

## Miramichi and the North Shore, etc.

From Daily Advance of Thursday 7th.  
 The River. The water in the South-west is now quite low for the time of year.  
 The S. W. KOON-FITZ is now badly damaged—the tops only having been taken off.

A WEDDING-CAKE—A very handsome one—which for ornamentation and style can not well be beaten—is in the window of Mr. R. Minnie's confectionery store.

THE YORK VACANCY.—The *Gleaner* says:—  
 The local opposition are diligently spreading the story that Mr. Hason will be unopposed. It can scarcely be necessary to contradict so absurd a report and we only do so for the purpose of showing to what device the Opposition will resort. The friends of the Local Government will put a candidate in the field after they have had an opportunity for consulting together.

SAW MILL BURNED.—The saw mill at Turtle Cove, Albert Co. owned by G. S. Turner, was burned on Monday night. The origin of the fire is unknown, but supposed to have been carelessness. The loss is estimated at \$6,000—insured for \$3,000. The destruction of the mill is aggravated by the fact that it has happened at the season when large quantities of logs are ready for sawing. The store connected with the mill has been broken into five times. A large number of men are thrown out of employment.

DETERMINED ATTEMPT TO COMMIT SUICIDE.—The *Fredericton* correspondent of the St. John's *Globe*, writes that on Sunday night, a man named John Bodin, who has a child living with him at Grant's Hotel corner of Westmorland and King Streets, suddenly threw up the window, shouted police murder, etc., and attempted to jump out. He was secured and taken to the lock-up by policeman Vandine, where he spent the remainder of the night. Next morning he was released and taken to the Commercial Hotel. About 7:30 Monday night, after writing a letter, sealing it and pinning it to the lining of his coat, he took him by the hand and bare-headed, started for the river. When almost there he leaped the boy ran and jumped off the wharf. Fortunately he was seen to jump and policeman Vandine and George Ross got out a boat and rescued him. He is now confined in jail. The man labors under the delusion that three Swedish men to murder him. He formerly belonged to the New Sweden Settlement but was in Portland, Me., for 12 years where he was recently killed in business. The boy is about five years old. An examination into Bodin's mental condition will be held.

Bodin made another attempt at suicide Monday night. He cut the main arteries on the right and left wrists with a dull pocket knife, having tried it first with glass. Dr. Coulbair and Coburn dressed the wounds. He is very wild. It took four men to hold him yesterday morning. He is about 38 years old.

[From Daily Advance of Friday 8th.]  
 MESSRS. OSOON, the famous Boston publishers have assigned.  
 A SINGULAR BILL.—The Bill introduced in the Newfoundland Legislature by the Premier, prohibiting the exportation of salt fish, and the French fish-ermen after the termination of the Washington Treaty in July, was withdrawn on Friday by unanimous consent.

THE PERITODONTS S. C. Co.—A meeting of persons interested in the river steamboat enterprise is to be held to-night. About all the stock has been taken up. It is proposed to purchase the steamer "Ripple" from R. R. Call of Newcastle—Moncton Times.

MR. S. S. DEFOREST of the John's wholesale grocery firm, DeForest, Harrison & Co., is in town on business. Mr. DeForest's house is one of the best in the trade and as he will be known to many of our business men he will, no doubt, command a large share of their patronage.

THE "CLIFFORD"—the pioneer steamer of the North Atlantic Steamship Co.—left Barrow on 6th inst. for Miramichi, via Charlottetown. She will probably reach here about 20th and be ready for her first return trip the first week in June. Her cargo is mainly steel rail for the N. & W. Railway Company.

[From Daily Advance of Saturday 9th.]  
 POINT ESCUMECUN.—A steamer passed Point Escumecun to-day—going north.

CROWN LAND GRASS.—The right to cut and carry away the wild grass from Crown lands throughout the Province is to be sold on Tuesday June 2nd at Fredericton.

IMPROVING.—Recent sales of Quebec and Miramichi deals at Greenwood and Glasgow show an improvement, and from a number of the most successful lumbermen on this side may have reason to feel more assured than heretofore.—Telegraph.

SHORT, the fencer, who appears to have taken the lead in the numerous assault in the other fencer, Phelan, in O'Donnovan's office several men were seen to be quitted on 6th inst. on the grounds that he was acting in self-defence. The presiding judge expressed his astonishment at the verdict.

