

Miramichi Advance:

CHATHAM, THURSDAY, APRIL 11, 1878.

Report of the Minister of Public Works.

THE LACHINE CANAL.

The Report of the Minister of Public Works consists of some 200 pages. One of the most prominent public works which has been carried on during the past year in Canada, is the enlargement of the Lachine Canal, concerning which full details are to be found in the report. The length of this canal is 8½ statute miles, and the locks on the enlarged canal will be 270 ft. between the gate quoins and 45 ft. wide at the bottom. There are two locks between the harbor of Montreal and Wellington bridge, Lock 1, at the harbor entrance, and Lock 2, at the Mill Street crossing. These locks will have a depth of 18 feet on the sills, and the canal, with its basin between these two points, will have a depth of 19 feet. The remaining three locks, located at St. Gabriel, Cote St. Paul, and Lachine, will have a depth of 14 feet on the sill. All the permanent structures in this distance have their foundation so placed that the prism of the canal may be eventually deepened to 15 feet without disturbing them, should the additional two feet in depth be held desirable. The two lower locks will be connected by a basin 540 feet long with an average width of 260 feet. The basin known as No. 2 will be enlarged at its south-west end. Wellington basin communicates with basin No. 2 and extends to St. Etienne street and Point St. Charles. It is 1,210 feet long and 225 feet wide. A second basin is projected of the same length and depth and 260 feet wide, parallel to it. From below Wellington bridge to Cote St. Paul lock, the new canal will have an average width of 200 feet, and from that lock to Lachine the average width will be 160 feet. The new locks are located adjoining the old locks as independent structures, and hereafter the canal will be navigable through the double wings of locks with double entrances at Montreal and Lachine. The work is divided into eleven sections which are let to various contractors. Necessary repairs have also been executed in connection with the Beauharnois, Cornwall, Williamsburg, Farran's Point, Rapid Plat and Galope Canals.

THE NEW WORKS ON THE WELLAND CANAL, are designed with a view to the ultimate establishment of navigation with locks 270 feet long and 45 feet wide, with 14 ft. depth on the sills, the canal having a width of 100 feet at the bottom, with a depth of 15 feet. The water supply is to be obtained from Lake Erie. For the present, the depth of the canal between the locks is 13 feet. The locks, which can hereafter be raised with moderate expense, are at present constructed with 12 feet on the sills. The entrance and other locks not coming within the category, are constructed with a depth of 14 feet. The present line of the canal is 27 1-5 miles; the new line of canal will be 26 2-7 miles. The present entrance, Port Dalhousie, has been retained, the outlet of that harbor being easy of access, and affording good shelter to vessels, and being unobstructed by reefs and shoals. Moreover, it is open throughout the winter season, except in extreme weather. An entirely new line of locating has been followed from Port Dalhousie to Allanburgh, a distance of 11½ miles. From Allanburgh upwards, the old canal is being deepened and widened. The difference of the level between lakes Ontario and Erie can only be generally stated, as the influence causing the variation in the height of water is not identical in character or in time on the lake. The mean has been determined as 326½ feet. The height is overcome on the present canal by 25 locks. On the enlarged canal there will be 24 locks. The new entrance lock at Port Dalhousie is on the eastern bank of the creek. The location follows the Niagara escarpment to the ravine behind Thorold, and is taken through the dividing ridge to Beaver Dam Valley. Between locks were practicable extensive reserve basins communicating with each other by weirs are in course of construction. The work has been divided into 36 sections, 27 of which are under contract. The sections unlet on the 30th June, 1877, nine in number, are Nos. 17, 18, 19, 20, 27, 28, 33, 34 and 35. These were let in the autumn. Much progress has been made in dredging Port Dalhousie harbor, and when the work is completed the basin will extend over 16 acres with a depth of 16 to 17 feet. Port Colborne harbor has also been deepened. After referring to the customary repairs on a number of other canals, the report comes to the work ON THE ST. LAWRENCE and refer to the construction of the Graving Dock at Point Levis, and the raising

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of sunken anchors and chains for which \$2,601.51 had been realized. The deepening of the channel between Montreal and Quebec from 20 to 22 ft. at lowest water, was being carried on in a satisfactory manner.

