Chatham, June 5th, 1876.

MESSRS. EDITORS :—

With reference to your strictures upon my remarks upon the Steam Fire Engine, permit me to offer the following reasons for the course pursued by me in this matter.

1st—The engine was out for trial, and even though it may be considered an unfair test, the Firewardens have expressed *their* satisfaction, and even the gentleman who had been given the position of engineer has said that "she will do."

2nd—The writer of this has more than once asked certain of the Wardens for information regarding the nature of the guarantee given by the Company, who furnished the Engine, but strange to relate those gentlemen were possessed of such peculiar memories that they could not remember the "exact figures."

3rd—A considerable difference as to the price of the machine has been observed between the statements of certain of those interested in the purchase. If only upon the grounds above stated, I say the public have sufficient reason for passing judgment, not only upon the merits of the machine as comparing with the opinions of the Wardens, but also upon the conduct of that official body which might suggest to enquiring minds the possibility of some *hocus pocus* work. While I am quite willing to give the Engine all the credit to which it is entitled, treat the Wardens in the same spirit, and remove further judgment until after the final trial, I consider it only right to the ratepayers to give the matter such publicity and subject it to any reasonable criticism as such undertaking should receive, and if such remarks are proved to be unfounded, and the Engine in question found to come up fully to the guarantee and the requirements of the town, the result will redound to the credit of those who were instrumental in bringing such a state of affairs to pass. Meanwhile let us await the final trial, and hope it may not be a *fiery* one.

A writer in the *Advance*, whose scurrility scarcely entitles him to notice, has taken offence at my remarks, but does not attempt anything in the way of vindication of the Wardens' position. His illogical effusion has not been "put into shape" as friend Smith promises for writers of his calibre, and instead of charging upon me the "snarling" which was evidently his intention, the "community" has to bear the weight of such a grievous crime as saying a word against the "thrifty man," whose self-interest will not allow him to hear a word in defence of the public weal, when in defiance of his greed of the public cash.

Let "Blind Tom" call to mind the old saying "he that laughs at the misfortune of others, &c.," ponder on the fact that afflictions come upon those who sometimes least expect them, and remember that at the trial of the Engine on the 24th ult. an accident nearly occurred which might have prevented *his* caligraphy ever being used in ridiculing another's misfortunes. Part of his ungentlemanly language may be used to describe my personal appearance, and while I am neither ashamed of my action in this matter, nor afraid to give my name to the public, I blush for the Wardens if they are not ashamed of the one who so surely displays the low level to which he by nature belongs as does "Blind Tom."

Yours, &c.,

OBSERVER.

The Union Advocate.

Established 1867.

NEWCASTLE, MIRAMICHI, N. B.

WEDNESDAY, JUNE 7, 1876.

THE INTERCOLONIAL.

THE announcement is made in some of our exchanges that the entire Intercolonial will be opened for traffic in five or six days, the formal opening to take place on the 26th, or perhaps sooner. This is pleasing news. For many years the people of this section were looking forward to the commencement of this great work, their hopes being alternately raised and depressed as the prospects brightened or were overclouded. It was not until the Union of the Provinces took place that the scheme was looked upon as a settled fact; and the prospect of obtaining the Intercolonial by the Northern route was the great lever by which the first harmonious note in favor of Confederation was heard in this Province, the County of Northumberland leading off by returning the full Union ticket. Many hard fought battles with pen and tongue have taken place over the route of the great iron link which binds together Quebec and Halifax, running through the Northern section of country which in some places abounds with magnificent scenery, second to none in America, the lofty hills of the Restigouche and the rugged scenery of the Metapedia being among the leading attractions. Among those who fought so nobly the battles of the routes our representative in the Commons has frequently been favorably mentioned; but others contributed largely towards the attainment of the cherished scheme, and among them no man deserved more praise than the late lamented Alex. Fraser, of Metapedia, a man of brilliant talents, a keen and forcible writer, whose pen did great service in the Quebec *Chronicle* and other leading papers, in behalf of the Northern route.

The first through train on the Northern Division of the I. C. Railway left Moncton at 9 a. m., on Friday last, and arrived at St. Flavie early the [same] evening, having the following [offi]cers on board :—C. J. Brydges, General Superintendent Railways; B. Luttrell, Superintendent; A. McNab, Engineer; C. Schreiber, Government Engineer; H. W. Whitney, Mechanical Superintendent; D. Pottinger, General Storekeeper; Mr. Busby, Superintendent Northern Division; Mr. Price, Assistant Superintendent; Mr. Case, Bridge Inspector; and Mr. Finley, Paymaster Northern Division. The rate of speed through the Metapedia Valley was only five miles an hour, the ballasting being not yet completed. On other portions of the road a high rate of speed was attained. A [re]vised general freight tariff went into operation on Monday last, which we hope will prove acceptable to the people, and be the means of building up the trade between the various places along the line.

The Southwest Mails.

