The Union Advocate.

Established 1867.

NEWCASTLE, MIRAMICHI, N. B.

WEDNESDAY, JUNE 21, 1876.

SHED WANTED.

WE have more than once urged upon the Government and the Railway authorities the necessity there exists for the erection of a suitable shed on the deep water wharf, where boxes of fresh salmon can be placed until the departure of the noon train. In the interests of those who engage in the business such a building is an absolute necessity. It does so happen that at times boxes of fish brought to Newcastle early in the morning have to remain exposed to the heat of the sun, and even if this is only for a few moments, it does not tend to improve the condition of the fish. The cost of a suitable building would be small when compared with the advantages to be derived from its erection. This trade is a continual source of revenue to the Railway, and every possible accommodation should be afforded to those who engage in the business. The Railway authorities may ignore this suggestion, coming as it does from what they consider an opposition journal, but they cannot close their eyes to the fact that the suggestion is a good one, and should be carried into effect without delay.

Steamer Aground.

The steamer *Hadji*, Capt. Wilson, of the Quebec and Gulf Ports line from Montreal and Quebec for Miramichi, with a cargo of flour, while coming up the river on Wednesday morning last went aground off Oak Point, having taken the shoal side of the Robichean Buoy. There was no pilot on board at the time. R. R. Call, Esq., the Agent, went down in the evening with the steamer *Andover* to see if any assistance could be rendered. As nothing could then be done, he returned with the same steamer and the tugs *Sultan* and *Laddie*, at high water on Thursday, but with the combined power of the three steamers the grounded steamer could not be budged. It was then decided to take out the Miramichi freight, consisting of about twelve hundred barrels, the last of which was brought up by the *Andover* on Friday night. The *Sultan* was sent down on Friday night, and the *Secret*, on her way from Quebec here, remained by the *Hadji* until high water, and assisted the *Sultan* in trying to drag her out of the bed of mud. All their hawsers parted, the steamer remaining in the same position as formerly. The *Secret* made another attempt to free the vessel on Saturday morning, but without avail. The *Hadji*, which had been lightened 2½ feet by discharging freight and emptying the ballast tank, was taken off about two o'clock yesterday morning by the steam tugs *Sultan* and *Relief*. The Agent deserves great credit for the perseverance he has displayed in getting the steamer off, having been on the river nearly every night since the accident occurred. The accident was doubtless owing to the miserable economy continually practiced by this Company. They are willing enough to take a large amount of money out of Miramichi, but to leave any of it in this section seems to go against the grain of the gentleman who manages the affairs. The captain of the *Hadji* was doubtless instructed not to take a pilot, and the result has been that more expense has been incurred than would have defrayed the expenses of a pilot for the whole season.

The *Hadji* left for Shediac as soon as she was taken into deep water.

The Trunk Robber, and what became of him.

On the 3rd instant a warrant was issued and placed in the hands of Constable F. Matthews, for the arrest of one White, *alias* Fitzpatriek, who had been seen with a trunk containing articles corresponding with articles in the stolen trunk belonging to Miss M'Laughlan, of Nelson. The constable went over to Nelson the same night, and soon found that the man with so many *aliases* had offered some of the articles for sale on Wednesday and Thursday previous, for which in some instances purchasers were found—to others he made presents of some of the goods. On the 1st instant the robber reached Barnaby River Station. He took the trunk off the waggon, lashed it securely with telegraph wire—for fear any one should follow his example and steal what it contained—and checked it for *Moncton*, taking his departure either that day or very shortly after for the same place.

On Monday the 5th, information was received where that the trunk was at Moncton, and on Tuesday Matthews left for that place, recovered the trunk, and also got on the trail of White, who had been seen that same afternoon by constable Thomas, of Moncton. Shortly after 11 p. m., on Tuesday, while Constable Matthews was standing near a public hall where a theatrical performance had just been concluded, a man answering the description of the robber rushed out of the hall, as if he had no time to spare.—Matthews, accompanied by Constable Thomas and the Marshal, immediately went in pursuit of the man, during which they ascertained that the thief had applied for the trunk, but without success. When this information was obtained the train was just about starting. The then acting baggage master pointed him out to Conductor Birmingham as the individual connected with the robbery. A despatch was forwarded to this Conductor at Memramcook to arrest the man, but strange to say he refused to do so. Another despatch was sent to Conductor Millican to make the arrest, he being on the train coming from Halifax—Memramcook being the station where the up and down trains meet. On the arrival of the train the man was pointed out to Conductor Millican, but he also refused to make the arrest, giving as his reason that the robber was a powerful man, and that he (Millican) might lose his life should he attempt to secure him. He then telegraphed to a Constable at Moncton to carry out the law, and instructed Conductor Birmingham to arrest the man to him. The constable and Conductor Birmingham then searched for the man, and on the arrival of the train, the Constable was informed by the Conductor that the thief had jumped off at Dorchester Station, and would not allow him to search the train. This information being communicated to Constable Matthews and Thomas, they at once hired a team, and proceeded at a rattling pace to Dorchester. They were there informed by the station master that no such person had, to his knowledge, left the train there, neither had he been seen by others who left the train at that place. They then forwarded a despatch to Conductor Birmingham to send word when and where he last saw the thief. The answer was—"Rode on engine from Dorchester to Truro; I thought he got off until I saw him step off the train this morning." A despatch was sent to the Truro Police, the reply being—"Burglar on train—did not see him." Upon the arrival of the driver of the train with whom the man rode, he was asked several questions about it. He answered that the man was at Dorchester and asked him to give him a ride as he was very tired, and had no money—which he did. The thief jumped off at Truro.—After putting his engine up, he was passing a hotel, when this man called him in and treated him, and seemed to have plenty of money, which he thought strange. The driver also stated that he received a telegram to get the police and search for him and to bring him back. The search was made, but without success. Upon the arrival of the train for Halifax, constable Thomas proceeded to Truro, thinking that the robber might have taken the morning train back. In this he was mistaken. It does seem too bad that the villain should escape, when actually within reach, by the carelessness or cowardice of the conductors referred to. The man's real name is Wm. M'Carthy, and is, we are informed, a native of Brayley Point, Nova Scotia. It is generally believed that he is now at sea, having shipped as seaman on board a vessel which was about leaving Pictou when he arrived at that place.

