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—AND—

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GREAT MIRAMICHI FIRE;

also the history of the early struggles of the French and English for the possession of the country; the hostility of the Indians; the French villages founded at Bay des Vents, Cain's River, etc.; the ships sunk in the Miramichi and Restigouche; the work of the Davidsons, Hendersons, Peabody, Fraters, Cunard, Simonds, Rankin, Street and others, and an account of the settlement of Kent, Gloucester and Restigouche as well as the St. John River, etc., etc., etc.

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FIVE TRIPS A WEEK

19 Hours to Boston!

The Steamship "St. CROIX" will sail from St. John DIRECT TO BOSTON every THURSDAY and SATURDAY at 5.30 p. m., standard. Fast Express to Boston.

Steamers 'Cumberland' and 'State of Maine' will sail from St. John, for Eastport, Portland and Boston, every MONDAY WEDNESDAY and FRIDAY morning, at 7.30 o'clock, standard, due in Boston about 4 p. m. next day.

Wednesday's Steamer from St. John will not call at Portland.

Connections made at Eastport with Steamer for St. Andrews, Calais and St. Stephen.

Freight received daily up to 5 o'clock.

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TIME TABLE.

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STR. "MIRAMICHI,"

CAPT. GOODFELLOW.

On and after Wednesday, Sept. 12, 1900,

Will leave Chatham every morning (Sundays excepted) at 7.10 a.m. for Newcastle, and leave Newcastle at 7.45 a.m. and Chatham at 9 a.m. for points down river, via:—Loggieville, Burnt Church, and Neguac, calling at Escuminac on Mondays, and Wednesdays and Bay du Vin on Tuesdays, Thursdays and Saturdays returning to Chatham same day.

Steamer will not call at Bay du Vin on the way down unless to land passengers who are to return same day.

MEALS AND REFRESHMENTS ON BOARD AT REASONABLE RATES.

STEAMER "NELSON"

CAPTAIN BULLICK.

On and after Monday, Sept. 17th, 1900, and until further notice will leave

CHATHAM AT	NELSON AT	NEWCASTLE AT
9.00 a.m.	9.50 a.m.	10.15 a.m.
11.00 "	11.50 "	12.15 p.m.
2.00 p m.	2.50 p m.	4.00 "
6.00 "	6 50 "	7.10 "

The evening and Wednesday Excursion rates on Str. Nelson will be discontinued after the 5th inst.

SEE PASSENGER TARIFF FOR RATES.

All Freights Must be Prepaid.

J. ARCH'D HAVILAND,
Manager.

Chatham, N. B., Sept. 5, 1900. (Telephone 40.)

Excursion Rates on Steamer Miramichi:

On Tuesdays, Thursdays and Saturdays, Excursion Tickets, good for day of issue only, will be issued from Newcastle or Chatham, to points down river at the following rates:

For one person, 50 cents. For parties of 5 to 10 persons, 40 cents each. For parties of ten persons or more 35 cents each.

On Mondays, Wednesdays and Fridays, will be issued from Chatham, for the round trip to Escuminac—one person 75 cents; parties of 5 to 10 persons, 50 cents each; parties of 10 persons or more, 40 cents each.

MEALS AND REFRESHMENTS can be had on board at Reasonable Rates.

J. ARCH'D HAVILAND,
Manager.

Chatham, N. B., June 20th, 1900. Telephone 4.

GO TO PORTLAND, BOSTON, ETC.

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Canada Eastern Railway and Fredericton.

Pullman Sleeper runs through from Fredericton Juncton to Boston.

NOTICE TO HOLDERS OF TIMBER LICENSES

CROWN LAND OFFICE, 24 JULY, 1896.

The attention of all holders of Timber Licenses is called to Section 19 of the Timber Regulations which reads as follows:—

"19 No Spruce or Pine trees shall be cut by any Licensee under any License, not even for piling, which will not make a log at least 12 feet in length and ten inches at the small end; and if any such shall be cut, the Lumber shall be liable to double stumpage and the License be forfeited"

and all Licensees are hereby notified, that for the future, the provisions of this section will be rigidly enforced

ALBERT T DUNN,
Surveyor General

INTERCOLONIAL RAILWAY.

TENDER FOR STATION AT LEVIS.

Sealed Tenders addressed to the undersigned and marked on the outside "Tender for Levis Station" will be received until seventeen o'clock

TUESDAY, THE 25TH DAY OF SEPTEMBER, 1900,

for the construction of a new Station Building at Levis, Quebec.

Plans and specification may be seen on and after the 5th day of September, 1900, at the Assistant Engineer's Office, Levis Station, and at the Chief Engineer's Office, Moncton, N. B., where forms of tender may be obtained.

All the conditions of the specification must be complied with.

D. POTTINGER,
General Manager.

Railway Offices,
Moncton, N. B., August 28th, 1900.

