

General Business.

CHANGE OF TIME TABLE.

Stmr. "Amover." Captain, Wm. Battie, Pursor, Jas. A. Rundle.

WILL leave after WEDNESDAY... MONDAY, TUESDAY, WEDNESDAY, THURSDAY and SATURDAY.

Leave Newcastle for Chatham... Leave Chatham for Newcastle.

Outing to lovers of water on the Booth West... On Oct. 12th, 1882, at 10 o'clock, a.m.

Leave Newcastle for Chatham... Leave Chatham for Newcastle.

Call at 10 o'clock on every trip... On Oct. 12th, 1882, at 10 o'clock, a.m.

Newcastle, Sept. 28th, 1882. R. R. CALL.

Lamps! Lamps!!

A FULL ASSORTMENT OF BRONZED and DECORATED PARLOR LAMPS,

Hanging and Bracket LAMPS, LANTERNS, BURNERS, SHADES, CHIMNEYS,

Just opened at prices to suit EVERYONE.

G. Stohart.

JUST RECEIVED,

60 GUANOED, AND BOXES

W. G. MACDONALD

TOBACCO,

"Napoleon," "Prince of Wales,"

"MARINERS"

DAILY EXPECTED,

40 DOZ

Brown's AXES.

John McLaggan, Public Wharf, Newcastle.

COFFINS & CASKETS

ROSEWOOD & WALTON COFFINS, COFFIN FINDINGS AND ROBES,

WM. McLEAN, Undertaker, SCHOOL MEETING.

THE Trustees of Chatham School District... 12th day of October, 1882.

Miramichi Advance.

CHATHAM, OCTOBER 12, 1882.

The following is a memorandum of the trade of Chatham for the quarter ended 30th Sept., 1882.

Table with columns: Imported, Consumption, Duty, Free. Rows for Durable goods, Same quarter last year, etc.

Value of Exports 1882. 1881. The Fisheries 28,357 22,923

The exports for the last quarter were distributed as follows: To United Kingdom, 74,496 lbs.

To United States, 14,880 lbs. lobsters, 14,880,000 feet deals, etc., 7,764,000 pieces palings, etc., 1,189 tons timber.

To Portugal, 436,000 feet deals, etc. To Australia, 1,657,000 feet deals, etc.

It will be observed that there has been a marked falling off in Chatham's lumber exports for the quarter.

The coal imports of Chatham from the opening of navigation to this date, Oct. 12th, are as follows: From Picton, N. S., 17 cargoes, 1,173 tons.

From United Kingdom, 4 cargoes, 1,137 tons. From United States, 1 cargo, (Anthracite) 370 tons.

It will be seen that, notwithstanding the duty of 60c. a ton, about three-fifths of the coal used in Chatham is imported.

Trade of Newcastle. The following is a memorandum of the trade of Newcastle for the quarter ended 30th Sept., 1882.

Table with columns: Imported, Consumption, Duty, Free. Rows for Durable goods, Same quarter last year, etc.

Value of exports 1882. 1881. Produce of the mine 2,400 2,240

The exports for the last quarter were distributed as follows: To United Kingdom, 46 cargoes—21, 459,000 feet deals, 441,000 pieces palings, 696 tons timber, 62,832 lbs. lobsters.

To France, 13 cargoes, 5,736,000 feet deals. To Spain, 2 cargoes, 975,000 feet deals.

To Italy, 1 " 336,000 " To Africa 2 " 941,000 " To Australia 1 " 650,000 "

To United States, 3 cargoes, 168,000 feet deals, 168 tons grindstones, 53,000 lbs. salmon.

Total, 68 cargoes, 30,265,000 feet deals. The coal imports of Newcastle since opening of navigation were as follows: From Nova Scotia, 6 cargoes, 668 tons.

From United Kingdom—4 cargoes, 626 tons. Total—10 cargoes, 1293 tons.

Taking the coal imports of Newcastle and Chatham together it will be seen that there have been 2,132 tons imported from the United Kingdom and the States against 1,841 tons from Nova Scotia.

The indications of our lumber export business up to the present time make it evident that there will be a marked falling off in the Miramichi shipments of the season, as compared with even the moderate export of last year.

the fisheries.

There is, no doubt, more or less illegal fishing in every river of the country where the business is carried on, and if the officer of one district is to be furnished with a statement to enable him to do his work, why should not others be similarly treated?

No one should desire to prevent idle steam tonnage from being employed or wish to put anything in the way of favored citizens being treated to pleasant excursions provided the public purse is not levied upon unduly in paying therefor, but the chartering of the steamer Lorne by Overseer Wyse at public expense whenever he wishes to have a pleasure trip is a waste of the people's money which ought to be at once stopped.

A few years ago and completely worthless nets have been seized, but it is not improbable that a good proportion of them were placed in the water by pre-arrangement in order that they might be found and thus furnish an excuse for the steambot extravagance indulged in.

The Overseer is not in a large number of fishing enterprises and controls as many nets, probably, as any other merchant in Chatham, and those who know him will readily understand what a trifle to him would be a dozen or so of these nets.

A few years ago he bored some of his friends time and again with the unfolding of a scheme by which the office of Overseer in the different tide-water districts was to be done away with and the whole river, from the railway bridge downwards, put under control of a cruising officer who was to have a swift-sailing little cutter and, in fact, be a kind of Deputy Minister of Fisheries.

From this and an ever increasing district to look after and a salary "worth while" for his valuable services, it is not difficult to conjecture who it was that presented himself to the mind of the astute Overseer as a person eminently qualified for the position of sovereign grand inspector and cruiser-general.

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By giving weekly excursions and inviting different citizens each time, a good many will be favored and, by and by, we will hold up both hands for a local fisheries steam service when the time ripe for a national movement to secure a permanent arrangement of that kind.

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The Coal Famine.

The experiences of coal consumers and of the owners of tonnage engaged in carrying coal in the Maritime Provinces are very discouraging. Every year since the coal tax was levied there has been an increase, not only in the price of coal at the mines, but in the difficulties and delays to which vessels are subjected. These additional imports and vexations are directly chargeable to the fact that the protective tax has created a monopoly and those who enjoy it have become so independent of those who patronize them, that they are quite indifferent respecting everything connected with the business, save their opportunities for securing the biggest possible dividends and the cheapest rates of wages for those who work in the mines.

A few years ago a provincial vessel could go to Picton and be sure of securing a load of coals within a reasonable time. The price then asked at the mines was \$1.90 per ton. In their wisdom, the Dominion Government placed a tax, first of fifty cents and then of a dollar, and it has had the effect of shutting out the English and American article to a great extent. It has, undoubtedly, increased the demand for Nova Scotia coal in a portion of the Upper Provinces, where large contracts are secured at something not far from the old rates, while the coal schooners of New Brunswick, Nova Scotia and Prince Edward Island are obliged to wait for weeks for their cargoes and pay \$2.40 a ton—just the equivalent of the protective duty added in the former price—\$1.90.

The steamers which carry the contract deliveries up the St. Lawrence must be served at the expense and to the delay of the old patrons of the mines and the result is almost a coal famine. The mining companies are making fortunes which, in the estimation of the government, is far more desirable and important than that the coal-consumers should obtain their fuel-supplies at a reasonable price and in adequate quantities.

The latter are now forced to go abroad for coal and pay the import duty, and the mining people have not kept their promise of increasing their output in proportion as the protective tariff on coal has increased.

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