company would undertake to build it for \$3,000 per mire. It was all in which to commence the work and seven had not been begun somer was that no bona fide company would undertake to build it for \$3,000 per mire to take, and would accept the company nast two years in all in which to commence the work and seven had not been begun somer was that no bona fide company would undertake to build it for \$3,000 per mire to take, and would accept the company nast two years in all in which to commence the work and seven had not been begun somer was that no bona fide company would undertake to build it for \$3,000 per mire to take, and would accept the company nast two years and would nade the plantage of the possible plantage in which to commence the work and seven has committed that the council was susceptible to any change of opinion in the matter and he would therefore suggest that Mr. Tweedie, be allowed to address the council for half an hour only.

See the council Railway, either in the Parish of Derby or the Parish of Southesk in the behard for half an hour and the motion being put was carried.

Mr. Tweedie, who spoke from the Clerk's table, said it was gratifying to him to have the council on any that the council of the same time they amended the Northern and Western Railway Company's Act stipulating that—

struction, and if it can obtain the small matter of legislation required, men will be at work next spring and during the sum mer on thirty miles of the line which will be finished and have trains running that distance from Chatham by this time next distance from Chatham by this time next

> The resolution was now put and the names recorded as follows, --Mays-Loggie, Flanagan, Saunders Baldwin, Rainsborrow, Cameron, Willis

remainder of this report until next week, or one locality must not be considered as against the interests of the people of two counties. He would remark at the outset, that the previous legislation and that he had not pushed himself before the it consistent with previous legislation and the counties. The counties are the complete lists of the Council's duty to rise above prejudices and petty canvasses and not to stand the proved and passed by the Municipal Council,—

ALNWICK. Council to be heard on this subject. He the Act incorporating the Company which way of the Company. It was for the

beild cally by the south side route. He was here. Being here, he would be the opinion that when the constitution of the opinion that them there does not constitute that the was here. Being here, he would control that the was here. Being here, he would present the facts as they existed, facts who were interested in the Railway, soon legal status whatever. Other gentlemen the constitution of the subject of the constitution of the subject of the constitution of the subject of the constitution of the constitution, the subject of the constitution, the subject of the legres arm, stands and any fature the said, while the Legislation on the subject of the constitution of the subject of the constitution, the constitution of the subject of the constitution, the subject of the constitution, the said what the constitution of the constitution of the subject of the said what the constitution of the subject of the said what the Legislation on the subject

passed searly ten years ago by which elsewhere disclosed the fact that a certain up the required \$20,000. This Mr. Park coller in the employ of the ognic Company.)

5,000 per mile were available for the gentleman had really been signing his could not answer astafacturally and how were available for the gentleman had really been signing his could not answer astafacturally and how were available for the gentleman had really been signing his could not answer astafacturally and how were astafacturally as a supplied were astafa 35,000 per mile were available for the construction of the Railway over the very route by which the present Company desired to build. The Bogus Company had, however, after triffing with the matter for company in the world. This was a same to properly of the world. This was a same to properly or and the world. This was a same to properly or and the world. This was a same to properly or and the world. This was a same to properly or and the world. This was a same to properly or and the world. This was a same to properly or and the world. This was a same to properly or and the world. This was a same to properly or and the world. This was a same to properly or and the world. This was a same to properly or and the world. This was a same to properly or and the world. This was a same to properly or and the world. This was a same to properly or and the world. This was a same to properly or and the world. This was a same to properly or and the world or an expected to speak just now, for the had not expected to speak just now, for the had not expected to speak just now, for the had not expected to speak just now, for the had not expected to the world. This was a same to properly or an expected to the tast of the world. This was a same to properly or an expected to the world. This was a same to properly or an expected to the tast of the world or an expected to the tast of the world or an expected to the world or an expected to the world or an expected to the tast of the world or an expected to the tast of the world or an expected to the tast of the world or an expected to the tast of the world or an expected to the tast of the world or an expected to the tast of the world or an expected to the tast of the world or an expected to the tast of the world or an expected to the world or an expected to the world or an expected to the tast of the world or an expected to the world or an expecte

apear just now, for he had not expected in would be edded on to do so. Mr. Taeodre's special was, he thought, foreign to the subject, and he had brought in the the old Company in a manner which required a reply to misstatements which that gentlemen had advanced, and to make which he would have no counter for the company of the counter for the count which he would have occasion to refer to

Inspect rs of Barrels-Benjamin Stynlest, Edward to man. papers which were in his office.

papers which were in his office.