There is a party in Newcastle who is suspected of having assisted the robber in making his escape from Moncton, and who was at that place when Matthews was there in search of the man. Constable Matthews has reason to suspect the individual, he having said to him (Matthews) recently,—"We had a mob all ready there for you if you had taken him." This matter should be closely followed up.

Methodist.

The sessions of the first annual meeting of the Miramichi District, held at Newcastle, closed on Thursday last, having been attended by the clergymen whose names were given last week, as also several prominent laymen. The first business of the meeting was to enter into investigation of ministerial character and efficiency in connection with clergymen who are, with laymen, appointed from each Circuit, members of the District Board. No charge was preferred against any. Then came the business relating to the candidates for the ministry, and "Who are recommended to the Conference to be received into full connection and to be ordained." Under this head, the Rev. A. R. B. Shrewsbury, of Boiestown, was cordially and unanimously recommended, having passed satisfactorily the probationary examinations. Messrs. W. Fielder, Newcastle, W. R. Pepper, Derby, and T. L. Williams, Bay du Vin, were recommended to be received on trial. Other questions relating to ministerial standing being proceeded with, the Board considered the spiritual and financial state of the District. It was found that the increase of membership in the District amounted to 153. The attendance on public worship during the year had increased 700. Nearly $1000 over the amount of previous years had been subscribed toward ministerial support, while the Missionary and other funds shewed gratifying increase. Sermons were preached on the evenings of Wednesday and Thursday respectively by the Rev. A. R. B. Shrewsbury and Rev. T. L. Williams.

The Rev. J. S. Phinney, Chairman of the Miramichi District, left in the train on Saturday, and the Rev. R. S. Crisp, on Monday, on their way to attend the Annual Conference.

The Revds. Fielder and Pepper left to attend the Conference yesterday.

A correspondent writing from Campbellton, sends the following welcome intelligence respecting the progress of the Methodist Church at that place.

On Sabbath evening, the 11th inst., the Rev. Mr. Ellis, Methodist Minister of this place, conducted his last service before leaving for District Meeting and the Annual Conference. There was one baptism, and fifteen members admitted into the Church, receiving the right hand of fellowship, after which he spoke very eloquently and impressively from the words, "God forbid that I should glory, save in the cross of our Lord Jesus Christ, by whom the world is crucified unto me and I unto the world." From observations it can be perceived that the wish of the congregation is unanimous that he may be returned.

☞ Jessie Howard's Boston Comedy Company left for Northern towns in the train on Monday afternoon. Performances will be given at Campbellton on the 20th and 21st, Dalhousie, 22nd, 23rd and 24th, and Bathurst, 26th, 27th and 28th. Miss Howard, as an actress, has many admirers, her representations on the stage being natural and "taking," without leaving in the mind of the looker on the impression that the acting is overdone, as is sometimes the case. In her efforts to please, the leading spirit is ably sustained by Mr. Charles Theadore, an actor of considerable merit, who makes his appearance in the North for the first time, and whose stage impersonations will, we feel assured, be as favorably received in our Northern towns as they have been in Newcastle and Chatham. We venture to say that Miss Blanche Slader will be a general favorite up North. Her acting here during the two visits made by the Company in '75 and '76 has been spoken of in terms most complimentary, and we have no doubt that a similar flattering experience awaits her in the more Northern section of this Province and other places to be visited by the Company. The acting by other members of the Company is, speaking generally, very creditable, and fully up to the average. Excellent music is furnished by Professor Colby and his associates. Indeed, we may say, that this very necessary part of the programme, under so excellent a leader, is much admired, and deservedly so.