We referred last week to the Chatham paper, showing how cowardly its Manager had acted with reference to saying anything about the Southwest mails. The Manager, feeling himself cornered, grows very indignant, says that the *full* facts were unknown to him until Friday, the 26th ult., and lays a great stress upon the fact that Mr. Wm. Anslow, of the *Advocate*, listened to the conversation between the Manager and the Postmaster in the Newcastle office, in which the person referred to is accused of eaves-[dropp]ing. The Manager says

[illegible] care what the writer [illegible] the above quoted paragraph [illegible] concerning this journal [illegible] "either legitimate [illegible] eaves-dropping in the Newcastle Post office and interviewing our friends in regard to private conversations, as there is nothing on our part to conceal, and the information gained may do them good, but it is to be regretted that they cannot make an honorable use of it."

We also feel that a personal explanation is necessary. In the first place we are aware that the full facts were not known to the Manager of the company sheet until the Friday referred to, but on the day previous, *before* the forms of the sheet were ready for the press, he knew quite enough to warrant a few words in the paper, but which were not forthcoming. His personal reference to Mr. W. Anslow is quite in keeping with his usual display of impudence. When the Manager entered the office the person referred to was conversing with the Postmaster upon this very subject; the conversation was interrupted by the Manager, who displays a great lack of that courtesy which should be extended from one gentleman to another, and if Mr. Anslow had to remain in the office for a few moments to resume the conversation when the cheeky Manager was through, he can scarcely be accused of eaves-dropping. Anyway, it was in a public office, and listening in such a place as that is not at all to be compared to *listening to conversation through the key holes of doors.* With reference to the last portion of the paragraph above quoted, all we have to say is, that when the leopard can change his spots and the Ethiopian his skin, then may good be obtained by listening to the Manager's conversation, but not before. He no doubt feels sore about the matter, and indeed we do sympathize with him, for the Government have used their organ at Chatham and its suppliant Manager in a most ridiculous manner, making mail changes and never saying a word to him about it. How they do prize his paper as an advertising medium, and what a funny way they have of showing their appreciation.

Another Horse Stolen.

On Tuesday last a man who represented himself as being the nephew of Mr. White, foreman for Mr. Ryan, contractor, engaged a horse and waggon from Mr. Stewart, of the Waverley. He started for Barnaby River, where he sold the waggon and harness to a man in that locality. The horse, which he could not sell, was brought back to James Ivory's. Mr. Stewart hourly expected the return of the man, but as he failed to put in an appearance he suspected that all was not right, and on Friday started on the track of the absentee. He got the horse, and also obtained the waggon after a good deal of trouble, which was found carefully stowed away in some bushes near the house, doubtless placed there *to protect it from the sun.* The man who bought the waggon, when interrogated by Mr. Stewart, was so thoroughly *scared*, that he could not tell his own name or the names of any of the neighbors living within half a mile of the house. People should be careful how they purchase stolen property. Twenty-one dollars was said to be the price paid for the waggon and harness. The horse was well cared for by Mr. James Ivory until the owner was found.

INTERNATIONAL STEAMSHIP LINE.—By advertisement it will be seen that steamers of this line will on and after Monday next make three trips per week between St. John and Boston. Capt. Chisholm, the obliging and gentlemanly agent of the line, was in town on Monday. He expects to obtain quite a fair share of the fresh fish trade from the North, and guarantees that the very best care will be taken of fish sent by the International steamers. We are not prepared to say which is the best way to send fresh salmon to the States, whether by an all rail route or by rail and steamer. This valuable information can alone be gained by experience. We have no doubt, however, that large quantities of fish will be forwarded to American markets by each route. At the close of the season our shippers will have a good idea which route is the best, both as regards the condition of the fish on arrival, and the cost of conveying the same to its destination. Fish sent via the International line takes only five hours longer to reach Boston than by the all rail route, while the freight is said to be considerably lower, the connections being made so as to enable the fish to reach New York the second morning after shipment from St. John.

SAD.—The sudden and unexpected death of Mrs. J. W. Fraser on Wednesday last cast a gloom over our communities, and much sympathy is expressed for the bereaved husband and family. The deceased had been married but a short time, and was to all appearance just entering upon a useful and happy life, when death's cold hand was laid upon her. She was of an amiable and affectionate disposition, and in the space of a few short months had made many warm friends in Chatham. The remains of the mother and one little babe were interred in the St. James' Church burial ground on Friday last. Within a short period of about one year, Mr. Russell, the father of the deceased, has been heavily afflicted, having been bereaved of his wife, mother, and now his eldest daughter and her little babe—representing four generations. We feel assured that Mr. R. has the warm sympathies of many friends.

NEW BALLAST WHARF.—A new ballast wharf is in course of construction at Chatham by Messrs. J. Sadler, L. J. Tweedie and Dan'l Crimmen. It extends from the upper line of John England's property down to the lower line of the Robert Johnston, Jr., property. When finished, it will be nearly 900 feet long. It is substantially built, is equipped with a steam wrench for hoisting out ballast, (a decided improvement over the old style) and when entirely completed will be a very great public convenience. There were six vessels lying at the new wharf discharging ballast on Monday last.