Executors' Notice.

All persons having legal claims against the estate of Bartholomew Stapleton late of the Town of Chatham in the County of Northumberland, Blacksmith, deceased, are requested to present the same duly attested, within three months after this date, and all persons indebted to the said estate are requested to make immediate payment to the undersigned executors of said estate.

Dated at Chatham this 21st day of August A. D. 1900.

D. CHESMAN,
H. D. STAPLEDON, } Executors.

Miramichi Advance.

CHATHAM, N. B., - SEPTEMBER 20, 1900

The End of Fosterism in New Brunswick.

The Moncton Times "dares" Hon. Mr. Emmerson to run as a candidate for the House of Commons in Westmorland. At the same time its political leader, Mr. Foster, fears Mr. Emmerson's prestige in that county with a hair-raising terror. It was the same Mr. Emmerson that Mr. Foster and the Times were going to annihilate a year or two ago by means of their Moncton Convention. They were at that time daring Mr. Emmerson to do this and that, and the result was that he dared a[illegible] they were done for. Mr. Foster and the Times well know that their course on that occasion will be the means of entirely alienating the allegiance of the best conservatives of the Province from the party as long as Mr. Foster is imposed upon them as the New Brunswick leader. It is a question now of Blair and brains *vs* Foster and blunders, and they prefer to take the course which Mr. Tweedie has adopted in order to teach Mr. Foster a lesson.

Political Notes.

The Restigouche Telephone of last Friday says:—

"At the convention held in Dalhousie to-day, James Reid was unanimously selected the candidate for the Liberal party of Restigouche. After the convention the association was addressed by Mr. Reid, Wm. Murray and George Haddow. Committees were appointed for the work arranged for the coming election. A most interesting and eloquent impromptu address was delivered by C. J. Milligan, provincial organizer."

It, therefore, appears that the rumored dissensions in the government party's ranks in Restigouche were only imaginary. On the other hand, Conservatives are concerned over a decided break in their ranks owing to Mr. McAlister having failed to retain the confidence of those who threw Mr. George Moffat overboard and voted for Mr. McAlister on his unfulfilled pledges of 1891. Besides, Mr. McAlister was one of the North Shore representatives who aided Hon. George E. Foster in his Moncton convention crusade against the Conservative members of the local government of the Province—a specimen of treachery towards those members of the party which was of a piece with that engineered by him against Premier Bowell at Ottawa. It has just come to this in Restigouche, as well as in Northumberland, Kent and Gloucester,—that no candidate calling himself a Conservative of the Foster type and who acknowledges that gentleman as the Conservative leader for New Brunswick, need expect to receive the votes of even one half of the Conservatives in the four northern counties. They will rather support straight liberals or, best of all, independents. In any case, many of them are already declaring that they are satisfied with the administration of New Brunswick federal affairs by Mr. Blair. They say that the Intercolonial Railway was never so successfully, honestly and efficiently run, that the wants of the different localities were never so satisfactorily attended to, and they contrast the treatment these important interests have received under Mr. Blair with their neglect when Mr. Foster was in the cabinet, and they do not propose to have the Province go back to the old regime if they can help it. They compare the progress and development manifest under Mr. Blair with the stagnation that existed under Mr. Foster and will not be misled by mere party names and party cries.

Considerable fun is being poked at the Chatham World because it is screaming at Mr. Robinson, M. P. and telling him not only what he ought to do, but what he must do, in order to retain the support of the Conservative party in Northumberland. The World ought to realise that the Conservative party in Northumberland—like the Liberal party—has undergone considerable changes in the last four years. Both have fallen into "inocuous disuetude." Both are adrift. Mr. Foster, set himself up as a dictator and endeavored to make use of leading men of the party here and elsewhere on the North Shore for the promotion of his personal aims and those of a few St. John gentlemen who imagine he is a leader. It is true that he almost caught Mr. Robinson and came very near to having him committed to his scheme, but that gentleman, with his usual perspicacity, had his suspicions aroused and did not permit himself to entirely surrender his right to independent action in a matter of grave importance to himself and other people of Northumberland. He, doubtless, realised that Mr. Foster's course meant the wrecking of the party's interests not only on the North Shore, but in New Brunswick, generally, and he did not care to make himself responsible for any part of the disaster. Prudence seems to suggest the pursuit of a similar course still, for Mr. Robinson knows that if he should place his political fortunes in Mr. Foster's hands—and that is what his running as a straight Conservative would mean—he would lose the support of more than one half of those to whom he owed his election of 1896. The World, of course, is a Foster organ, first, last and all the time. It couldn't be otherwise. It cares not for the North Shore and its interests. It never did. It opposed the arrangement by which justice was done to our lumber interests, because Mr. Foster did. It favored the Moncton Convention because Mr. Foster invented it. It railed against Mr. Tweedie and other Conservatives because Mr. Foster did, and it will continue to do so because Mr. Tweedie and other Conservatives propose to teach Mr. Foster his place in the political affairs of New Brunswick. If there are any Conservatives who think as the World does and who wish to be joints in the tails of Mr. Foster and his associates abroad, and they cannot twist Mr. Robinson to their way of thinking, they will try to find a candidate to oppose him. Perhaps the redoubtable editor of the World will, himself, feel like offering as the victim. If so, it ought not to concern Mr. Robinson very much. It is, of course, possible that Mr. Robinson may feel like placing himself at the disposal of these Foster conspirators. If so, he will have to look to them for his election, for no man who acknowledges the leadership of Mr. Foster in New Brunswick politics can expect any appreciable number of Northumberland votes.