SUICIDE.—This morning, Mr. Alex. Smith, who lives near Lower Batture Bridge, left his house before breakfast time for his barn and was expected to return, as usual, to breakfast. He did not do so, however, and after a time search was made for him, when his body was found suspended by a rope from the eaves of his barn where he had committed suicide. We have yet no further particulars of the sad event. Deceased was a married man, about 37 years of age, and a farmer and fisherman by occupation.

FRESH HERRINGS have made their appearance in the local market.

WORKINGMEN.—An advt. for special meeting.

WAGGONS.—Mr. John Morat has on hand a very attractive stock of light and heavy wagons of his own manufacture, which he is offering at very reasonable prices.

"ZULU CHIEF"—Passenger of fast trotting stock will be introduced in the "Zulu Chief" announcement in another column.

THE NORTHWEST.—As we go to press there is a report in the street that orders have been received for the Newcastle *Battery of Artillery* to hold itself in readiness for service.

It is in splendid condition just now. They cannot be caught, however, in lower Miramichi waters so as to be brought to market in paying quantities.

cannot representative at Ottawa have the fishermen's privilege in this respect restored to them? Or is the inspector's spite to punish them for ever?

SOCIAL MEETING.—There was a Social Meeting of the members of St. Mary's Guild and their friends in the School Room, Chatham, on Monday evening last. A very pleasant evening was spent.

"DEAN SWIFT" is again on the road in Northumberland under charge of Mr. J. R. McNell, his wife and that of his stock are so well known as to make him very popular with horse fanciers.

THE FIRST VESSEL to arrive in port, coastwise, this season, was the *Sch. Morning Light*, Capt. J. A. McKinnon, from Malpe, P. E. I., with a cargo of potatoes and oats consigned to A. Morrison, Esq. She reached the wharf on Tuesday afternoon.

PERSONAL.—Rev. J. L. McDonald, the popular Roman Catholic pastor of Campbellton was in town yesterday.

Postmaster Vandy is able to be about again after his recent severe illness.

J. B. Snowball, Esq., left Chatham for Ottawa on Monday night.

CHURCH SERVICES.—To-day, being the Festival of the Lord's Ascension, there will be Divine Services in St. Mary's Chapel at 11 a. m. and 3:30 p. m. The Holy Communion will be celebrated at 7:30 a. m. and at 11 a. m.

On Sunday next Special Intercession Services for Missions will be held at the St. John's *Globe*, writes that on Sunday night, a man named John Bodin, who has a child living with him at Grant's Hotel corner of Westmorland and King Streets, suddenly threw up the window, shouted police murder, etc., and attempted to jump out. He was secured and taken to the lock-up by policeman Vandine, where he spent the remainder of the night. Next morning he was released and taken to the Commercial Hotel. About 7:30 Monday night, after writing a letter, sealing it and pinning it to the lining of his coat, he took him by the hand and bare-headed, started for the river. When almost there he leaped the boy ran and jumped off the wharf. Fortunately he was seen to jump and policeman Vandine and George Ross got out a boat and rescued him. He is now confined in jail. The man labors under the delusion that three Swedish men to murder him. He formerly belonged to the New Sweden Settlement but was in Portland, Me., for 12 years where he was recently killed in business. The boy is about five years old. An examination into Bodin's mental condition will be held.

THE MONITOR STEAMSHIP ENTERPRISE.—It has been decided to purchase the steamer "Ripple" from R. R. Call, Newcastle, to ply on the river between Moncton and other ports in Albert County. The price to be paid is \$2,000. All the necessary stock has been subscribed, and at a meeting last week a committee, of which Mr. A. J. Babag is Treasurer, was appointed to complete the purchase at once. Mr. C. W. Edgell is Secretary to Committee, and will likely command the steamer, which will carry freight and passengers, excursion parties, etc. It is believed the sugar refining company will hereafter bring all its vessels to this port.—Moncton Times.

For The Northwest.

Since the second page was made up for press we are informed that in order to give a fair chance to the men of the 73rd generally it has been decided to have a provincial company made up from three Companies, Capt. Cameron to be in command.

Well done Nelson!