We understand that Miss Howard has made arrangements to play again in Chatham for the benefit of the Masonic Hall in that town. Arrangements with respect to a similar entertainment in Newcastle are on the tapis, which we hope will be carried out.

☞ The Kennedy family left Halifax on the 13th for Newfoundland, whence they will sail for home. Previous to their departure, they received a very flattering ovation from the North British and Highland Societies. At the close of the last entertainment given in Halifax, the elder Kennedy stated that all being well, he would return to Halifax in the course of three or four years.

Personal.

The Rev. James Murray, of Wallace, N. S., well and favorably known here, is at present paying a visit to his friends in Newcastle. The Rev. gentleman has not enjoyed good health this spring, and it is with the expectation of receiving benefit from the invigorating air of the North that the present visit is made.

Mr. Hugh M'Culloch, of the firm of Goldie & M'Culloch, Galt, Ont., was in town recently. In company with the Agent of the firm for the Maritime Provinces, Mr. B. Wilkinson, this gentleman visited the various milling establishments at Newcastle and Chatham, doubtless having an eye to business. Mr. M'C. returned home by way of River du Loup.

☞ The question of obtaining for Fredericton a supply of pure water for sanitary and manufacturing purposes has been publicly considered by the citizens of that city, and negatived by a vote of 70 for and 296 against. The great majority of the ratepayers did not vote at all. The water now used by many of the Fredericton people is productive of tyhoid fever and similar diseases, and this action of the people will create surprise generally. The trouble seems to be not only the expense, but the Act to provide the water supply places the appointment and the control of the Commissioners in the Executive Council, and to this the citizens very naturally object, believing that such power should be vested in themselves.—In the interests of the residents and all who visit Fredericton, it is sincerely to be hoped that a solution of the difficulty will be found, and the much needed supply obtained at no distant day. When pure water is there introduced it is more than probable that the death rate will be very materially reduced.

TRUCKAGE.—There is considerable dissatisfaction in Chatham concerning the rates of truckage charged on goods conveyed from the Newcastle Railway station to the steamboat landing. A case in point occurred yesterday. One load was brought from the station, for which charges were made as follows:—J. B. Snowball, 1 saw, 20c.; J. Harris, 1 bl. sugar, 10c.; A. M'Donald, bag of hams and bag of barley, weight 200 lbs., 20c.; in all, 50c. And this for a portion of the load only, the balance being for parties in town, who doubtless were made to pay in the same proportion. Importers are of the opinion that 25c. per load is quite sufficient, the amount to be equally apportioned when the load is made up for more than one party.—Considerable dissatisfaction also exists in Newcastle, and unless the truckage business is conducted more satisfactorily, the parties engaged in it may find opposition springing up where they least expect it, for they may rest assured that the steamboat owners are not the men to stand quietly by and see their business crippled, without making an effort to bring about a change.

☞ The new steam fire engine at Chatham was taken out for trial on Wednesday evening last, and we are informed did very good work. The coal used was of a very inferior quality, and the usual head of steam (125 lbs.) required to bring out the capabilities of the engine could not be raised, the guage at no time showing more than 90 lbs., and sometimes not more than 80 lbs. Notwithstanding this, a 1⅛ inch stream was thrown through 100 feet of hose to the top of the flagpole on Hon. W. Muirhead's building, and our local contemporary says that "with the 500 ft. of hose on, and a 1 inch nozzle, a stream was thrown from opposite the Post-office to the top of the flag-staff on the Canada House, and from the same position streams were thrown great distances and with great force, one stream being thrown about 250 feet." The firewards considered the test in all respects satisfactory. Mr. John Wilson, who came in charge of the engine, left for St. John on Friday. The best test of this new purchase will be had when a fire breaks out and gets good headway. We hope however that it will be a long time before the services of the engine are so required.

CONTRADICTION.—Mr. John Williston, of Bay du Vin, Fishery Overseer, desires us to state that the insinuation of the Manager of the *Advance*, that he (Mr. W.) received a letter from Mr. Mitchell "expressing surprise that meetings had not been held and steps taken to induce the fishermen of the County to get up the representative case proposed by that gentleman," is characteristic of the contemptible conduct of the man who writes that the fishermen are not proceeding intelligently. Mr. W. states that he did not receive any such letter from Mr. Mitchell. He regrets that he did not, for he would certainly have received it from a gentleman, which would not be the case were he to receive a letter from the man (save the mark) whose whole aim appears to be to belittle the fishermen of this County.

THE MARKETS.—In Montreal on the 15th butter was selling at 17c. to 19c. per lb., eggs 10c. per doz, cheese 9 to 10c. In flour the returns are put down at 2,337 barrels. Prices, (per barrel of 196 lbs.,):—Superior Extra, 5.40 to 5.45; Extra Superfine, 5.20 to 5.25; Fancy, 4.80 to 4.90; Spring Extra, 4.65 to 4.67½; Superfine, 4.30 to 4.40; Strong Bakers', 4.80 to 5.00; Fine, 3.80 to 3.90; Middlings, 3.35 to 3.60; Pollards, 2.75 to 3.00; City Bags (delivered), 2.47½ to 2.50. Sales:—300 Spring Extra, 4.67½; 1,150 do. at 4.65; 250 Extra Superfine at 5.25; 875 do. at 5.27½; 100 Strong Bakers' (medium) at 4.70; 50 Superior Extra at 5.42½.