A new chain tug had been constructed for the purpose of examining the rapids of the St. Lawrence, and hereafter to be used in deepening the Galop Rapids, and testing the system of submerged chain towing. The trial of this vessel in the Galop Rapids was highly satisfactory.

HARBORS AND PIERS.

The report next refers to Harbors and Piers, and among others to the Shippegan Breakwater Co., of Gloucester, the works on which were brought to a close by the contractor, and up to the end of the fiscal year not resumed by him. The work done has been beneficial in increasing the depth, so that boats now freely pass at any time of tide, whereas formerly they had to wait till high water.

The St. John Breakwater at Negotown Point of a length of 2,250 ft. was completed and accepted in September 1877.

In regard to the Grand Anse Breakwater the amount appropriated was expended in replacing the work, which was disturbed in a north-east gale. The work even so far as constructed has proved to be of the greatest benefit to Fishermen.

PUBLIC BUILDINGS ETC.

At Ottawa the Parliament grounds have been much improved and the new iron gates placed in position. In the buildings of the Chamber of the Supreme Court has been finished and the Clock Chamber in the tower made ready for the reception of the clock manufactured by Messrs. Dent & Co. The new Library is finished and occupied.

The Western Block Extension is so far advanced that it will probably soon be occupied with the exception of the main tower, which will not be completed before the fall of 1878. Various other improvements have been completed in connection with the buildings.

RAILWAYS.

The expenditure on capital account for the Intercolonial, up to 30th June 1877, amounts to \$35,682,240.11. There has been expended during the year between River du Loup and Truro, (on the Intercolonial proper,) the sum \$965,175.77 for general completion of works, rolling stock and law costs. There has been spent on the extension into Halifax \$214,423.56 and on the deep water terminus at St. John \$93,819.33. The gross earnings for the year were \$1,154,445.35 against \$948,761.46 in the previous year, but the mileage and circumstances were completely altered. The carriage of fish has developed considerable results. "Freezers" are now erected by private parties at many stations on the line, which enables fresh fish to be placed weekly in all the cities of Canada throughout the year. The ordinary working expenses of the line have amounted to \$1,461,673.55. The condition of the Road is most satisfactory, as shown by the high rate of speed at which the mails are forwarded in the winter. The quickest run was made between Halifax and Riviere du Loup in 15½ hours, the distance being 561 miles, or equal to 36 miles an hour. Mr. Brydges states that the traffic on the line is steadily increasing.

THE P. E. I. RAILWAY.

The gross receipts of the P. E. Island Railway for the year were \$130,684.92, and the working expenses \$228,595.23. This last sum includes \$18,267.17 for the substitution of steel rails for iron rails between Charlottetown and Royal, a distance of 5½ miles.

THE PACIFIC RAILWAY.

Appendix 22, contains the report of the acting Engineer in Chief, giving an account of various explorations and proposed deviations of different portions of the line, from routes already surveyed.

Correspondence.

CHATHAM, April 1st, '78.

To the Editor of the *Miramichi Advance*.
SIR:—I received on the 27th March a letter from Ottawa, of which the following is a copy:

OTTAWA, 19th March, 1878.

SIR:—The fact that several parties in your district are still in arrears for their Salmon fishing License, having been brought under the Minister's notice, I am directed to instruct you to call on each defaulter, to pay within some fixed reasonable time, say a fortnight from the date of receipt of said letter, and failing payment, to report the fact to this Department, and to send here any note or other acknowledgement of indebtedness

given, for the purpose of suing to recover the money due.

(Signed)—W. F. WHITCHER.
To Ass Perley,
Fishery Overseer.