We have referred above to the condition of the Liberal party of the County as being about the same as the Conservative. The reason is because it has, for many years, been without a leader. It has had a multiplicity of aspirants to that position, but none of them has shown sufficient mastery of the situation, on the one hand, to seize the leadership, nor, on the other hand, have the others displayed sufficient self-denial to forego the ambitious aspirations which have kept them crowding and thrusting at each other in the unseemly scrimmage for place and preeminence. They are in that position to-day, having alienated from their counsels many of their best men, who do not care to be compelled to participate in the little squabbles of the half dozen so-called leaders.

In view, therefore, of existing conditions within both parties in the County, it would be folly for any candidate of either to expect to be successful at the polls. The man for whom the great majority of the electors will vote will be he who will be independent of either, but has sufficient good judgment to avoid responsibility for the blunders and attacks upon Northumberland's interests of Hon. Geo. E. Foster, or the want of cohesion amongst the so called Liberal leaders.

The C. P. R. is contributing its mite to the political propaganda. It is evidently trying the "scare" dodge on Hon. A. G. Blair. A Montreal despatch of 13th inst. says:

"President Shaughnessy and Freight Traffic Manager Bosworth of the Canadian Pacific returned from Boston where they discussed with the management of the Boston and Maine Railway Co. the question of making Boston the ocean terminus for their winter freight traffic. It is believed that unless the Minister of Railways gives a satisfactory reply to the C. P. R. representations in the matter of freight traffic arrangements with the Intercolonial, Boston will be made the ocean terminus for the C. P. R. winter freight traffic."

Conservative papers publish the following Montreal despatch of 11th inst:—

"The latest rumor in political circles is that the Government has definitely decided not to have the elections this fall, but to dissolve Parliament and go to the country in February. This is the statement made by influential Liberals who are in the secrets of the Government."

It is remarkable that so many "leading Liberals" go to the Conservative papers with their political news. We thought that Chatham had a monopoly of that sort of thing.

Here's another from Ottawa, under date of 11th, to the Conservative press: "It is reported here that the elections will take place the second week in November."

We observe that Sir Charles Tupper is again prophesying success for his party in the next Dominion election. He is pledging his word and his reputation on it. The old gentleman, doubtless, imagines that people forget that he did the same thing in 1896. It will be remembered, however, that he said at Sydney, Cape Breton, in that year:—

"I am neither a prophet nor the son of a prophet, but I make the statement here and now, and I want to be judged for all future time by it, and never believed again unless it turns out to be true, the great Liberal-Conservative party will be returned to power with a greater majority than they have now."

And, yet, they were hopelessly beaten! People who hear or read of Sir Charles indulging in such prophesies this year will judge of them in the light of the foregoing and "never believe him again."

Mr. Foster's friend, Mr. Fred M. Sproule, president of the Kings County Conservative Association, has been induced to run in the local bye-election against Attorney-General Pugsley. Mr. Sproule is a lawyer and the strongest man that Mr. Foster could induce to run, but he will find that neither in Kings nor any other intelligent county in New Brunswick can Mr. Foster achieve a political success.

Hon J. I. Tarte, speaking at the inaugural meeting for the season of the Montreal East End Liberal Club Thursday evening, announced definitely that he would be a member of the Liberal government which would go to the country shortly. He said the date of the elections was now very near and asserted that the Liberal party was in a splendid state of preparedness. In Montreal especially was the party strong, having done more for the port than any other previous government in the history of Canada. He had been successful in the establishment of Montreal as a national port. "I remain in the cabinet," said Mr. Tarte. "Those who ask for my retreat will not have it. As to Hon. Hugh John Macdonald, he is a gentleman, but he only reached power by exploiting the school question against Greenway. I predict he will be beaten at Brandon. As to the elections, we will carry the majority of seats in Manitoba, the west, the Maritime Provinces and Ontario. But supposing we divide the English provinces we are even up to Quebec, in which I have the ambition to take 55 seats this year. I entered the Liberal party loyally at a time when it was not very strong. I am going to fight. Be prepared. We will soon have the elections. I will not be guilty of the vulgarity of saying that elections come like the angel of death. The elections will come soon because we are ready."