Adjourned uncil 2 30 p. m.

Council met at 2 30.

Coun. Adams, after remarks charging that the Railway Company had been obliged to bring a larger paper to Council to bring a larger paper. bliged to bring a la yer to Council to obliged to bring a layer to Council to plead their case, moved that Mr. Park be neard for half an hour. He said the Council, having made up its mind on the mat the nearly wished to affeod Mr. Park by the nearly wished to a few parks and the nearly the nearly wished to a few parks and the nearly ter, merely wished to afford Mr. Park a chance to reply to some of Mr. Tweedle's Hambrock, shan beauch. ssertions, Mr. Park, speaking from the Clerk's

BLACKVILLE

Inspector of Batter, Patrick Kohoe.

Clerk of the Market, -James Bean,

able, sand he had not expected to aduress the Council on the suij et and would not Collectors of Kate, Matthew Schoo, James Morenous. now do so but for the fact that Mr. I weedle had made assertions requiring contradiction. The proper place for him Uncertain, James Donovau, T. W. Uncertain Ranway question was in the leg statute, tence Viewers, James Donalds, Moses Barri, where he intend of the control of the contr to present his views on the merits of the where he intended to present them. Mr. Inspector of Leather, James Foley. Tweedie professed to have appeared before the Council in response to the desire of its members, but as a matter of fact he had come as the Solicitor of Mr. Gibson the resolution being an illustration of how far connecilions who were induced to vote for the resolution. represented the interests or sentiments of their constituents. He observed that Mr. Tweedie, Solicitor for the Railway Company had just come into the interests of the Solicitor for the Railway Company had just come into the Company had just come into the Company had just come into the interest of the Solicitor for its had been received to the company had just come into the Company had just come into the Company had just come into the Bark Extract Factory, the Bailway, run that the subscript, John Another, John Vicker, James Wicker, John Vicker, James Harden, and the Company headed by that gentle.

This showed that the interion of the promoters of the Miramichi Valley Railway always looked to a terminus in Chatam, for in 1874 the Chatham Railway and the Junction was provided for in Nelson, because of the Junction of the Chatham railway and L. C. R. being in that Parish.

What was done by this pretended Company in 1875? He (Mr. Tweedie) was in the Legislature at the time and he remembered that Mr. Gibson wanted to build the road and was treating with the Government's correct that Mr. Gibson wanted to build the road and was treating with the Government's along to take hold of the work and put it though in two years for the aubsidy of \$3,000 a mile. But these people who is thought they were a Company telegraphed to the chart has the would, himself, provide for the balance on the contract, and there was to be made to the contract, and there was to be along the first of the contract, and there was to be along the dealty of \$5,000 a mile. But these people who is thought they were a Company telegraphed to the contract with the contract, and there was to be some kind of an amalgamation between Mr. Gibson and the Government's contract, and there was to be some kind of an amalgamation between Mr. Gibson wanted to build the road and was treating with the Government's contract, and there would have been none left had the dally-may of the alleged Company been allowed longer to continue, but Mr. Gibson said they would take the subsidy of \$5,000 a mile. But these people who is thought they were a Company telegraphed to the contract, and there was to be some kind of an amalgamation between Mr. Gibson and the Miramichi Valley Company. The Company and Williamatown would have nothing to do with it. He (Mr. Park) and others met the contract, when the contract, when the contract, when the contract with them. In 1879 the Central and Miramichi Valley Company. The contract with them at the was not deemed expedient to enter the that it was not deemed expedient to enter the that it was not deemed expedient to enter the contract wi Bamford.
Ferry mon.—James Betts, Chas. Weaver.
Ferry mon.—James Betts, Chas. Weaver.
Surveyors of Reads.—Jeseph Dumphy, Charles
Weaver, baulei A (Aons, Jos. B Mitchell, Mich'll
Carroll. Samuel Verer, William McDonald, Bart. largely, and said no word about taking the road on the south side of the river. erable canvass respecting the road being diverted to Grand Luke, he had a letter, tried to have Nelson included in the Act. Afterwards this "bogus" Company applied at Ottawa, backed by Mr. Mitchell, and got an additional subsidy for a part of the line. And yet this Company had done nothing! He (Park) was sent to Fr-dericton last summer to see about getting a contract, and was asked for security. He replied that the provincial subsidy would be left in the hands of the Government as a marginate of interest on the hands of the Government as -Enoch Bamford, Samu ned on Jourth page.)