☞ Our exchanges contain accounts of another disastrous fire at Quebec. This time it broke out in the St. John's district, originating in some piles of lumber near the Bousquets saw mills, the flames making clean work of the mills and spread rapidly until one half of the business portion of the town was destroyed. The town proper was completely swept, the suburbs alone escaping. The large safe of the Merchants Bank was destroyed, with all its contents. It is estimated that 8,000 people were rendered homeless. Loss $1,000,000; Insurance about half that amount. The fire is supposed to have been caused by sparks from a passing locomotive.

☞ The young people whose names appear in this paper in the hymeneal department have our best wishes for future happiness.

THE CARAQUET TRIALS.—The Fredericton *Reporter* of the 14th says that "Judgment will probably be given in the Caraquet murder case this week. If Mr. Thompson succeeds in the legal points he raised and argued before the Court, or in other words if the Judgment is either reversed, avoided or arrested, all the prisoners will be entitled to their discharge, and the famous Caraquet trials will go for naught."

This matter has been so long before the public that it will be a relief to many, most certainly to the prisoners themselves, to hear the result of the legal points raised by the talented counsel for the Defence, S. R. Thompson, Esq. The wonder is, that Judgment has been deferred to so late a date.

☞ The Mayor of Quebec estimates the total loss by the late fire at about one million dollars. At a meeting held to devise means for the relief of the sufferers, the Mayor said—"He had ascertained that, leaving out outbuildings, 411 had been consumed, and valuing these at an average of about $1000 a piece the total value in this respect would amount to about $411,000. To this should be added about $600,000 for furniture and personal property lost and destroyed, which was not excessive, and would augment the figures of the total loss by the catastrophe to about $1,000,000. Against this there were about $248,000 of insurance, with two offices still to hear from, but these would not swell the amount to more than about $250,000.

☞ We hope that Policeman Cassidy will devote his attention occasionally to those boys who indulge in the practice of throwing stones. The nuisance is of long standing, and we frequently hear of children being hurt by this obnoxious practice. It should be stopped, and we think it can be done by making a few examples of the leading spirits. A few days ago a little girl in St. John was struck in the eye by a stone, from the effects of which she may lose the sight altogether, and we know not how soon the same thing may have to be chronicled in Newcastle. The boys should be first publicly cautioned, and then punished if found afterwards indulging in the dangerous habit.

The five mile sculling race between Brayley and Wallace Ross came off on the Kennebeccasis on Thursday last, and resulted in a victory for Ross, who made the distance in 41 *min.* 3½ *sec.*—nearly a minute and a half in advance of his opponent. St. John papers say that Brayley "jockeyed" Ross in a style surpassing that of Sadler at the Halifax Carnival.—The beaten man claimed a foul, which was set aside. Brayley has challenged Ross for a three mile race, which will be accepted. Ross will continue practice, as he intends to row at the Boston Regatta, on the Fourth.

☞ R. B. PATTISON, Esq., of the firm of Pattison & M'Andrews, died at his residence, Chatham, on Sunday last. The deceased came here a few years ago, when Messrs. Guy, Stewart & Co. started their business in Chatham, and had charge of that business. Our best tribute to the memory of the deceased is to say that he was universally esteemed. Mr. Pattison had been ailing for some months, and his death is very much regretted. The remains were forwarded to Sussex by the train yesterday, and were followed to the station by a large number of the Masonic fraternity, of which body he was an honored member.

A FISHY DECISION.—The Americans, through Secretary Fish, have just given fresh evidence that their tricky performances with reference to the Washington Treaty are not yet at an end. This "high authority" has decided that a porpoise is not a fish, consequently porpoise oil is not fish oil, and cannot be admitted free under the treaty. This beats the lobster can trick all out of sight. It is what may be termed a fishy interpretation of the treaty, and to our mind, decidedly *scaly*.

☞ The Chatham Junction station buildings will be erected by the Government by days work. There were several tenders in for the work, but the Government, for reasons best known to themselves, did not see fit to make a selection therefrom. Mr. O'Regan was in town on Saturday, for the purpose of selecting and purchasing the timber required for the work, which will be at once proceeded with.

BOY DROWNED.—We are sorry to learn that a boy aged 12 years, a son of Mr. Donald M'Isaac, was drowned at Chatham on Monday, while bathing. It appears that the poor little fellow got beyond his depth, and being unable to swim, lost his life. The body was recovered in the evening, when an Inquest was held before Coroner Lewin.

ACCIDENTS.—At West Branch of St. Nicholas River, Kent Co., on the 12th inst., a man in the employ of Mr. T. Curren had his leg badly jammed in his carding machine, the result of carelessly attempting to take a belt off with the aid of his foot. He was drawn into the wheel, and before getting liberated was considerably injured.