The bye-election in Queens county, to fill the vacancy caused by the acceptance of the commissionership of agriculture in the Tweedie government by Hon. L. P. Farris, is to take place Oct. 2nd. Nomination will be 25th inst. Hon. Geo. E. Foster's new political chum, Mr. H. B. Hetherington—the gentleman who was so ready last winter to go running after Quebec Frenchmen—is put up by the great Moncton convention leader to oppose Mr. Farris. Mr. Foster hopes to be revenged on Mr. Tweedie for not abandoning the local government when he ordered other Conservatives out of that government's party. He could not find anyone better than Mr. Hetherington to undertake the job in Queens, but he has seen to it that a big Dominion opposition fund shall be worked in that gentleman's interest. Mr. Farris is to run a clean and honest election against the political fakirs arrayed against him, and he cannot help winning in so intelligent a county as Queens.

There must be some mistake about the appointment of one, at least, of the electoral list revisers for Northumberland by the late Conservative convention at St. John. It will be remembered that the Newcastle revisor was one of the adherents of the candidate who was so badly defeated by Hon. Peter Mitchell, as well as by Mr. Robinson in 1896. He was one of the recruits who accompanied the said badly defeated candidate into the convention or rally of the Liberals in the old school house on Regent Street, Newcastle, soon after the election, which convention was rendered historical by the episode known as "The Great Tim-Johnny Fight." Surely, after seeing what fine warriors were arrayed against the "nest of traitors" on that occasion the appointment made in St. John will be resented by the Newcastle gentleman in question.

[St. John Globe, 17th.]

A requisition asking Hon. A. G. Blair to become a candidate for the representation of St. John city in the House of Commons is in circulation and is being signed by large numbers of business men.

The Fredericton Herald, Liberal, says: In Northumberland it is said Mr. Robinson, who has shown friendliness to the government, will not be opposed. Kent Liberals will make their selection on Wednesday. In Westmorland the choice is yet to be made, although Mr. Emmerson's name is freely mentioned as that of the probable Liberal candidate. In Albert Dr. Lewis will again be the Liberal standard-bearer. In Kings a nominating convention to be held Thursday will doubtless select Col. Domville. In St. John Col. Tucker will probably be in the field again. Charlotte Liberals will be called together in a few days to nominate a man. Carleton Liberals will select a winner, possibly Mr. Carvell, M. P. P., on Wednesday next.

It appears that the centralising policy under which the Ottawa printing bureau was established is responsible for the delay in holding the Dominion elections. An Ottawa despatch to the St. John Globe says:—

"As far as the government is concerned, they are all ready and eager to get the elections over. Upon that point there is no delay and will not be any, but there is considerable work to be done in bringing on a campaign outside the issuing of the writs. The amount of printing to be done is considerable and the government printing bureau is a very uncertain quantity. The voters' lists are not all ready yet. There are, besides this, instructions to officers in charge of the elections. The amendments to the franchise and Dominion elections acts of last session have also to be put in shape. As soon as everything is ready the writs will be issued."

Great inventive ingenuity is manifested just now by the Foster organs in misconstruing and generally twisting all incidents possible in ways that will tell against Mr. Blair. The other day General Manager Pottinger and Mr. J. J. Wallace, General Freight Agent of the I. C. R., went to Montreal and in announcing the fact the Foster organs said it was for the purpose of arranging a climb-down for Mr. Blair so that he might square himself with the Canadian Pacific people, to whom Sir Charles Tupper and Mr. Foster propose to hand over the control of I. C. R. business should they be successful in the Dominion elections. A Montreal despatch, however, to the St. John Globe says:—

"Mr. Pottinger and J. J. Wallace, of the Intercolonial, are in the city to-day conferring with officials of the Grand Trunk and Canadian Pacific railways. They state their trip has nothing whatever to do with the larger questions between the different railways, such as winter ports, etc. They are discussing purely minor detail matters."

And, now, the friends of Mr. Foster claim that he has been snubbed by Sir Charles Tupper, who has called to his aid Hon. Hugh John Macdonald, son of the late able chieftain of the Conservative party. The green-eyed monster does not manifest itself anywhere save in the region of the Sun office in St. John. The Halifax Herald, which is the leading Conservative organ of the Maritime Provinces says:—

"Sir John Macdonald never went to the country without calling Sir Charles Tupper to his aid, and never but once, from the birth of confederation to the death of the great chieftain, did the people withhold a triumphant support. Now Sir Charles Tupper has imitated his great predecessor by calling his predecessor's son to his side; and it is not to be doubted that the people of this country will respond as they did in 1878.