FIRE.—As the *New Era* was coming up from Chatham on Wednesday afternoon, the wood work around the smoke stack was seen to be on fire, and as the flames ascended there was quite an exciting scene for a time. A seafaring passenger assumed the charge of the wheel, and ran the boat near the shore while the officers and male passengers were busy fighting the fire. The danger was soon over, but it existed long enough to seriously alarm some of the lady passengers, one of whom sprang from the steamer into a boat which was in tow at the time,

The Manager of the Chatham paper is in the habit of stealing news items from this paper and by slightly changing the phraseology thinks to throw us off the scent. He made a bad mess of the item concerning the stealing of Mr. Mullans' horse. Instead of publishing the news as we gave it, and which was correct, the *enterprising* Manager made a change, in which Mr. Ledden (a part owner of the Ledden property) is made to figure as Mr. Mullans' stable man. Rather an awkward mistake that. A reference is also made to the saddle, which is said to be "a very good one, too." The laugh comes in here when it is known that the inimitable Smith never saw the saddle, and that it is not by any means a good one. We have no objection to the Manager taking news items from this paper, provided it is done in an honorable manner. For his own sake, the Manager should be careful to avoid such blundering and stupidity as he displayed in condensing our horse stealing item.

"THE WILBUR HOUSE."—Our friend Mr. H. Wilbur, who conducted the Wilbur House in Newcastle so successfully and creditably, has been actively engaged since April last, in remodelling the Bay View Hotel purchased from Mr. A. G. Harris. A large kitchen and dining room have been added, and the painters, paperhangers and upholsterers have completely renovated the interior, which now presents a handsome and "home like" appearance. Knowing Mr. W.'s capabilities as a "host," we can confidently recommend the "Wilbur House" to travellers and pleasure seekers from abroad, being confident that no pains or expense will be spared to make the house in every sense of the word, a "home" to all.

LIVERY STABLE.—Messrs. R. Gremly and J. Morrissy have recently started a Livery Stable here, and are now prepared to supply the wants of those who wish to patronize them. They have recently added to their stock a Hackney Coach, which was purchased in Boston, the first of the kind ever brought to Miramichi. Passengers are conveyed comfortably from the Railway Station to the Hotels or Steamboats, and *vice versa*, and baggage is carefully handled. We recommend them to the patronage of the travelling public.

NORTHUMBERLAND MEDICAL SOCIETY.—Following the good example set in other quarters, the gentlemen of the Medical profession in Northumberland have formed themselves into a Society, which has for its object the promotion of the general interests of the Profession. Many of the gentlemen in connection with the profession have long felt that such a society was needed, and now that it has been formed, we hope that the objects for which the organization has been effected will speedily be realized. See the advertisement from the Secretary in another place.

TRUNK STOLEN.—On Tuesday last a trunk belonging to Miss M'Laughlan, Nelson, containing goods valued at about $70, was stolen from the public wharf, Newcastle. It was at first thought that it had been taken up in the *Andover* to Mr. M'Laughlan, Indiantown, but on the return of the boat no tidings of the trunk could be obtained. It was soon discovered that the party who hired Mr. Stewart's horse and never returned with it, had offered for sale in Nelson articles similar to those in the trunk, and he was at once spotted as the thief. This man, who gave several *aliases* while here, on Thursday last checked a trunk from Barnaby River to Moncton, which corresponded with the one stolen. Mr. Call telegraphed to Moncton, and received an answer from Mr. Coleman that the trunk was there. Constable Matthews left for Moncton yesterday, with the necessary papers to obtain the trunk and arrest the robber, if he was to be found in that locality.

WANTED.—Better postal accommodation on the route between Newcastle and Fredericton. The people have been unjustly dealt with, and to say they are indignant but faintly expresses their feelings with reference to this matter. The P. O. Inspector will do well to institute a change to the old system, three mails per week, and that speedily.

We have at last stirred up the *Advance* to refer to the injustice done the settlers along the South West, by the reduction of their postal accommodation from three to two mails per week. Though displaying cowardice in the matter, the Manager did not like to be taunted with it, and hence the result. We are pleased to see that he is not above being taught his duty as a public journalist.

NEW STORE.—Attention is directed to the advertisement of Mr. John L. Scofield, in this paper. He has recently erected a new store at Blackville, and has removed thereto his stock of goods, (to which large additions have just been made) which he will dispose of at fair rates. Give him a call.

NEW CHURCHES.—It is reported that a Church edifice will shortly be erected at Nelson, in which Protestants will worship. The R. C. Church is the only sacred edifice in Nelson at present.

It is reported that a Roman Catholic Church is to be erected at Black Brook during the present season.