About the same time, at St. Nicholas River, a man in the employ of Robert N. Doherty, Esq., while engaged with a lumber carriage, unfortunately broke one of his legs.—The injured men are progressing favarably under the skillful treatment of Mr. Doherty.—*Com.*

OYSTER FISHERY.—An advertisement from the Marine & Fisheries Department prohibits fishing for oysters in the Provinces of Quebec, New Brunswick, Nova Scotia and P. E. Island, during June, July and August. Officers are instructed to enforce strictly the prohibition.

☞ The Paris Crew will row at the Centennial Regatta. These well known oarsmen are to receive $2.00 per day while training, and should they win, one half the prize or about $2,000. Elliott of Green Point, is to build them a boat. They commenced a course of training on Monday, on the Kennebeccasis.

☞ The *News* says that Messrs. J. & T. Jardine, of Richibucto, were to launch from their building yard on Wednesday last, a very fair vessel of about 700 tons, having a high class at English Lloyds.

☞ The body of the Norwegian sailor who was drowned at Black Brook, on Thursday morning last, from the Bark *Christina*, was recovered shortly after, and was interred in St. Andrew's Church burial ground on Saturday last, the service conducted at the grave by the Rev. W. Wilson being very solemn and impressive. The ceremony was attended by a large number of seafaring men.—A beautiful and plaintive hymn was sung by the Captain and crew of the vessel at the close of the funeral service.

TO FISH SHIPPERS.—Parties engaged in the exportation of fresh fish are referred to Mr. Geo. Sparrow's advertisement in another column. Mr. S. has made the necessary preparations for carrying on an extensive repacking business, and guarantees that orders entrusted to him shall receive the very best attention. The references to which the notice of those in the trade is directed represent some of the leading firms of St. John.—*Adv.*

☞ The *Times* says that Mr. Wm. Patrican got his hand caught in a circular saw in Loggie's mill on the Barnaby River, receiving injuries which necessitated the amputation of the thumb and two fingers. The operation was performed by Dr. Ross, at Moncton.

ST. JAMES' CHURCH.—The Rev. W. Wilson conducted service in this Church on Sunday evening last.—The Rev. James Anderson is expected to return from the General Assembly of the Presbyterian Church, held at Toronto, in time to occupy his pulpit on Sunday next, morning and evening.

☞ Four refrigerator cars, two on Monday and two yesterday, were despatched from Moncton to Campbellton, to be used in conveying salmon from the latter place to Quebec by the Intercolonial, and thence along the Grand Trunk to American markets, without change of cars.

☞ In the Kingston stabbing case, Captain Stockton has been recognized to appear at the coming sitting of the County Court for Kent, himself in $800, and two securities of $400 each.

☞ It is reported that the returns of the English Methodists show an increase of membership for the year just ended of about fifteen thousand, with over thirty thousand on trial for membership.

DENTISTRY.—Dr. D. A. Baxter, Surgeon Dentist, has returned to Chatham, and can be consulted at Dr. J. Baxter's Office. The Dr. will remain in Chatham for a few weeks. adv.

☞ Douglastown subscribers to the *Advocate* will please call for their papers at Mr. W. Millar's new store, where extra numbers can also be obtained of each edition.

☞ On Saturday the northern train going south got off the track between Newcastle and Moncton, and failed to connect at the latter place with train for St. John.

☞ The *Andover* commenced her trips to Indiantown on Saturday last, having been prevented by the lumber blockade from making her usual trips for about a week previous.

☞ The bark *J. E. Fisher* has arrived at Halifax from England with a cargo of steel rails for the Intercolonial.

☞ The *Freeman* says that a collection at St. Michael's Cathedral, Chatham, on Sunday, the 11th, amounted to $635.00.

☞ A society of Cadets, in connection with the R. C. Total Abstinence Society of Newcastle, is about being formed.

☞ A new fog whistle is to be erected at Sambro, at the cost of about $20,000.

☞ The *Advance* says that a new Methodest Church is to be erected in Chamham, wherever that is.

☞ The new Post Office in St. John was opened for business on Monday last.

☞ Communication from "A Farmer," in type, crowded out.

Married.

At St. Mary's Church, Newcastle, on the 5th instant, by the Rev. P. W. Dixon, P. P., Mr. LAWRENCE B. QUIGLEY, of Newcastle, to Miss M. J. T. WEIR, formerly of St. John.

At Athol House, Restigouche, on Monday, the 12th instant, by the Rev. Wm. Murray, M. A., ANGUS SINCLAIR, Esq., C. E., C. P. R., to JANE, daughter of the late Alex. Ferguson, Esq., of New Mills.

On the 7th inst., by the Rev. T. Nicholson, at the residence of the bride's father, DAVID MURRAY, Esq., S. P., of Winnepeg, to Miss CHARLOTTE, second daughter of Mr. Alpheus Ward, of Durham, Restigouche.

Died.