It is said that the Hon. Hugh John, while not, by any means, the equal, intellectually, of Mr. Foster has been chosen to supercede that indiscreet aspirant for the leadership of the party because of his being his father's son and having his father's nose. Noses count sometimes, and while there are no political successes to Hugh John's credit his record is a clean one for fealty to his party leaders and he has never led the party into such grave blunders as those standing against Mr. Foster, nor has he the reputation of being a pledge-breaker or conspirator. Mr. Foster may be restored to his former place by and bye, but, for the present he must take the back seat while the honorable Hugh John is around.

Hon. Mr. Blair, Sir Louis Davies, Lt. Col. Domville, Hon. Mr. Fielding, Premier Tweedie, Hon. Wm. Pugsley and Hon. A. S. White are to address a public meeting at the exhibition building, Sussex, this evening.

Rev. Father O'Leary.

One of the heroic figures of the war in South Africa has been that of the Rev. Father O'Leary, the Roman Catholic chaplain of the first Canadian contingent. Without in any way slighting the work done by the other chaplains, the service rendered by him was of such a daring, such a soldierly, such a brotherly sort, that it captivated the hearts of the men of all creeds and nationalities, all of whom seem to have found in him Christianity of that true sort that breaks down denominational boundaries, and overleaps the letter of one's commission, in order to do good, to show kindness or to administer consolation to any brother man. Father O'Leary is not, as many imagined from the stories of his activity in helping the wounded on the field, a young man. He is spoken of by the boys as old, though that phrase hardly appplies either, except as a term of endearment. His bonhomie, his frank and indiscriminate goodwill seem to have rendered him to the men of the regiment to which he was attached one of the most marked and pleasantest memories of the campaign. In view of many a kindness shown to Protestants in times of loneliness or trouble, even in that of parting with life or in reading a Protestant service over the departed, we are sure that now that Father O'Leary is returning to his own country, himself an invalid, the Protestants of Canada desire through us to express to him their gratitude for these kindnesses and that no welcome home will be more enthusiastic than theirs.—Montreal Witness.

St. John Exhibition.

The big exhibition was the chief attraction for the crowd at St. John last week, although the presence of Admiral Bedford and his officers was, of course, the social event of the season. Our exhibition friends had the distinguished naval visitors for a part of one evening, and appeared to think that it was in order to have them see everything, so after marching them around inside of the building and out upon the grounds, etc., they took them into the variety performance in the drill shed and, no doubt, expected them to sit the whole show out. But as soon as he decently could, the admiral made his escape to more congenial and regular entertainment, not however without diplomatically expressing his thanks to his entertainers of the Exhibition management.

The general character of the Exhibition was good, but to those who have attended similar shows in St. John for several years past, it was not interesting, because it was so very much like its predecessors. This applies to the exhibits in the main building, as well as to those in the agricultural departments.

The live fish exhibit was on a larger scale than any shown before, but too much was attempted. The salt water fishes were conspicuous by their absence, as the arrangements for the water supply were inadequate. The fresh-water fishes—particularly the salmon, trout, eels, &c.—were not seen satisfactorily owing to sand having been put in the tanks which was constantly stirred up by the uncomfortable occupants, amongst which there was considerable mortality. The exhibit, however, was one of the best attractions of the show and experience will, no doubt demonstrate the advantage of displaying fewer species and having them in good condition in the future, rather than attempting too much and failing in so many. We were quite surprised to observe that the tanks were not provided with any inlet save that from an aerating jet above the surface, while there was only an overflow outlet—no bottom current being supplied. These serious omissions were, no doubt, accountable for the death of some excellent specimens.

The judges of the flour samples made from New Brunswick wheat ground in the province, Messrs. Wm. Shaw and E. A. Smith, reported as follows:

"We have carefully tested the flours in respect of color, dress, texture and strength, and taking all into consideration have awarded as follows:

"1st prize—J. W. Hall Milling Co., Edmundston.

"2nd prize—J. M. Fripp, Woodstock.

"3rd prize—M. McLaughlin, Bucotouche.

"Entitled to honorable mention—Wm. Richards Co., Boiestown, and W. W. Doherty, Campbellton.

"All the flours shown, with hardly an exception, were nicely ground and of good color, and would make light, wholesome bread, comparing favorably in most respects with Ontario flours.

"Samples of patent flour made from imported Manitoba wheat by the J. W. Hall Milling Co., Edmundston, and M. E. Riley & Co., St. John, are deserving of notice, ranking well the best imported Manitoba patents. These flours, however, being of a different class and character, are not entitled to compete against the flours made from domestic wheat."

Forest Fires.