There is a large hole in the sidewalk just above the residence of R. R. Call, Esq. It will probably be fixed after some unfortunate pedestrian unexpectedly ascertains the distance from the planks to the ground beneath.

Prof. Spinney's horse fell dead on Friday last while being unharnessed on the premises of Mr. Whitney, Whitney Settlement. The Professor says he was worth his weight in—Confederate greenbacks. The entertainments are not dead, however, as we find by Posters that the Professor is *spinning* along towards the "Celestial" city.

THANKS.—Prof. Spinney thanks the young people of Douglastown for the handsome manner in which they responded to his invitation to start a singing class in that place. Several evenings were passed very pleasantly by both teacher and scholars.

A MOONLIGHT EXCURSION under the direction of the 73rd Battalion Brass Band will be held TO-NIGHT, for which the steamer *Andover* has been engaged. We hope the affair will be successful. See advertisement.

A lot of North Shore salmon was forwarded from St. John on the 2nd inst., and arrived at Boston on the following morning.

FIRE.—On Thursday afternoon the residence of Mr. James Morell, situated in the upper district of Newcastle, was destroyed by fire, together with some of the movables in the house, a lot of clothing, and a quantity of wool and yarn. A lot of potatoes, turnips, and some articles in the cellar were also destroyed. The only person in the house when the fire broke out was Mrs. Morell, Mr. M. and some of the members of the family being out in the field planting potatoes. When Mr. M. left the house after dinner he said to his wife to keep as little fire in the stove as possible, as there was a high wind prevailing, and pushed in the damper with his foot as he passed the stove. He had been in the field about two hours when the alarm was given, and although every effort was made by 18 or 20 men to extinguish the flames, the fire gained headway, and the house was destroyed in a very short time. The loss is estimated at over $1,700, which is partially covered by an insurance of $800 in the Maritime Mutual.

STABBING AFFRAY.—A serious stabbing affray occurred at Kingston, Kent Co., on Thursday last. In the morning there was a lawsuit between Captain Stockton, of the Ship *Morning Dew*, and his first mate over some trouble at sea. The mate gained the suit, and the Captain was brought in for damages & costs. Refusing to pay, the first mate, accompanied by his lawyer, Caleb Richardson, Esq., of Richibucto, and some constables, went on board the vessel to serve the Captain with a warrant. It is said that the second mate resisted the party, a row ensued, when the Captain rushed out of the cabin with a musket and fixed bayonet, and stabbed Richardson through the left lung. The injured man was at first not expected to recover, but late advices from Richibucto last evening stated that the danger was then passed, and hopes of his recovery were entertained. The Captain was shortly after arrested by the Sheriff and a party of constables, and now lies in jail awaiting the result of his murderous attack.

The Local Governm't, it is said, will in a few days inform the Directors of the Miramichi Valley R. R., as to whether the Provincial Subsidy will or will not be forthcoming. The delay does not savour of success. It is reported that the Gov't will not only not subsidize our line, but that they have instructed the contractor to suspend for the present, operations on the Branch from Richibucto to Weldford. We cannot believe that such an unjust course has been adopted towards Kent County, and therefore hope that the report is incorrect.

On the 31st ult., Martin Lorsen, seaman, of Norwegian ship "Hamburg," was examined before Justices Masson & Lawler, for assault, creating a disturbance and discharging fire arms on board the "Activ," on a complaint preferred by Capt. Jacobsen, of the last named vessel. Failing to pay the fine of $20 imposed, Lorsen was escorted to gaol, where he will board for 2½ months at the public expense.

Jessie Howard's Boston Comedy Company will perform in Newcastle on Friday, Saturday and Monday next. Performances will also be given in Chatham, commencing on the 13th. The Company will also perform at Bathurst, Dalhousie and Campbellton, occupying two evenings at each place, and in all likelihood will perform again at Newcastle when they return. See Programmes for particulars.

LOGS BURNED.—A landing of logs near Parks' Landing, Little South West, containing about 600,000 feet, pine and spruce, was burned on Tuesday, 30th ult. The logs were got out by Angus M'Allister and Robert Taylor, who were supplied by Mr. W. S. Brown, Redbank. The burning of logs on a landing is an unusual occurrence. It is not known how the fire originated.

DR. J. H. ARNOLD, of Berlin, Prussia, now stopping at Bowser's Hotel, Chatham, has decided to prolong his stay until about the middle of June. The Doctor makes specialities of diseases of the Eye and Ear, and the cure of Cancer without the use of the knife. He can also be consulted on all diseases free of charge.

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.—*Advo-*

At the Annual Meeting of the St. Michael R. C. Total Abstinence Society of Chatham, held in their Hall on Sunday evening last, the following officers were elected for the coming year:—President, Wm. Lawler; 1st Vice, Wm. T. Connors; 2nd do., John Patterson; Cor. & Rec. Sec'y, John J. Harrington; Fin. Sec'y, R. Waddleton; Treasurer, Thos. Crimmen; Marshall, Cornelius Ghegan; Directors, Dennis Maher, John Bannon, James Whelan, Eman. Fernands, C. Perry, N. Weison, W. Tillish, M. Noonan, C. M'Geary, P. Landers, B. Moran, A. M'Kinnon.