At Newcastle, 17th inst., MARY JANE, second daughter of William and Jane M'Masters, and wife of William H. Russel, aged 27, leaving a large circle of friends and relatives to mourn their loss.

We saw her on the bed of death,
Stern illness paled her brow;
We watched her short and fleeting breath,
And marked her gentle bow
To that grim Monarch of the grave,
Who takes us all in trust,
And knew that none but One could save
That form from early dust.

Like some bright vision of the night,
Or like a meteor's ray
Of brilliancy upon the sight,
She calmly passed away.
And thus a gentle spirit's gone
To seek its home above,
And mingle with that Holy throng
With Him, whose name is love.

Shipping Intelligence.

PORT OF NEWCASTLE.

ENTERED—Foreign Ports.

June 17—Bark Ebenezer, 467, Gundersen, Liverpool, Geo. Burchell.

ENTERED—Coastwise.

June 17—Stmr. Secret, 292, Davison, Quebec, flour, R. R. Call; schr. River Queen, 38, Squarebridge, New London, ballast, master.

CLEARED—Foreign Ports.

June 14—Bgt. Baccalieu, 120, Lavache, St. Pierre, Gmr., Rankin & Co., 100,000 ft deals.

16—Bk. St. Helena, 811, M'Carmont, Belfast, Gilmour, Rankin & Co., 530,000 deals, 20,000 scantling, 15,000 dl. ends.

17—Bks. Forest Queen, 548, M'Calmont, Belfast, Gilmour, Rankin & Co., 507,000 dls., 7,000 ends; Ocean Traveler, 622, Whiteford, do., D. J. Ritchie & Co., 477,975 deals, 20,599 scantling, 28,556 dl. ends, 14 tons birch timber; Walborg, 634, Hansen, Glasson Dock, do., 466,902 deals, 31,912 scantling, 21,335 ends, 32 tons timber.

CLEARED—Coastwise.

June 17—Stmr. Secret, 292, Davison, Pictou, cargo, R. R. Call; schrs. Louise, 57, Trenholm, Summerside, 16,717 boards, 16,640 deals, 3,000 palings, 38,500 laths; River Queen, 38, Squarebridge, New London, master, 16,000 boards.

PORT OF CHATHAM.

ENTERED—Foreign Ports.

June 9—Barks Minnie Cameron, 433, Martin, Greenock, ballast, Wm. Muirhead; Alf, 508, Mornsen, London, ballast, Wm. Elise, 386, Wright, Plymouth, do., J. B. Snowball.

10—Brig Julie, 366, Rouen, London, do., do.

12—Bark Telius, 351, Johnsen, Fleetwood, do., do.; Victoria, 354, Pedersen, Norway, do., A. Morrison.

13—Barks Harmony, 624, Dinsmore, Antwerp, do., J. B Snowball; Alice, 196, Lewis, Cork via Sydney, do, Guy, Stewart & Co.; Genova, 394, Gregusan, Norway, ballast, Guy, Stewart & Co.

16—Bk. N. K. Clements, 459, Corning, London, do., do.

19—Ship Aldborough, 1116, M'Lean, Liverpool, do., J. B. Snowball.

ENTERED—Coastwise.

June 9—Stmr. Miramichi, Bacquet, Quebec, cargo, Wm. Muirhead; schr. Wild Brier, M'Leod, Charlottetown, ballast, A. Morrison.

14—Schrs. Onward, Kennedy, Summerside, ballast, master; Jean D'Arc, Gallant, do., cattle, Atkinson; Lilly, Allen, do., produce, do.

15—Schr. Havanna, Wheller, Ch'town, fish, master.

16—Schrs. Bee, Strang, Tignish, oats, Ed. Strang; Milo, M'Dougall, Ch'town, ballast, G. S. & Co.; Lassie, Matthews, Cascumpec, cargo, master; stmr. Miramichi, Bacquet, Quebec, do., W. Muirhead; Hadji, Wilson, do., do., do.; Secret, Davison, do., do., do.

19—Stmr. Valetta, Learmouth, Montreal, do., do.; schrs. Rose, M'Lennan, Muregash, do., master; Blink Bonnie, Swain, Pictou, coals, J. W. Fraser; Kitty, Girvin, Tignish, produce, master; Little Dame, Hierliny, Lot 9, do., do.

CLEARED—Foreign Ports.

June 9—Bark Emerald, 463, Pedersen, Galway, deals, Guy, Stewart & Co.

10—Bark Norge, 432, Sorvensen, Bristol, do., J. B. Snowball; Eliezer, 448, Jorgensen, Silloth Dock, do., do.; Columbia, 446, Larsen, Belfast, do., A. Morrison; brig Brazilansen, 203, Nelson, Cornwallis Quay, do., Wm. Muirhead.

12—Bark Industrie, 344, Larsen, Sharpness, do. J. B. Snowball; schr. Alice Myrick, 134, Powell, St. Pierre, do., A Morrison.