"Forest and Stream," in acknowledging receipt of the annual report of the Chief Fire Warden of Minnesota says: "The document is remarkable for the showing it makes of immunity from disastrous forest fires in 1899; only ten fires are recorded, with a total damage of $1,541; and of the fires only one is credited to fishermen, and none to hunters, whereas in previous years these two classes of woods frequenters have been responsible for more fire damage than the total sum here recorded. The showing for the year 1900 will be far different. The drought which prevailed for three months, up to July 1, was unprecedented, and in the opinion of many exceeded that of 1894, when the terrible Hinckley fire occurred.

"A suggestive paragraph of Gen. Andrews' report is one in relation to the reluctance entertained by the residents of a district to inform upon or aid in the prosecution of one who carelessly sets the forest or the prairie afire. 'Communities often feel that a man is being wronged,' says Gen. Andrews, 'if he is prosecuted; they do not stop to think that the principal object of punishment is to deter others from committing similar offenses. Very good people are liable to be careless, and when we punish a man who, in a heedless and careless spirit, sets a fire in very dry and windy weather, which he ought to know he cannot control and which destroys or endangers the property of others, he should be made an example of; not for revenge or because we wish to injure him, but as a warning to many others to refrain from doing the same."

"The case is cited of a farmer in Chicago county who in dry and windy weather set a brush fire, with no one at hand to control it, which spread and destroyed two thousand dollars' worth of hay belonging to his neighbors; and yet the chairman of the town board refused to make a complaint, and when at the instance of the Chief Fire Warden the culprit was prosecuted, the magistrate imposed a fine of only $16 and $3.05 costs. This Minnesota apathy is of a piece with the prevailing indifference with which fire carelessness is popularly regarded outside the district of human habitations. Let a house burn down and we make a great ado over it; let a clump of trees go up in smoke and we give it hardly a passing thought. Yet the house may be rebuilt in a month; to restore the trees would consume the span of years of three generations of men."

Cape Breton's Pittsburg.

So many of our readers are interested in friends who have gone to Sydney, Cape Breton, to identify themselves with the growing business and general progress and development of that favored industrial centre, that the following correspondence of the Toronto Globe respecting the place will be read with interest:—

Sydney, C. B., Aug. 14.—From N. Lat. 45 deg. 30 min. to 47 deg., and W. Long. 40 deg. to 61 deg. 30 min., extends the irregular quadrilateral of Cape Breton, with the rugged promontory, terminating in the heights of Cape North, stretching out like a great finger-post towards Newfoundland. The east coast is rich in harbors: Aspy Bay, in all probability soon to be the starting point for a short line to Newfoundland, and not impossibly the terminus of a new transcontinental railway; St. Anne's, the Port Dauphin of old French days, and an even finer harbor than Sydney; Sydney itself, the capital of the island; Port Morien and Louisbourg—all good harbors, and not one more than thirty miles distant from the next; not to speak of New Campbellton, Glace Bay and other smaller ports. Sydney harbor looks out northeast to the Atlantic, but some miles from the mouth divides into two arms, the northwest and the south. On the north side of the former lies North Sydney, an independent municipality, the jealous rival of its elder sister, and little, if at all, inferior in size. Here, during the present year, the Nova Scotia Steel Company have begun work on a branch which bids fair to outrival the parent establishment at Ferrona. They have acquired for $1,500,000 the Sydney Mines, formerly the property of the General Mining Association, and the chief coal arena in active operation in Cape Breton, not under the control of the Dominion Coal Campany, and are said to be in alliance with Mackenzie & Mann, the celebrated contractors, who are now building a railway along the west coast of the island, and developing coal mines at Port Hood, Broad Cave and elsewhere.

NORTH SYDNEY FORTUNATE.

North Sydney is thus the fortunate possessor of a boom only less intense than the one in Sydney itself; the harbor is in some respects superior to the South Arm, and the prospects of North Sydney as an industrial centre would require a separate article. The Town of Sydney is about five miles distant, and is situated on a peninsula between the harbor and a shallow arm known as Muggah's Creek, thus euphoniously perpetuating the name of one of the original settlers. This creek divides the company's works from the town, with which they are connected by a bridge, built at the expense of the company. So far as is known, the company control an area of about 900 acres, though on this point Mr. Waterman, my informant, betrayed a charming reticence. Of this, 460 acres was given by the town, which acquired it at a cost of $85,000, no small indebtedness for a country town to incur. The disgusted owners who were expropriated, and who saw themselves compelled to dispose of their property at a fair valuation, are the only ones who do not share in the universal smile; but, while we may feel sympathy for a few who had to leave lands dear to them as the homes of their ancestors, none need be wasted on those who mourn because they were not allowed to wring their own price from the company.

STEEL COMPANY'S OPERATIONS.