A telephone between Chatham and Nelson is about to be established. The wires to be put on the telegraph company's pole. One end of it will be at Mr. John Flett's office and the other in the telegraph office here. Messrs. Dal, Bulwin, John O'Brien and others are to have special communications with it. It would be a convenient thing for lawyers if the Judge's chambers at Bathville were also connected.

Entertainment.

The musical and literary entertainment given on Thursday evening last in Macneil's Hall, Chatham, was a most decided success. The audience was a very good one, numbers—nearly all the reserved seats being occupied. The programme, as arranged, was carried out as follows:—

1. Chorus, *The Young Men's Choir*, Messrs. Dal, Bulwin, John O'Brien, and others.  
 2. Song, *The Old Oak*, Miss Watson.  
 3. Song and Chorus, *Paul's Duff's*, Mr. B. and Miss Dal.  
 4. Song, *Happy Valley*, Mr. Dal.  
 5. Song, *The Young Men's Choir*, Messrs. Dal, Bulwin, John O'Brien, and others.  
 6. Song, *The Young Men's Choir*, Messrs. Dal, Bulwin, John O'Brien, and others.  
 7. Song, *The Young Men's Choir*, Messrs. Dal, Bulwin, John O'Brien, and others.  
 8. Song, *The Young Men's Choir*, Messrs. Dal, Bulwin, John O'Brien, and others.  
 9. Song, *The Young Men's Choir*, Messrs. Dal, Bulwin, John O'Brien, and others.  
 10. Song, *The Young Men's Choir*, Messrs. Dal, Bulwin, John O'Brien, and others.

Mr. Hadow made decided hits in all his appearances, being cheered each time and responding in excellent style. Mr. Fairley also delighted the audience with his original song on the difficulties arising out of the confused identity of the twins. The Chorus Chorus was one of the best numbers. Messrs. Fairley, Anderson and Thomson sustained their parts admirably. Indeed, the verdict of the audience was that the entertainment was the most enjoyable given in the Hall for a long time.

New Vessels.

Among the new vessels building, or about completed in this and adjoining counties are the following:—

The two-tonne *Marion F.* built at Tascaden by Wm. Ferguson Esq., launched 3 May; length 48 ft. 4, breadth 15 ft. 3, depth 6 ft. 3, registered tonnage 23.61.

A schooner of Miramichi business men, built at Tascaden by Wm. Devereux Esq., launched 3 May; length 48 ft. 4, breadth 15 ft. 3, depth 6 ft. 3, registered tonnage 23.61.

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given the owner, who has spared no pains in order to have a first class mill, great satisfaction. Although new machinery cannot be expected to start off to perfection, it is rarely that a new mill on the Miramichi has done its first work so satisfactorily as this one.

Everything about the construction of the mill seems to be of the best materials, and the machinery is simplicity itself, an evidence of the ability, intelligence and experience of the builder and fitter.

The puzzle-headed may sail a building with a maze of shafts, pulleys, belts, and gearing, which chiefly serve the purpose of making the owner's purse suffer, but it is only the thoroughly practical who can combine so much simplicity and effectiveness with so little friction as Mr. Hutchinson and his foreman, Mr. John Bonshaw, have done in this mill. Like its predecessor it is a single gang only, but with power and room for a rotary saw, which, we believe, is the intention of the owner to put in, also lath and planing, claspboard and other small wood working machines, so that the establishment will be complete in every respect of a modern saw mill.

The engine which has two inclined cylinders, was built by Messrs. Geo. Fleming & Sons of St. John, whose machinery would be superlative to see. It is sufficient to say it works smoothly and satisfactorily. There are several features in this mill well deserving the attention of mill owners. The furnace is detached from the main building by a broad alleyway 12 ft. in width, similar to that of the Miramichi mill in Chatham, and is built of the same material as the mill, and is well insulated, thereby reducing the risk of fire to a minimum. There are six steel boilers 40 ft. long and 3 ft. in diameter. Besides the ordinary saw dust furnace under the boiler Mr. Hutchinson has adopted the new style of furnace in front of them, which is fed through hoppers on the top, which consumes all the slag, dross and rubbish the mill makes. This saves the labour of the old-fashioned mode of firing, and also the necessity of the unsightly and apparently dangerous burner at a distance from the mill and the expense attending it. No doubt insurance companies will appreciate these improvements wherever made, to encourage their more general adoption. We also notice that the lumber is stumpled by the mechanical, instead of the manual movement of the saw through it, which is as it should be, not only a saving of labor, but also to cut the better cleaner and avoid the ragged appearance which they present when piled—a most damaging feature in most mills, and chiefly owing to the fact that the saw is not at the rate of its revolutions can do the required work properly. The appliance is so simple and inexpensive that we wonder it has not been in use before.