13—Bark Sea Crest, 584, M'Lean, Newport, do., Guy, Stewart & Co.; brigs Rambler, 281, O'Neil, Limerick, do., do.; Hydra, 200, Henricksen, Douglas, do., Wm. Muirhead; barks Lyna, 394, Kundsen, London, do., A. Morrison; Orixa, 446, Wright, Liverpool, do., Geo. M'Leod.

14—Bks. Finland, 540, Byornstad, Sharpness, deals, J. B. S.; Stanley, 536, Aenesen, Twon, do., W. Muirhead; Jenny, 498, Corneliusen, Amsterdam, do., G. S. & Co.; Norge, 435, Mathresen, Fleetwood, do., W. Muirhead.

15—Bks. St. Patrick, 707, Bogart, Penarth Roads, do., G. S. & Co.; Saga, 348, Aenesen, Cardiff, do., W. Muirhead; Sarah, 585, Krefting, Barrow, do., do.

17—Bkt. Eldorado, 224, Quinn, Belfast, do., G. S. & Co.; bgt. Neva, 255, M'Carry, Ayr, do., A. Morrison.

19—Bkt. Aden, 296, M'Moran, Belfast, do., W. Muirhead.

CLEARED—Coastwise.

June 9—Stmr. Miramichi, Bacquet, Pictou, cargo, Wm Muirhead; schr. Claymore, Degrace, Charlottetown, do., do.

10—Schrs. Carrie, Brown, Summerside, do., Guy, Stewart & Co.; City Point, Bell, Rustico, Light House material, P. Carroll.

12—Schr. Mariann, Miller, Tignish, cargo, master.

14—Schr. Onward, Kennedy, Summerside, limestone, master; stmr. Miramichi, Bacquet, Quebec, cargo, W. Muirhead; schr. Mary Kate, Balcom, Summerside, do., J. B. Snowball.

16—Wild Briar, M'Leod, Ch'town, do., A. Morrison.

17—Stmr. Secret, Davison, Pictou, do., W. Muirhead; schrs. Lassie, Matthews, Cascumpec, do., master.

19—Lily, Allen, Summerside, do., do.

OTHER PORTS.

CLEARED OR SAILED.

Belfast, May 26, Irene, Jorgensen, for Miramichi.

Waterford, May 26, Professor Schweigaard, Olsen, for do.

Bordeaux, May 29, Wilksmen, Pablo, for do.

Belfast, May 29, Island Queen, Cunningham, for do.

Hall, 13, Urda, Olsen, for do.

Pictou, June 14, Kildonan, for Richibucto.

Arichat, 12, brig Victoria, Amelia, for Miramichi.

Gloucester, 2nd inst., Rosa, Gronwald, for do.

Liverpool, 1st, Mattilde, Bjorrstadt, for do.; 3rd, Aristides, Salvensen, for do.

Boston, 14th, schr. Clara, Landels, for New Bandon.

Pauillac, May 31, Willcomer, Paplow, for Miramichi.

Lowestoft, June 2, Sendermander, for do.

MEMORANDA.

RUNAWAY.—Joseph Asperry, cook and steward of the barkentine Sutherland, ran away from that vessel at Richibucto, on Saturday evening last. He had received his "advance money" that day, and had signed articles. Capt. Upham, of the Sutherland, and Deputy Sheriff Haines followed Asperry, whom they overtook on the Miramichi Road, some miles north of Kouchibouguac, and brought him back to the Richibucto jail, where he will remain for two months, which will afford him ample time to repent of his rash and dishonest act. Asperry hails from Fredericton, N. B.—*Advance.*

Brigt. Kate, 199, Newman master, arrived at Buctouche from Summerside, P. E. I., on 15th inst., to load with lumber for a port in England. John Wright, of Richibucto, will be the shipper.

The Leonora is still high and dry ashore. The captain expects to get that vessel afloat at the next "spring tides." The "knowing ones" think differently and predict a first class wreck.

The Scud is the name of a substantially constructed schooner, of 27 tons burthen, recently launched at Kingston, Richibucto, where she was built by Messrs. Rufus Palmer, Wm. Kennedy and John Graham, who are the registered owners. The Scud is intended for the coasting trade, is a neat little craft, and presents a very creditable appearance.

DISASTER.—Bark Glenroe, Mockler, sailed from North Sydney, for Richibucto on the 3rd inst., and stranded on St. Paul's Island on the 5th. Captain and crew saved.—No further particulars.

Correspondence.

Chatham, 19th June, 1876.

MESSRS. EDITORS:—

I was much surprised at the complete misrepresentation which was contained in the "Advance" editorial notice of this wonderful Steam Fire Engine, which our town has been blessed (or cursed) with. In the notice referred to, it was said that a *stream* was thrown as high as the flag-pole on Muirhead's wharf; that it destroyed an old chimney and started the shingles on the roof of a blacksmith's shop; that a *stream* was thrown over the flag-pole on the Canada House and that from the same position a *stream* was thrown nearly 250 feet; that glass was broken in the hotel and a little boy was knocked off his feet at a distance of 150 feet from the nozzle.