A despatch to the *Telegraph* says that Archibald M'Kenzie, stevedore, of Escuminac, was instantly killed at Dalhousie on the 3rd inst., by being struck on the head by a piece of timber, while working on board the barque *Marie*, then loading at that place.

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

PERSONAL.—Hon. Thos. R. Jones was in town on Monday.

Capt. Chisholm, of St. John, Agent for the International S. S. line, was also in town on Monday.

Died.

At Blissfield, on Sunday, 20th ult., ISABELLA, relict of the late John McAllister, aged 87 years.

At Chatham, on Wednesday, 31st ult., after a brief illness, ELIZABETH ALICE, wife of James W. Fraser, aged 22 years.

Shipping Intelligence.

PORT OF NEWCASTLE.

ENTERED—Foreign Ports.

June 1—Barque Forest 548, Queen, M'Calmont, Belfast, Ballast, G. R. & Co.
2—Ocean Traveller, 622, Whiteford, do. do. D. & J. Ritchie & Co.
5—Barques Rogate, 349, Chistophersen, London, do., do., do; Jens Brande, 477, Olsen, Melfordhaven, do., G. R & Co.; President Horbitz, 541, Hansen, Waterford, do., D. & J R. & Co.; Niord, 312, Terkelsen, Liverpool, do., do., do.
6—Barque Ebenezer, 343, Skadberg, Norway, G. R. & Co.

ENTERED Coastwise.

June 1—Schr. Adonia, 82, M'Connell, Pictou, Coals, R. Russell.
2—Stmr. Secret, Davison, Quebec, flour, R. R. Call.
3—Schr. Active, 39, Marchard, Pictou, coals, R. Russell; brigt. Baccalien, 120, La Vache, Halifax, Ballast, G. R. & Co.

CLEARED—Foreign Ports.

June 1—Barque Morton, 537, Davis, Belfast, Deals &c., D. J. R. & Co.
3—Barque Active, 348, Jacobsen, Maryport, do., do., do.
6—Ship Hamburg, 643, Ferguson, Barrow, do., do., do.

CLEARED—Coastwise.

June 1—Stmr. Secret, Davison, Pictou, cargo, R. R. Call.
6—Schr. Consort, 56, Bouchot, Sydney, do. Geo. Burchell; Abeonia, 96, Terrio, Charlottetown, do., do.

PORT OF CHATHAM.

ENTERED—Foreign Ports.

May 30—Barks Saga, 348, Aenesen, Bristol, ballast, Wm. Muirhead; Norge, 435, Mathieson, Limerick, do., do.; Ruskin, 449, Hoegh, Gloucester, do., do.; Huntress, 670, Ahern, Glasgow, do., Guy, Stewart & Co.; Bgt. A. B. Stronach, 492, Munro, Liverpool, coals, do.; Barks Ausgar, 460, Peterson, Rochefort, ballast, do.; Sea Crest, 584, Bennett, Liverpool, do., do; Christiane, 509, Mathieson, Norway, do., do.; Norden, 387, Helgesen, London, do., do.; Brodene, 456, Jorgensen, Kinsale, do., do.; Orixa, 446, Wright, Truro, do., A. Morrison; Bktne. Eldorado, 224, Quinn, Belfast, do., Guy, Stewart & Co.
31—Bark Alerte, 530, Drelich, Liverpool, do.
June 1—Bark Melbourne, 395, Johannesen, Liverpool, ballast, Wm. Muirhead.: Brig Deodata, 348, Andersen, Norway, do, Guy, Stewart & Co.; Bark Credo, 375, Siversten, do., do, do.
June 2—Barques Hoffnung, 362, Freterart, Newry, Ball, J. B. S.; Baticola, 527, Tyomeslu, Bordeau, do., W. Muirhead; Atlanta, 392, Olsen, Plymouth, do., do.
3—Amphisa, 529, Melson, Norway, do., A. Morrison; bkt. Aden, 296, M'Moran, Belfast, do., W. Muirhead; bgt. Afton, 259, Copp, St. Johns, do. Guy, Stewart & Co.
5—Barques Memphis, 327, Williams, Lisbon, do., W. Muirhead; Marie, 625, Zachariesen, Bordeaux, do. G., S. & Co.; Prince Regent, 467, Herwig, Greenock, do. do.; Wm. Miles, 571, Butters, Liverpool, do., J. B. S.; Fjellstethat, 487, Floreness, Greenock, do., Geo. M'Leod; Moreland, 439, Olsen, Barrow, do., W. Muirhead; bg. Warberg, 401, Neilson, Norway, do., G., S. & Co; barques Malta, 536, Montgomery, Liverpool, do W. Muirhead; Kate Crosby, 696, Hibbert, Amsterdam, do., J. B. S.