a guarantee of interest on the bonds. Next day he was asked if the comp my had put up the \$20,000 required. He re-pited that he aid not know, but would ascertain. CROWN LAND OFFICE, 21st January, 1834. ascertain. He was then told that his Company had better rediganize, put up the \$20,000 and again apply. This was FISHING LEASES The exclusive right of Fishing (with done, and, in the meanture, the new Company got out a little 7x9 circular from the ADVANCE office the might before the Rod only) in front of the ungranted Crown Lands on the following Streams, will be offered for sale at Public Auction at this notice was issued by the old Company, calling a meeting of their own. Injune-Office at noon on Thursday, the 20th day of March next, tion tollowed, but did not stop the meeting. Then the Gilson Company asked for and obtained a contract to und the road to Wilson's Point, and should be held to Leases of these Fishing Rights will be governed by Reglustions to be hereafter that contract. That was the stand he was prepared to take, and would accept LEASES FOR THREE YEARS.

as one of Buck's surveyors on the south side lost his restruments in.

Coun. Saunders—I know of no such bog. What was the man's name?

Mr. Park—It is on the instrument, pro-

bably, if it is not eaten off lying there for

Mr. Park, -I have no doubt the map's

Yeas-Poud, Bamford, Freeze, Scoffeld.

Whelan Jardine, P.Aks. Tozer, Adams, Ryan, Fish, Morrissy, S.-voy, McKengie, Cormier, Sullivan, Thibedeau, the War-

ALNWICK.

not till the Dominion subsidy was granted that anyone would undertake the work. Coun. Loggie-Which side of the river 1 From the mouth of the River JACQUET RIVER. 3 The whole Stream and Branches UPSALQUITCH RIVER. 4 From its mouth up to the Forks, 5 From the Forks to its Head,

CANADA,

PROVINCE OF NEW BRUNSWICK,

including all Brauches. QUATAWAMKEDGWICK RIVER, 6 From its mouth to the Quebec 1000 of RESTIGOUCHE RIVER, bably, if it is not eaten off lying there for eight years.

Coun. Saunders.—I think the gentle
S From Toad Brook up to Tom's

man ought to give his authority for his Breck, 9 From Tom's Brook up to Pata-500 00 pedia River,
10 From Patapedia River up to name is on the instrument and when it is dug up the Councillor will have the information he seeks. [anghter]
Conn. Paldwin,—D.a not Mr. Gibson offer to build the road in 1875 by the Nelson route? Mr. Park said he never heard of such an offer from Mr. Gibson,
The readition was now to said the Tracey's Brook,

11 From Tracy's Brook up to
Quatawan kedgwick River, From Quatawamkedgwick River up to Madawaska County line, 250 00

LEASES FOR ONE YEAR Will be offered on the following Streams 13 Patapedia Riveron the western bank thereof from its mouth up to the Quebes Province

boundary, 14 Muitle River: Gloucester [We are obliged to hold over the remainder of this report until next week. — 15 Lit'de River, do do 100 00 EDITOR.