Now let me tell what I saw at this trial: In the first place the *stream* of water barely kept its solid shape twenty feet from the nozzle, that on Muirhead's wharf a portion of the *spray* may possibly have reached about two thirds of the distance to the top of the pole, but a *stream* of water never was thrown as high as the top of the pole by this engine; an old tumble-down chimney was certainly knocked down when the nozzle was about thirty feet from it and some shingles were torn off the roof which was in the same preservation as the chimney, but the pipe men tried ineffectually to tear some off the larger and newer buildings on the wharf.

The water from the engine did not reach at all near the top of the Canada House pole, and barely wet the roof at the base of the staff, the water was indeed thrown over the house but not in a continuous stream but by jerks and much effort of the pipemen.

With reference to the little boy who was "taken completely off his legs at a distance of 150 feet," allow me to say that the boy in question was not more than 80 feet away and had one leg raised in the act of running from the water, and was also stepping off the sidewalk when the water took him in the rear and he fell into the gutter, at less than this distance—80 feet—a few panes of glass were broken in the hotel.

But now to come down to the master stroke of misrepresentation about the one stream being thrown "nearly 250 feet," permit me to say that the distance thrown horizontally did not at any time exceed 160 feet, and this was *with the wind in its favor*, and the *stream* was more of the nature of a *stream* from a watering-can with its rose on, than from any steam engine which I ever saw work. People in this town who never saw a steamer throw water are of course favorably impressed by the comparison between this and the hand engines, but this is chiefly owing to the *continuous* work rather than the efficiency of the stream thrown; but what is the impression of those living more than 500 feet from the river? Simply a sense of greater insecurity owing to the natural neglect of the hand engines, and a determination to increase their policies of fire insurance. Will the editor of the "Advance" or the fire wardens tell us how this vaunted and glorified trap compares with the engines made by the same Company which are known to have thrown water horizontally over 300 feet in a solid stream, while the writer of this has seen engines of the same make throw each two streams at once to the roof of a six story building, the water being thrown solidly and in appearance like an immense bamboo cane, none of your fizzing ginger pop concerns. Will any of them, even Blind Tom (whose eyes seem to have been opened) rise and explain to the expectant Ratepayers this very remarkable discrepancy.

Awaiting their reply, I am yours,

OBSERVER.

General Intelligence.

England's Attitude on the Eastern Question.

(From the N. Y. Herald.)

Our exhaustive Sunday Cable letter from London describes very graphically the bellicose attitude of England on the Turkish question and her intrigues in Constantinople, and after citing various extracts from the English papers gives one from the *Daily News* as follows:—"The idea of maintaining Turkish independance by British arms is out of the question." We think we can give the clew to the difference between the apparent and real intentions of England.

It is well known that before the deposition of Abdul Aziz she had declined to accede to the memorandum about to be presented to the Turkish Government by Austria, Russia and Germany. She assumed an independant position, and made a show of maintaining it by sending war vessels to the East, and munitions of war and troops to Gibraltar and Malta.

We think all this very capable of explanation. Disraeli said long ago that England was becoming an Asiatic power. Since he became Premier, in pursuance of that idea, he has purchased nearly one-half interest in the Suez Canal and contrived to affix to the Queen's title that of Empress of India. The distinguished writer, orator and statesman has all the versatility of genius: from race and associations he is an Oriental, both in thought and action. One can see from his character of Sidonia and glowing Eastern sketches in "Tancred" that his mind is filled with ideas of Oriental grandeur and magnificence. In his political career he has always endeavored to startle and dazzle, and we now await his latest coup. We think that all this political coquetry with the great Powers, his seeming reluctance to put a pressure on Turkey, his declaration in the House of Commons of a determination to thwart the intrigues of Russia, merely a prelude to securing for Egypt a severance of its vassalage from Turkey, when the Khedive will become King of Egypt, independent of all except its new ally, England.

For since the Crimean war the balance of power in Europe has completely changed; Germany has become a military counterpoise to Russia; the latter might take Constantinople and occupy it as its winter capital without in any way interfering with England's pathway to the East. With Egypt in possession of her ally, the Suez Canal in that event virtually under her control, she would have, beginning at Gibralter, Malta, the Suez Canal, Aden, a great highway to her Indian Empire, guarded by a chain of magnificent fortresses, impregnable and unassailable so long as she retains her vast and dominant navy.

That this is no unreasonable speculation on our part, but perfectly justified by past events, we may gather from the late mission of Mr. Stephen Cave to Egypt to examine the financial position of the Khedive. Mr. Cave is a Privy Councillor, member of Parliament, and held a position during Mr. Disraeli's last administration, and it is unlikely that a man of his rank would be sent to Egypt merely to oblige the Khedive. Certainly there might have been a minor motive, and one which the Premier would consider that John Bull would look on with complacency—that of seeing whether any future Egyptian dividends were likely to come into his breeches pocket; but, no doubt, apart from finance, there was a dream of future policy in that inquiry into Egypt's resources and indebtedness.

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