Altogether, the establishment reflects credit on all concerned and we heartily congratulate the place on the restoration of an industry the unfortunate loss of which last year must have been a great blow to the community. The mill is in the lumber trade and an unquenchable courage connected with it that will deserve the best general support—better than that it has received both from direct and indirect sources. The mill is a burden which is imposed upon us is unjust and the result of the policy which is honey-combed the country with the diseases of discontent and a pockmarked credit. It bears these burdens, with other peculiar to itself to a greater extent than any other indigenous industry in the country, while it can show a better record than any of its pampered and protected contemporary exotic. It is native and tenacious to the soil like the roots of its raw material.

[From Daily Advance of Saturday 9th.]  
 Lunch.

At a few minutes after twelve o'clock on Saturday the Miramichi Steam Navigation Company's handsome boat, the *Nelson*, was launched by the contractor, Mr. Robt. McQuinn, from the building yard at Mr. Snowball's mill wharf. There were quite a large crowd of spectators, including a number of ladies, but many in town—especially of the latter—were disappointed over not being present, as they had understood the launch would take place at one o'clock.

The *Nelson* went off in splendid style amid the cheers of the crowd, and as she steamed gracefully on the river, the comments on her beautiful lines and graceful appearance were very general. It is safe to say that she is the handsomest boat afloat on the Miramichi. She was designed by the contractor, Mr. McQuinn, who also built the St. Andrew and St. Michael and has, therefore, had an excellent experience in this class of work. The foreman of the work was Mr. James Desmond, who is widely known as one of our most experienced ship-builders.

The *Nelson's* dimensions, taken from the official measurements, are as follows:—  
 Length (from forward part of stem to after part) 78 ft. 4 in.  
 Breadth (from top of beam to inside of garboard) 17 ft. 6 in.  
 Depth (from top of beam to outside of planking) 17 ft. 6 in.  
 Beam (from outside to outside of planking) 17 ft. 6 in.  
 Tonnage 42.0.

The engines were designed and built by Mr. McGuire. They are of the high-pressure type and surface-condensing. The total cylinder is 11 1/2 in. and the large one 20 1/2 in.

The boiler is of steel, eight ft. long and seven feet in diameter. Its outer shell is composed of a single sheet 8/32 in. thick, and the inner shell is of 3/32 in. thickness. It was built by the Matthews of New Glasgow and is first class in every respect. The propeller shaft is steel and the engine and fittings throughout all as good as can be produced in the country.

As we stated on Thursday the *Nelson* is in the charge of Capt. Thomas Hamilton, who so we and favorably known in connection with the Chatham Steam Ferry, and his engineer will be Mr. Charles Johnston. Capt. Hamilton was on board when the boat was launched and will, no doubt, so run her in the upriver passenger and freight business, for which she is intended, as to make the Company's enterprise in that direction a complete success. The placing of the route of so handsome a boat, with the excellent and roomy cabin accommodation she affords and the high rate of speed she is designed to make, is an evidence of the go-ahead character of Miramichi business men, which will be further developed in a few days by the launch of the sister steamer intended for the down river route.

At 4:20 yesterday morning the 13th *Miramichi*—the down river boat of the same company—was launched from the Miramichi mill wharf. Early as the hour was, a hundred or more people were present. A prettier launch could not be had, but the water was so low that the hull taking the water swiftly and smoothly without even touching the front of the wharf or the mill.

Considering her very fine lines all it was expected that this boat would draw more water than estimated when she was laid down, but in this nearly everybody was

agreedly disappointed, her after draught being only 4 in. 6, and as her water, light freight will be in the forward part her trim will be perfect, as it can be made just what experience may show she requires.