Now, Sir, as the issuing of the Licenses and collecting the tax on Salmon nets was completely taken out of my hands, I knew nothing about defaulters in my district. On the 28th I traveled through the district, among the fishermen, and I was happy to find, that they had all paid the tax, with the exception of two or three, and these would have paid last summer without any trouble, if called upon. I received the tax, \$1.95, from one fisherman, and inquired of him if Mr. Wyse had taken his note for the tax; he said he had not. On the 29th I received a letter from Mr. Wyse, of which the following is a copy:—

CHATHAM, 30th March, 1878.

MR. AMOS PERLEY, O. F., SIR:—You received a copy of same order from Government as received by me, in reference to your duties ordered by that instrument. It is unnecessary for you to put the Government to expense in going round looking after defaulters, when you know you issued no License, and I have heard you collected from one of the fishermen his License tax for Salmon. If this is true, you, in a manner, took money fraudulently, as every fisherman that holds his License, that License is his receipt. To save yourself trouble and the fishermen, you had better return the money to the owner, as I hold the instrument in lieu of license, which will be forwarded to Ottawa, for collection, on the 5th prox. if not paid by that time. Yours,
W. F. WYSE, O. F.

P. S.—Your answer to Government for letter of 22nd, should be, "No Licenses issued, and no defaulters to collect from," nothing more was necessary, the fishermen have enough of vexation, without putting them in a further plight.

W. F.
Now, Mr. Editor, I thought I gave Mr. Wyse very good advice to leave me alone, and I would not say much about him, as I pitied him, but he cannot rest, and he now accuses me of fraud, in attending to the instructions of the Minister, and advises me to lie to the Government, saying that there were no defaulters to collect from, and that there was nothing necessary for me to do, etc., but putting the Government to expense. This is what that holder of a sinecure says. I believed he had reported falsehoods to the Department, and I promised that if any of them reached me I would attend to them. Mr. Editor, Mr. Wm. Wyse has got all the Salmon net tax in my district, except a small trifle, and he could have got that last summer if he had called for it. Not one of the fishermen refused to pay their tax, as far as I can learn. In regard to my being guilty of fraud in carrying out the instructions of the Minister, I will leave it for the Minister and the public to decide, but had I sold a canoe and sail, provisions, etc. to the Government, the honest amount of which was \$27.94, and then charged the Government \$56.79, as Mr. Wyse did, and got the money, I would consider myself guilty of both fraud and robbery. Yes, Mr. Editor, I am accused by Mr. Wyse of taking money fraudulently from a fisherman in my own district, having instructions from the Department to send any note or any other acknowledgement given to Ottawa, Mr. Wm. Wyse, who in my presence, had to come before the Minister as a culprit and answer for his misdeeds, and begged of His Honor in these words, "If Your Honor will allow me to remain in office until the end of the year, I will resign."

Yours, truly,

AMOS PERLEY, O. F.

P. S.—Mr. Wyse speaks about putting the Government to expense. He wants all the money that the Government has to spare, and more too, whoever earns it. He boasted last summer that I would get nothing for my winter services, and I charge that by his *tattling* and *lying* to the Inspector, my papers were returned to me as useless, and \$59 were taken off my salary, the principal part of which was earned by traveling through frost and snow storms last winter, as every smelt fisherman in my district can testify to, although Mr. Venning told me to go every day, if required, and I would be paid for it; so, Mr. Editor, you can see the way that I have been served.

A Bear Killed.

To the Editor of the *Miramichi Advance*.

SIR:—On Saturday, 23rd, of March, William Young and Colin Fraser shot a large bear in his den on the south side of Bay du Vin, near the meadows of John Williston, Esq. He was housed un-

der the roots of a large cedar tree that had partly blown over. It took two shots, a single bullet each shot, to despatch him. Another three dollars for Northumberland. Make a note of that, Tweedie?

TRAZER.