The bridge across the creek enters the grounds at the south end, where crowds gather daily round the employment office, but a clearer idea of their extent can be obtained by beginning at the north. Close under the lee of the International pier, where the Dominion Coal Company ship over eight thousand tons a day, lies the first of the three piers of the Steel Company, some 900 feet in length, and now used as a temporary unloading station. As I write the first consignment of Wabana ore is discharging from the steamer Ceylon, and commerce has already claimed her victims in two Newfoundlanders who were crushed to death by the collapse of the hastily-erected unloading machine. The company have chartered five steamers, with a capacity of from 5,100 to 5,800 tons of ore each, and next spring intend to unload a full cargo daily. A very opportune strike among the miners on Belle Island did them no harm, though it seriously hampered their rivals, the Nova Scotia Steel Company, who are working the upper ore bed. Indeed, Sydney gossip ascribes the strike in large measure to the Dominion Company, a rumor as credible as such ignorant reports usually are; but it is certainly a piece of luck that the strike, after delaying the Nova Scotia Company all summer, should cease just when the Dominion Company are ready for their first cargo of ore. The men on the island stood out for six weeks for 12½ cents per hour, but a compromise was finally agreed on by which 12½ cents per hour is given to all ore-shovellers, pickers and leading drill men, and 11 cents per hour for all strippers, trammers and ordinary laborers.

HANDLING THE ORE.

The temporary unloading machines on pier I, have a capacity of 75 tons per hour, but some difficulty is being found in handling the ore, as it packs very tight, and even the experienced workmen from Lake Superior, who have been brought down to assist, do not seem at home in dealing with the Wabana ore. This, like many other difficulties, will soon disappear in the light of increased experience. From the pier the ore will be carried either to the furnaces or to a storage yard lying behind them, where 100,000 tons can be stored for winter use, should the long haul from Louisbourg be found inconvenient. No. I. will become a shipping and commercial pier as soon as No. II. is completed. This splendid structure will be 1,200 feet in length and 65 feet above high-water mark, twenty feet higher than the great International pier. The company expect to have it completed within six months, and to equip it with four railway tracks, and four unloading machines, manufactured by the Dominion Bridge Company. Only one steamer will be unloaded at a time by four hatches, and her cargo of 5,800 tons will be discharged in less than 24 hours. This pier has been built in the most solid way, at a cost exceeding $200,000; all the piling is of creosoted timber, costing from 37 to 40 cents per foot, a figure which makes one long to possess some of the sixty-five foot lengths which lie piled about in such profusion. The upper works are of the finest Georgia pine. There is also a third smaller pier, which has been used for landing material, and which will be employed as an adjunct to No. 1. Close to pier No. II. stretching back from the water's edge, is a building containing pump-house, engine and boiler house, and electric powerhouse; behind these are the blast furnaces, standing out red against the sky, like giant crustaceans. Worthington pumps are employed, the engines are made by the Laurie Company of Montreal, and the electric generators by the Canadian General Electric Company. The boilers are from the firm of Riter & Conley of Pittsburg, Pa., of which firm a Toronto man is chief engineer. Indeed, though owing to the character of the work much of the machinery had to be imported from the United States, whenever possible Canadian firms have been given the preference; the same is true of the men employed; many of the higher positions had to be filled from the United States, but whenever possible Canadians have been employed, and it is the policy of the company to fill any office which falls vacant with one of our own countrymen, if a suitable man can be found. I met a number of men from Queen's and McGill, all of whom seemed to be doing good work, and to be well pleased with the treatment shown them by the company. There were fewer from Toronto, most of these apparently preferring the western mining centres. Five engines, each of 2,000 horsepower, provide the blast; as not more than 8,000 h.p. will be needed a spare engine will always be ready in case of accident. A constant supply of water will be drawn from the harbor for cooling the crucible jacket, while the fresh water for the boilers and for all other purposes connected with the works will be obtained from the Sydney River, which flows into the harbor above the town. Five miles up stream a dam, lock and pumping house have been constructed, and a two-foot main will supply the works with 3,000,000 gallons of water a day.

THE BLAST FURNACES.

The blast furnaces are 85 feet in height. Two are nearly ready for their fiery charge, and work will shortly be begun upon two more. One of these completed is 19 feet wide at the "boshes" in the widest part, about 20 feet from the ground; the other three will have a diameter of 20 feet at this point: in all the hearth is 11 feet 9 in. The first pig-iron will be produced in October. Each furnace will have a normal producing capacity of 250 tons of pig-iron a day, but in view of the excellent results which have been produced at Ferrona by the use of Cape Breton coke and Wabana ore it is expected that this amount will be exceeded; enthusiasts declare that the total daily production will run up to 1,400 tons. To produce a ton of pig-iron about 3,000 pounds of coke, 3,500 of Wabana ore and 1,500 of limestone are needed; these are fused by blasts of hot air, and the temperature near the hearth flow exceeds 2,200 degrees Fahrenheit; Dante himself never imagined such an inferno. So vast a furnace of course gives off enormous quantities of gas, chiefly the nitrogen of the blast and the carbon-mon-oxide, formed by the passage of the air through the burning mass; this latter is caught by a system of pipes, and employed as fuel in regenerator furnaces, which heat the blast to a temperature of from 1,000 to 1,200 degrees. There are four of these regenerators to each furnace, built of fire-brick, with a coating of ordinary brick, and an external covering of iron, so that the two furnaces now completed look like a row of ten gigantic lobsters set on end. The regenerators, more fortunate than the living employees, work but eight hours a day, one on and two off, while the fourth stands idle until a confrere gets out of order. The nitrogen of the blast and various other gases pass off by an enormous smokestack 200 feet in height and 13 in diameter.