County, 15 Lit'de River, do do 100 00 16 Tattagouche River, do do 100 00 17 Big Fracadie River, do do 100 00 18 Tabusintac River, Northum-100 00 berland County,
19 Dungarvon River, do do
20 Renous River, do do
21 North West Miramichi River and Branches, Northumber-land County, 22 Kouchibouguac River, Kent

build only by the south side route. He and it was in response to that request their position and found that they had no empowered to build the road under the Peter Morrison, jr., (Church P.int), The LUMBER SHIPMENTS OF NEW BRUNSWICK & NOVA SCOTIA to Trans-At antho Ports.

We published, during the early winter, lumber returns as they were received from different ports in the Province, and are, this week, in a position to present a statement of the total shipments to trans-Atlantic ports for the year from New Brunswick and Nova Scotia, compared with those of 1882 and 1881 for New Brunswick, and with those of 1882 for Nova Scotia. Beginning with the Miramichi, which, last year shipped only about one-sixth ex-Sheriff Temple has proved the ess than St. John, the export has been as follows :--

MIRAMICHI. Sup. ft. deals, etc. R. A. & J. Stewart. 36, 360, 000 Guy, Bevan & Co.,
J. B. Snowball,
George McLeod,
D. & J. Ritchie & Co., 33, 348, 250 1,435,430 2,437,655 3,000 62,000 7.865,000 301,000 , Totals, 148,994,306 6,233,183 2,399 In 1882 the shipments from Miramichi were as follows: R. A. & J. Stewart, 36,431,000 440 000 842 262 B Snowball 2,657,954 9,000 4.014.316 In 1881 the total Miramichi shipments were 128,290,875 sup. ft. deals, While Mr. Temple is a better man 3,148,853 pes, palings, 836 tons birch and 1,207 tons pine timber. ST. JOHN.

St. John shipments for 1883, compared with 1882, were-Sup. ft. Tons Timber, Deals, etc. Pine Tirch. 99,016 383 24 1,103 Sup. fc. Tons TIMBER. deal-, etc. Pine Birch. 1 9,845,383 6 l'ine Birch. 20, 13 \ 304 21,675,016 3,013 5,371

R. A. & J. Stewart.... W. M. Mackay. Guy, Boyan & Co... S. Schoffed.... C. F. Clinch & Sons. 25 334.995 1,874 4,320 11.151 887 16 828,015 ... 7,531,261 805 4,023 4,996,839 1,371,809 916,621 11 1,281 Carvill. McKean & Co....
G. McKean
Mitter & Wordman...
George Eaton... 24, 108, 230 546 611 1,609,327 A Cusning & Co.... Capt. Marrieo..... Other Shippors 100,072

Totals...... 181.517.932 3,883 11,778 193,769,100 3.388 7,368 In 1881 the total St. John shipments were 203,714,000 sup. ft. deals 5,134 tons birch and 1,734 tons pine timber. BATHURST.

Bathurst shipments for 1883, compared with 1882, were,-1883 1889. S. f. deals, boards S. f. deals. and scant ing. 13.597.600 10,817,353 R. A. & J. Stewart, ... K. F. Burns & Co., ... 10,728,000 120 24,414,955 In 1881 the total Bathurst deal shipments were 16,160,371 s. f., and 61 tons timber. DALHOUSIE.

1883. 1882 S.ft. Deals, Tous S.ft. Deals, Ton Scantting, timber. Shippers, Geo, Moffat & Co... 3,119

Dalhousie shipments for 1883, compared with 1882, were-

5,139,946 4,396 7,027,625 1,540 2,589,571 7,410.849 3,118,000 119 2,098.692 2,022,887 415 899 532,671 5:8.184 and 5,021 tons timber. RICHIBUCTO.