ENTERED—Coastwise.

May 26—Schr. Favorite, Hache, Tracadie, cargo, master; Str. Miramichi, Bacquet, Pictou, cargo, Wm. Muirhead; schrs. Perseverance, Marshaw, Buctouche, do., do.
29—Schrs. Hannah G. Bell, New London, oats, do.; Annie W. Weldon, Charlottetown, ballast, Guy, Stewart & Co.; Thetis, Rourke, do., do., do.; Carrie, Bonnell, do., do.; Brigt. D. W. Hennesy, Hennesy, Pictou, do., J. B. Snowball.
29—Schrs. Jean D'Arc, Gallant, Summerside, oats, Guy, Stewart & Co.; Magdalena, Warren, do., do., master.
30—Schrs. Marie Cecil, Dugay, Shippegan, ballast, do.; Bride, Bask, Tracadie, cargo, do.
June 1—Schr. City Point, Bell, New London, oats, etc., J. Anderson; Stmr. Secret, Davison, Quebec, cargo, Wm. Muirhead.
June 3—Schrs. Bee, Strang, Tignish, Oats, master; Daddy, Brown, Summerside, oats, master; Currie, Brown, do., ballast, do.; Merit, Lewis, Pictou, Coal, do.
5—Belmont, Gallachau, Caraquet, ballast, do.

CLEARED—Foreign Ports.

May 31—Bark Mary 345, Melsom, Plymouth, deals, J. B. Snowball.
June 1, bk Harmonia, 250, Melson, Coen, deals, G., S. & Co.
2, bk. IV November, 487, Wettre, Plymouth, do., do.
3, Actaeon, 564, Tailman, Warrenpoint, do. do.; Molilamo, 849, O'Neill, Belfast, do. A Morrison; Frey, 299, Sund, Gloucester, do. do.

CLEARED—Coastwise.

May 29—Schrs. Milo, M'Dougall, Charlottetown, lumber, Guy, Stewart & Co.; Magdalena, Warren, Bathurst, produce, master; Lily, Allen, Summerside, lumber; Wild Brier, M'Leod, Charlottetown, A. Morrison; Claymore, Degrace, do., do., Wm. Muirhead; Blink Bonnie, Swain, do., do., J. B. Snowball.
June 3. Jean D'Arc, Gallant, Summerside, lumber, J. B. S.
2—Thetis, Rourke, Charlottetown, do. do.; brgt. D. W. Hennessy, Hennessy, Pictou, cedar posts, J. B. S.
6—Schr. Onward, Kennedy, Summerside, limestone, master; Daddy, Brown, Pictou, shingles, Loggie & Co.

OTHER PORTS.

CLEARED OR SAILED.

Rochefort, May 3rd, Anoga, for Miramichi.
Liverpool, 5th, Nord, Terkeldsen, for do.
Liverpool, 5th, Bengal, Loring, for Bathurst.
Liverpool, 6th, Ebenezer, Gundersen, for Miramichi.
Greenoch, 6th, Sarah M. Smith, Sprague, for Dalhousie.
Barrow, 6th, Moorland, Olsen, for Miramichi.
Glasgow, 8th, Odd, Neilsen, for Richibucto.
Bristol, 9th, Agathe, for Miramichi.
Greenock, 9th, Minnie Cameron, Marten, for Miramichi.
London, 9th, Alf, Wroldsen, for do.
Geenock, 11th, Index, for do.
Hull, 11th, Leo, Andersen, for do.
Dublin, 12th, Der Lad, for do.
London, 13th, Augu, for Richibucto.
London, 13th, Erna, for Miramichi.
Liverpool, 13th, Aura, Asbjornsen, for Miramichi.
Newport, 13th, Wilhelm Foss, Neilson, for do.
Gloucester, 15th, Omi, Abrahamsen, for do.
Warrenpoint, 15th, Queen of Hearts, for do.
Liverpool, 15th, Truce, M'Neil, for Bathurst.
Newport, 13th, Wilhelm Toss, Neilson, for Miramichi.
Liverpool, 19th, Sarpsborg, Klouman, for Caraquet; Solide, Baden, for do.
Belfast, 19th, Riverside, Starkey, for do.
Greenock, 19th, Pruderita, Geruldsen, for do.
Pictou, June, 2, schr. Active for Newcastle.
Pugwash, May 31, brigt. Baccalien, Lavash, for Miramichi.
St. John's, Nfld., May 18, brigt. Afton, Copp, for do.
Buctouche, May 20, brig Pedro, for Liverpool.
North Sydney, 3rd inst., barques Glenroe, Mockler, and Electa, Crosby, for Richibucto; Marie, for Miramichi.

ARRIVED.