A PIG-CASTING MACHINE.

Beyond the blast furnaces is a bare spot, which a year ago was a marsh, but which has now been filled in and levelled, a process which is to be extended to the whole property. Beyond this men are piling foundations for a pig-casting machine. "This," said my guide, "will allow us to shut down the steel mill on Sunday." In answer to my look of surprise, he explained that usually the molten iron will be brought from the blast furnaces to the steel mill in great ladles, as soon as drawn off, but that on Sunday it will be cast into pigs, and kept until Monday. The old way of making "pigs" was in a casting house, where the molten metal ran into a long trough of sand called a sow, with many smaller branches called pigs, where it was left to cool. Such a house the company will possess, but, they will also employ the more modern machine, in which the molten metal in raised to a sufficient height in a ladle, and thence poured into a series of shallow cast-iron troughts, rising one above the other. In this process, as in others in the making of steel, the cast-iron does not melt with the heat, but acts instead of a chill on the liquid metal. Next comes the great steel mill, 832 feet long, which will contain ten open hearth furnaces, each capable of turning out two charges of 50 tons in a day, or 1,000 tons in 24 hours. The type is known as the tilting furnace, that is, it revolves or tilts like a cradle in pouring its charge; it is a form of Siemens' regenerative furnace, adapted to the production of the highest temperatures, as steel requires a temperature of from 2,400 degrees to 2,500 degrees Fahr. to melt it, whereas cast-iron requires only about 2,000 degrees Fahr. These are intended to make use of all the iron produced, but any excess will find a ready market. Work on this mill has been much delayed owing to difficulties of excavation and lack of skilled workmen, and it is not likely to be in full operation before spring. The foundations of all the buildings are of concrete, and it gives a vivid idea of their extent when one realizes that on every week day since September last the company have been shipping from the neighboring beach of Mira 20 to 27 flatcars, each holding at least twenty tons of sand and gravel for use in the concrete, and as much or more for the same purpose of limestone and dolomite from their own quarries at George's River, ten miles from North Sydney. It is said that the lucky peasant proprietor of Mira Beach has not yet got over his joy and wonder at so unexpected a source of revenue. The fuel used in the furnaces will be entirely gas, produced as a by-product in the coke ovens. Beyond the company's offices, which lie next the mill, is a gas holder with a capacity of 1,000,000 cubic feet. Beyond the offices are the soaking pits and the blooming mill.

A few figures, some kindly supplied to me by members of the company, others taken from a very striking pamphlet, "At the Front Door of Canada," by Mr. Watson Griffin, who derived his information from Mr. Whitney himself, may show what are their expectations.

CHANCES OF PROFITS.

The capital stock is $20,000,000; $6,000,000 of 5 per cent. bonds will be issued, the interest on which, $300,000, will be the sole fixed charge on the output. The cost of producing one ton of pig-iron will be: 1.8 tons of Wabana ore, $1.80; 1.25 tons of coke, $1.89; 75 ton of limestone, 40c.; labor, repairs and incidentals, $1.50; cost of producing one ton of pig-iron, $5 50; additional cost of producing steel, $5; total cost of one ton of open-hearth steel $10.50. The Government bounty is at present $2 on every ton of pig-iron smelted and $1.50 extra for every ton of it turned into steel. This gradually decreases by a sliding scale until 1897, when under present arrangements it ceases altogether, but for the first five years the company can deduct at least $3 from the estimated cost price of every ton. From 1892 to 1898, when prices were unusually low, Bessemer steel billets sold at the mills at Pittsburg for from $23.63 per ton in 1892 to $15.31 in 1898. In 1899 prices took a bound, and Bessemer steel billets ranged from $35 to $40, open-hearth billets costing from $1 to $2 per ton more. On August 1st, 1900, open-hearth steel fluctuated at from $18 to $25 per ton of 2,000 pounds, so that at the lowest price the success of the Canadian enterprise seems guaranteed. Figures are notoriously unreliable, and the practical working of the plant may develop unforseen difficulties, but every indication at present is that the company will be able to make profits large enough to pay an ample dividend, even on the large amount of capital which they have invested.

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