Richibucto, (including Outports of Buctouche and Cocagne), shipments for 1883, compared with 1882, were-1882. S. f. Deala, Boards, etc. 2,180,060 1,443,300 2,123,640 1,150,000 344,400 1,526,530 1,908,360 1,300,000 SHIPPERS. George McLeod..... J. & T. Jardine.... E-lward Walker...
J. & W Brait...
B. H. Foley...
Smith & Barnes...
J. B. Wright...
G. & J. Robertson... 2,165 200 691,500 690,200

R. A. & J. Stewart.. Wm. McNairn.... John McNairn.... Wm. Bowser..... 309,000 290 500 251,400 670,000 21,090,150 13,823,630 In 1881 the total Richibucto deal shipments were 15,541,053 s. ft., and

50 tons timber. SHEDIAC. Shediac shipments for 1883, compared with 1882, were-1883. SHIPPERS. S. ft. Deals, S.ft. Deals, etc. 2,124,000 Wm. J. M. Hanington . . H. R. Rannie..... E. J. Smr h..... J. L. Black..... T. McManus & Sons... 1,948,000 1,432.000 1.557.000 1,063,000 1,023,000 1,681,000 1,030,000 1,184.000 M: Wood & Sons Carvill McKean & Co, 6,593 000 Wm. Richards, T. Porrier, 164,000 122,000

CARAQUET. Caraquet shipments for 1883, compared with 1882, were-

SHIPPER. S. ft. deals, Tons Timber. S. ft. doals, 3,312,804 K. F. Burnsat Co. . In 1881 Caraquet shipped 3,750,000 s. ft. deals, etc. SACKVILLE. Sackville shipments for 1883, compared with 1882, were-

1883. S. ft. Deals, etc. 1882. S.ft. Deals etc E. C. Gooden & Co....
M. Word & Sons,
Copp Br. s.
J. Johnson,
J. L. Bisack.
J. & C. Calhoun,
J. M. Hicks, 819,116 1.030,166 1,035,000 383,142 281,000 266,741 Totals......3.445,000
In 1881 Sackville shipped-3,380,749 s. ft. deals, etc. 3, 198, 559

I We have omitted from all the above lists small lumber, such as palings, staves, etc., and also the number and tonuage of vessels, as not essential in a general statement. NEW BRUNSWICK SUMMARY

The shipments of deals, boards, ends and scantling, and of timber from New Brunswick ports to the United Kingdom, Continent, Africa and Australia for the last three years, were, therefore, as follows,-1881. 1882.

Sup. feet Tons Sup. feet Deals, etc. 117,006,935 2,714 148,994,306 193,769,100 10,706 181,517,932 Sup. ft. Tons Timbr. 3.316 Bathurst, 17.816 784 15,552,566 4,011 15,838,127 5,021 13,829,650 Caraquet, 3.198 559 3,445,000 393,628,175 14,143 375,864,398 17,666 411,479,448 27,006 NOVA SCOTIA SHIPMENTS. 1883. 1882.

S.f. deals. Tons PORTS. .i. deals, Tons 200 00 Annapolis Amherst, including Pugwash, Tignish 13,094,000 and Northport, 50 00 Guysborough 50 00 Halifax, including Margaret's Ray, Sheet Harbor and Ship Harbor, 33,549,000 1,759 34,000,000 5,244,000 17,322,000 Pictou, including Tetams 16,307,000 543,000 1.680 797,000 489,000

77,918,000 6,176

1,228,000

85,752,000

Miramichi Advance.

CHATHAM. . . . JANUARY 31, 1893. Tork Election.

The election in York ver and successful candidate, although his opponent, Mr. Gregory, was of the Liberal party, who, at the general election in 1832, returned Mr. Pickard with a majority of 917 over the present Judge Fraser, who is also a very popular man. A good deal of money was, we learn, spen behalf of Mr. Temple and, no doubt, it had its influence, Mr. Tomple, also, had been the business partner of the late member and, on that account, secured. many votes which another candidate would not have received. There is no getting around the fact, however, that the victory is as decisive for the Conservatives as it is unexpected. than the average member of Parliament, being naturally shrewd, and experienced in general business affairs, besides holding a good social position, Mr. Gregory would have mude the best Parliamentary representative, as he has few superiors, as a public man, in the Province. The 11.151 887 3 Conservatines are to be congratulated on a marked victory, therefore, when nearly everything seemed to be in 102 their opponents' favor.