At Pictou, June 2, Schr. Bell, from Buctouche.
At Richibucto, May 29th, bktine Sutherland, from Ayr; June 1st, brig Kronprinds Carl, Olsen, from Limerick; 2nd inst., barque Jane Anna, from Belfast; brig'nt Cheviot, Leary, from Savannah.
At Bathurst, June 1st, bark Brothers' Pride, Brownell, from Liverpool via Sydney, C. B.

RICHIBUCTO AND BUCTOUCHE.

The following vessels consigned to George M'Leod, Esq., arrived at Richibuto May 20: Barque, Yuba; 29th, barques, Avenir, Arnon, Landbo; barquentine, Sutherland; brig Ellida; 30th, barque, Herbert C. Hale; arrived at Buctouche, May 20th, brig Pedro.

MEMORANDA.

Capt. Drelich, of the bark Alerte, reports the bark Eva of and from Miramichi, deal laden, in Pleasant Bay, Magdalene Islands, with bow ports stove by ice. Captain of Eva hoped to make repairs, get vessel pumped out and continue voyage in a few days.

The Sondre Norge passed, on May 24, in lat. N. 47, long. W. 59, a ship showing the signals W. Q. R. C., from London to Quebec, who wished to be reported.

MEN LOST.—Capt. Munroe of the Brigt. A. B. Stronach, reports, left Liverpool for Chatham 7th April. On 18th April, at 4 p. m.,—the ship being in lat. 46.10, N.; long. 21.50, W., Peter Siverdema, of Amsterdam, seaman, fell overboard from the topsail yard, while making the topsail fast. A gale of wind prevailed at the time and rendered all efforts made to save him unavailable.

Capt. O'Neill, of the bark Molilamo, reports: left Liverpool on 3rd April; had fine weather for ten days; afterwards experienced heavy westerly winds for five days. On 15th May, while in the Gulf of St. Lawrence, the weather having become fine, the watch was engaged in painting the ship outside, and in coming up to shift the stage, John Hughes, able Seaman, native of Liverpool, fell overboard. A life buoy was immediately thrown to him and he got hold of it. The helm was put hard down and the main topsail laid to the mast, a boat put out and the man picked up. He was taken on board and all possible means employed to resuscitate him, but without effect. The body was buried on the 16th.

In port at Liverpool, 11th May, Protector, Gundersen, for Miramichi.

In port at Halifax, June 2nd, brigts. Elbe, Watkins, for Bay Chaleur; Florence, Downie, for Miramichi.

The captain and six men of the Prarie Bird arrived at Halifax on the 3rd inst.—They report left Glace Bay 27th ult., on 30th, encountered a fresh North gale, pumped until one p. m., a heavy sea washing the decks, the vessel settling fast. At 2 p. m. the vessel hove down and the captain and men left in the boat. The vessel sunk immediately. After twelve hours in the boat the men landed at Whitehaven, having saved nothing.

The Prince of Wales took home from India over 600 animals, and they are to be added to the British Zoological Garden, making that menagerie the finest in the world.

General Intelligence.

The Great Fire at Quebec.

(From the Quebec Chronicle, May 31.)