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It is not an easy matter to decide which of the two boats is the handsomest. The *Miramichi*, however, being the larger carries her lines out more boldly than the smaller boat and appears to be a model of smaller beauty in every respect. Materials and workmanship of this boat are of the best. The construction of the hull, joint work, etc., has been done under the general supervision of Wm. Muirhead, Esq., the contractor, the foreman being Mr. Patrick Desmond. The engines and fittings have been built by Messrs. Dick, the Mechanical Engineer and Superintendent of the Miramichi Foundry and Machine Works. The boat speaks for the manner in which all concerned have done their work, and like the *Nelson* is a credit to Chatham and Chatham workmen.

The boiler of the *Miramichi* is exactly like that of the *Nelson* and is by the same makers. The construction of the boiler is the cylinders being respectively 11 1/2 in. and 20 1/2 in. in diameter. The boiler of the *Nelson* is of the same material as the mill, and is well insulated, thereby reducing the risk of fire to a minimum. There are six steel boilers 40 ft. long and 3 ft. in diameter. Besides the ordinary saw dust furnace under the boiler Mr. Hutchinson has adopted the new style of furnace in front of them, which is fed through hoppers on the top, which consumes all the slag, dross and rubbish the mill makes. This saves the labour of the old-fashioned mode of firing, and also the necessity of the unsightly and apparently dangerous burner at a distance from the mill and the expense attending it. No doubt insurance companies will appreciate these improvements wherever made, to encourage their more general adoption. We also notice that the lumber is stumpled by the mechanical, instead of the manual movement of the saw through it, which is as it should be, not only a saving of labor, but also to cut the better cleaner and avoid the ragged appearance which they present when piled—a most damaging feature in most mills, and chiefly owing to the fact that the saw is not at the rate of its revolutions can do the required work properly. The appliance is so simple and inexpensive that we wonder it has not been in use before.

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The engines were designed and built by Mr. McGuire. They are of the high-pressure type and surface-condensing. The total cylinder is 11 1/2 in. and the large one 20 1/2 in.

The boiler is of steel, eight ft. long and seven feet in diameter. Its outer shell is composed of a single sheet 8/32 in. thick, and the inner shell is of 3/32 in. thickness. It was built by the Matthews of New Glasgow and is first class in every respect. The propeller shaft is steel and the engine and fittings throughout all as good as can be produced in the country.

As we stated on Thursday the *Nelson* is in the charge of Capt. Thomas Hamilton, who so we and favorably known in connection with the Chatham Steam Ferry, and his engineer will be Mr. Charles Johnston. Capt. Hamilton was on board when the boat was launched and will, no doubt, so run her in the upriver passenger and freight business, for which she is intended, as to make the Company's enterprise in that direction a complete success. The placing of the route of so handsome a boat, with the excellent and roomy cabin accommodation she affords and the high rate of speed she is designed to make, is an evidence of the go-ahead character of Miramichi business men, which will be further developed in a few days by the launch of the sister steamer intended for the down river route.

At 4:20 yesterday morning the 13th *Miramichi*—the down river boat of the same company—was launched from the Miramichi mill wharf. Early as the hour was, a hundred or more people were present. A prettier launch could not be had, but the water was so low that the hull taking the water swiftly and smoothly without even touching the front of the wharf or the mill.

Considering her very fine lines all it was expected that this boat would draw more water than estimated when she was laid down, but in this nearly everybody was

agreedly disappointed, her after draught being only 4 in. 6, and as her water, light freight will be in the forward part her trim will be perfect, as it can be made just what experience may show she requires.

The *Miramichi's* dimensions are—  
 Length (from forward part of stem to after part) 78 ft. 4 in.  
 Breadth (from top of beam to inside of garboard) 17 ft. 6 in.  
 Depth (from top of beam to outside of planking) 17 ft. 6 in.  
 Beam (from outside to outside of planking) 17 ft. 6 in.  
 Tonnage 42.0.

It is not an easy matter to decide which of the two boats is the handsomest. The *Miramichi*, however, being the larger carries her lines out more boldly than the smaller boat and appears to be a model of smaller beauty in every respect. Materials and workmanship of this boat are of the best. The construction of the hull, joint work, etc., has been done under the general supervision of Wm. Muirhead, Esq., the contractor, the foreman being Mr. Patrick Desmond. The engines and fittings have been built by Messrs. Dick, the Mechanical Engineer and Superintendent of the Miramichi Foundry and Machine Works. The boat speaks for the manner in which all concerned have done their work, and like the *Nelson* is a credit to Chatham and Chatham workmen.