"Teaser" on the Tramp.

BAY DU VIN, 2nd April, '78

To the Editor of the *Miramichi Advance*.

SIR.—I now fulfil a promise I made to your readers, to let them know what I saw at Bass River, on my second visit, also a few notes about Weldford and Carleton Station.

I paid a short visit to Ferris Station, first station after leaving Carleton going South, Mr. McLeod Station Master. I cannot tell you of many improvements taking place there, nor do I think that there will ever be any settlement as it is swamp land. The only freight that is left there is supplies for lumbermen on Kouchibouguac.

I left Ferris Station and walked out to and down Bass River, and visited the lumber operators on my way down. Bass River has two branches, the North and South, both of which are driven. The chief landings are the "Mowkow," "Mast," "Angus," "Jardine," "Sawpit," "Pegwood," "Boar's Back," "Rocky," "Paddy's," "Billy de Plant," "Summer Handling," "Hesick's," "Blue Jay," "Juniper," "Big Spring," "Bill Faern's," "Devil's Back," and the "Head of River," "Burk's Mouth," the "Lower" and the "Upper S.S." (so called on account of the river being shaped like "S" at those places), "Pine Stump," "Red Pine Rapids," "Big Elm," and the "Gray Rock" are places well, and not very favourably known to river drivers.

Robert Brown, Esq., has in course of construction at the mouth of Bass River a large and handsomely modelled vessel of about 800 tons; she is now being planked and will be launched during the coming season. Mr. Brown also keeps a store, and has a saw mill, portable steam engine.

Edward Walker, Esq., has a water mill also at the mouth of Bass River and is the tideway. This mill has two Lefel wheels, one driving the circular and the other the grist mill, and unless the summer is an uncommonly dry one this mill saws the whole season. It is said by good judges that she is one of the best water mills in the Province, and I was told that she has cut at different times as high as 45 M. in ten hours. Mr. Walker keeps a store of dry goods groceries and provisions. Below Mr. Walker's mill Mr. William J. Wilson has a tannery, the leather that he manufactures he has made up in boots, shoes, harness, etc., etc. Abel Easter drives the mail from the Bass River Post-Office to Coal Branch, Pine Ridge, West Branch, South Branch, Molus River, and Kingston, three times per week. In this section of Kent whether they have the present mail arrangement under the Mackenzie Government or not, it is a good one, and the people should be satisfied, for in this matter they have not been neglected. If your readers, Mr. Editor, will pardon the digression, I would draw their attention to the contrast between this locality and another part of Kent and Northumberland, where they have not a mail at all, I mean from Dickens to Kouchibouguac, a distance of ten miles. Whose fault is this? What does the Hon. P. Mitchell say, or has George McLeod Esq., looked after his constituents' as well as the Richibucto Road as he has about Bass River, etc.?

Below Bass River Bridge at a place, called Dunlay's Cross Roads, the Roman Catholics have in course of construction a chapel: it is all boarded in and the roof shingled, the size of it is 40x28. It is expected to be completed the coming Summer. The Rev. Mr. Doucet, is the Priest on this Station. In taking leave of my friends at Bass River, I must thank them for the kind manner in which they treated me, and I may be pardoned if I mention the lumbermen, in particular, while I was among their camps.

On a lovely moonlight night I left Bass River for Weldford in Bailey's Stage. Judge Weldon was a passenger the same night from Richibucto, also Mr. C. C. Carlyle. We came by what is known as the Hardwood road, this road is not turnpiked but cut out wide enough to make it pleasant driving, but at times, I was afraid that we would come to grief as we barely escaped large trees that were near the road, but we arrived safe and sound at the "What Cheer" house Weldford.

WELDFORD.

is growing to be a place of considerable importance, and it, I think, may be considered as one of the forest towns of New Brunswick. I do not doubt that if the Hon. P. Mitchell represent Northumberland in the next Parliament and Urbain Johnson, Kent, that the railway workshops will be removed from Moncton to Weldford. But without the Government workshops to aid it, Weldford has a lively and business like appearance.