So far as heard from-returns from two or three polling places yet to be reported-Mr. Temple leads Mr. Gregory by 150 votes,

THE LUMBER TRADE -Mr. J. B. Snowball's annual Wood Trade Circular is at hand and it enables us to add to our usual report of trans-atlantic lumher business, the shipments of the Province of Nova Scotta for the past vear.

COUNTY & PARISH OFFICES. - We publish this week the full lists of County and Parish offices appointed at the ate session of the Municipal Council. In some cases the handwriting in which they were made was so very bad as to render the deciphering of the names quite difficult. We doubt very much whether the writers themselves could make them out.

"SHERIFF DOUCET'S ACCUSERS" is the title of a very plausible letter in the Telegraph, which holds that peculiar officer up as a person with a pack of ene-24 mies hounding him—the ADVANCE being a principal offender. We have only to say that it is amusing to read the letter and then think of this Mr. Doncet. The whole trouble has arisen out of the fact that an incompetent and irresponsible person was made Sheriff of an important County, and, through his incompetency, he has brought the office and himself into contempt. The AD-VANCE made known the facts, and inatead of profitting in any way thereby, as the Telegraph's correspondent insinnates, it made a positive loss-a sacrifice to duty, as Sheriff Doncet well knows. The "heavy libel suit" pending against the ADVANCE, as referred to be a very grave affair in the Sheriff's estimation, and, in that, also, of the person who has entered it, but we are quite prepared to fight it through at the proper time and in the proper place. we cannot prove all we have said viser in connection with their mail outrage, we will be quite willing to pay the damages. We are, really, anxious to learn what our Judges think of such a sheriff and such a legal adviser as Mr. Narcisse Landry -the sheriff's common. on du rour valen he raided the outpe

> Municipal Council Echoca It was a little amusing to hear Coun.

Freeze, who is a land surveyor and can know very little of railway engineering. tell the Council, on the authority of "a competent railway surveyor," what a side route, compared with those actually and thoroughly laid down by Messrs. Buck and Maxwell, respectively, whose reputation as competent and practical railway engineers could, however, hardly suffer by Conn. France's raffer tions upon them. We haven't the slightest doubt that if Coun. Freeze were to dispense altogether with the services of his "competent assistant," and subststute, say Coun. Jardine for him, a still cheaper route might be found; provided it passed somewhere between the latter july gentleman's well and barn and didn't interfere with the hon house.

It has been stated, time and again, both by Mr. Gibson, President of the Northern and Western Railway Company and those legally authorised to speak for him in the matter, that he had no intention, whatever, of divert" ing the Miramichi Valley Railway in the direction of Grand Lake, Mr. Gibson sont his Attorney last summer to the President of the bogus company, Newcastle, with the assurance, "in 24.414,955 120 have the Valley Railway line cross the Miramichi below Doctor's Island, run thence to Doaktown, the Doaktown, the Doaktown, thence 40 Nashwaak Valley to St. Mary's or Fredericton. The bogus President, however, refused to receive the assurances thus proffered. Yet we find Mr. Freeze, Councillor, and employee the bogus Company, repeating the & & Lake canvass in his place in the Muss cipal Council. It is only such a "Company" that would resort to such palbable misrepresentation in the face of the contrary assurances of a gentleman of Mr. Gibson's position and reputation for honorable dealing. The fact is that the brighter the prospects of the road being built become, the more des are the efforts of those who have so long stood in the way of the work. When railway trains can be run up the river to distribute supplies and afford the people facilities for passing back and forth, and generally promote their interests, there will be no need of a steamer on the same route and, therefore, no chance for a pull out of the 4,253 public treasury in the shape of a steam-