I have to thank Mr. Glenn of the "What Cheer," for the following information, or part of it:—On the West side of the I. C. R. is the store of Andrew Dunn, Councillor for Harcourt; also a public house kept by Mrs. Stothart. On the East side is the Post Office, S. F. Powell, Postmaster, W. W. Pride's store, and Jacob Robertson's store; all these gentlemen are general dealers in dry goods, groceries, etc., etc. H. A. Black has a saw mill, portable steam engine, 11 horse power. It surprised me, Mr. Editor, to see this mill sawing shingles. I have seen shingle mills, but this one was by far the most superior one that I have ever seen. The blocks of shingle wood are set in arms, or, I should say, in a large wheel, which has six places, and in each of those places a block of wood is set and sawed the length of a shingle. The saw is no sooner out of one block of wood than it enters another. It cuts 25,000 per day. On the east side of the I. C. R. also is the "What Cheer" House, McDonald & Glenn, Proprietors. It is a large, fine looking house, and both inside and out has a neat and tidy appearance; both the Proprietors are kind and gentlemanly, and they seem to exert themselves to make their guests comfortable. I should say, by the appearance of things, that they are doing a large business. They keep a Livery Stable in connection with the house.

You are aware, Mr. Editor, that I am always on the alert when I hear the chances of politicians discussed on the eve of a general election, and it surprised me to see a Kent gentleman actively canvassing at Weldford the day I was there, for Mr. Butler, ex-M. P. By what I can hear, I think that if Mr. McLeod is not in the field that H. O'Leary, Esq. is the favorite among the English speaking portion of the population.

About 14 miles south on the I. C. R. is the main Richibucto River. Lumber is driven down this to 15 miles above the I. C. R. Robert Baldwin is the largest lumber operator south of Miramichi—that is as far as Richibucto. He has 40 horses in the woods, and 100 men. He operates on the Kouchibouguac, Kouchibouguac, Coal Branch, Trout Brook and Bass River. He hauls for McLeod. Anthony Roach is another of McLeod's large lumber operators; he has 16 horses in the woods and 40 men.

CARLETON STATION.

I had only a short while to stay at Carleton Station. I must thank Mr. James Harnett, the obliging Station Master, for the little information I did get. Mr. Cowie has a mill here, sawing laths, boards and all descriptions of lumber. Mr. Cowie is now engaged sawing lumber for some of the leading builders of Miramichi. The residents about Carleton Station are now moving in the matter of getting a school house built, and I have no doubt that the Government will assist them, or, I should say, that they have received encouragement that such will be the case. There is a large amount of freight landed at this Station, such as supplies for the lumbermen on Bay du Vin and Barnaby Rivers and also for the settlers and the business men about Carleton Station. Mr. William Nicholson has a store here and he supplies parties to get Hemlock bark for J. & J. Miller, & Co., of Derby. The Roman Catholics have in course of erection, and hope to have completed before next winter, a Chapel; the size of it is 50 x 30. Wellet & Co. keep a store here. I have been in the habit of visiting Carleton, formerly "Forest Station," every winter since the Railroad was located and I really hardly knew the place at my first visit this season, owing to the many improvements that have taken place there since last winter. The excellent farming land that is around and in the vicinity of Carleton Station, is one of the greatest advantages that section of the country has. Another thing that will help to build it is that it is in Northumberland County.

BECKWITH CORNER.

I forgot in the proper place to say a word or two about Beckwith Corner but, "better late than never." It is one mile north of Weldford on the I. C. R. The Weldford school is located here and is in charge of Miss McLean and has 50 pupils on the register. The Weldford House is also located here, with Mr. Graham, proprietor.

Now, Mr. Editor, I will close this letter which has already become rather lengthy. I am, yours etc.

TRAZER.