Another terrible calamity of a kind of which it has too often experienced the sad consequences and disastrous effects, with results which make themselves felt for long years afterwards, befell Quebec yesterday afternoon. Within the space of a few brief hours, very nearly the whole of Montcalm Ward, one of the most populous, happy and orderly quarters of the city, underwent again the fearful ordeal, which, under the name of the St. Lewis Suburbs, it passed through some thirty years since, and, we believe, by a strange coincidence, upon the very same day and month of the year. In those few hours, the toil and savings of years, the results of the hard labor and the substantial evidences of the thrift and frugality of a deserving and well-behaved population, vanished into thin smoke, leaving their owners or occupants houseless and homeless, bereft of their little all, and a prey to unutterable anguish and despair. It is difficult for us to picture the extent of the general and individual misery entailed by the unfortunate visitation of yesterday. Quebec has been so often scourged with fire that it is needless to attempt the task for the information of its own citizens. When we say that yesterday's devastation, horrors, accidents and pitiable incidents only find a parallel in those of the memorable conflagrations of 1845 and 1866, we think we have said enough to bring them quite vividly before the mind's eye of everyone of our readers, who recall those terrible disasters, from the depressing and retarding effects of which the city has never yet wholly recovered. In this last calamity Quebec has received a blow which fairly staggers it. A host of its most hard working and deserving inhabitants, who have never been a drag upon the community, have suddenly been reduced to a virtual state of beggary, and almost a whole section of the city, which contributed largely to its revenue, has been for the nonce rendered valueless both to the municipal treasury and the unfortunate residents, thereby entailing a public and private loss, the amount of which pecuniarly it is impossible to tell. A rough calculation sets down the number of houses destroyed at between five and six hundred and that of the inhabitants rendered homeless and thrown dependent for shelter upon the charity of their friends and the public last night at about the same number of thousands. As for the conflagration itself, its origin, progress and incidents may be more fully described as follows: About three o'clock in the afternoon an alarm was sounded from box 62, and repeated several times; a large number of people repaired to the spot and it was found that the fire had taken in the stable of Leon Bolvin, a carter living in Scott street (owing it is said to children playing with matches) and had quickly spread to several houses adjoining. There was a smart westerly breeze blowing at the time, and this served to carry the flames to the roofs of the neighboring houses, and when it is understood that a large number of the buildings were of wood, it can readily be imagined with what fearful rapidity the fire spread. Immense clouds of black smoke belched forth and threw a dark shadow over the vicinity; vehicles of all sorts were pressed into service, and the residents commenced moving their belongings; valuable articles of furniture were thrown from the windows or hauled through doorways, rapidly blocking pavements and portions of the streets, and through all heavily laden horses wended their way, whipped and urged by half frantic drivers, colliding with vehicles and household effects, and mixing in terrible confusion with men and women rushing wildly hither and thither, women looking for their children, and children looking for their parents, and all pulling and tugging at their little effects, which constituted their all, and which many of them had spent a lifetime in collecting together, or else striving to save some valued domestic animal or pet. Verily it was a sad sight indeed, and one to be long remembered. John Street and the lower suburbs were crowded with effects saved and deposited on the sidewalks and in every vacant space; St. Lewis street and the Cricket field were also occupied by household goods, whilst the tower fields and cove fields towards the close of the night looked like a fair ground. The police were early on the ground, as were also the fire brigade in full strength, but as usual the water supply was long in coming. The fire having once got headway it was impossible for any power to materially check its progress, and it had to take its course driven as it was by the Westerly wind, the efforts of the Fire Brigade, Provincial Police and B. Battery who had also arrived on the scene in force being limited to fighting the flames whenever an opportunity offered of confining them within a narrow circle. About 120 men also came up from Mr. Henry Dinning's shipyard, and under the leadership of Mr. Dinning and their foreman Lachance, did excellent work pulling down houses and preventing the spread of the flames, and it was owing to their exertions that Mr. Roche's large houses and other houses in that neighborhood were saved. In other quarters the fire continued to lick up every building before it with a few solitary exceptions, among which were the church and convent of the ladies of the Good Shepherd (the inmates had, however, been removed to the St. Bridget's Asylum as a matter of precaution.) The row of buildings lining the Grand Allee, among others, though in great danger at one time were saved, but it may be stated generally that the whole district comprised within the space bounded on the east by St. Eustache street from the Cricket field down as far as the south side of Artillery street inclusive, on the west by Claire Fountaine street at the Tower field, on the north by Artillery street and on the south by the Grande Allee, with the exceptions already noted, was completely burnt over and nothing now remains of this once populous district but a forest of chimney stacks and smouldering ruins. At two points the fire diverged a little below Artillery street, crossing the latter thoroughfare at its intersection with D'Artigny street, descending the latter thoroughfare nearly to its point of junction with St. Patrick street, and again further on beyond the quarry, crossing over to the south side of Artillery street and consuming almost every building in rear of Berthelot Market Hall weigh-house and No. 2 Fire Station. At one stage of the fire, there was great danger and apprehension of the flames extending into St. John street, but, thanks to the city steam engine, when it was fed from two hydrants, this danger was completely obviated. The streets wholly or partially destroyed may be briefly enumerated as follows: Claire, Fountaine, Burton, Plevost, Plessis, Scott, Drolet, Berthelot, St. Margaret, Lachevrotiere, St. Michel, Amable, D'Artigny, Artillery, St. Croix, St. Julia, St. Augustine and St. Eustache.

At one time also the embers were carried by the wind and fell in showers within the walls, setting fire to the premises of a number of citizens, but fortunately in all these cases the flames were speedily extinguished. After nightfall the wind lulled somewhat and the conflagration gradually burnt itself out on the line of St. Eustache street, having nothing more to feed upon owing to the fortunate intervention at this point of the Glacis field and Esplanade, otherwise its extension into the heart of the city was among the possibilities, thus exemplifying the advantage of those open spaces as a cutfire between the suburbs and the rest of the city.

We regret to have to add that there is good ground to fear that the calamity has not been alone attended with loss and destruction of property; there is reason to believe that two, if not more, human lives have been lost, but full particulars on this head cannot be expected before some days to come. It was reported last night that a woman was missing, also a child of Mr. Cote, joiner, Scott street, who himself got badly burnt about the face and hands, and also one or two other children, whose names it was impossible to ascertain. It is also stated that one of the nuns of the Good Shepherd Convent, in a very delicate state of health, received such a nervous shock, owing to the excitement of the fire, as to superinduce her sudden death. An aged and decrepid man, who had been left behind in one of the burning houses, was taken out of his sick bed at great personal risk by Captain Heigham, and despatched in a vehicle to the Hotel Dieu. There were a number of minor casualties and narrow escapes both among the inmates of the houses in the burnt district and those who were working in their behalf. It was very fortunate that the fire did not happen in the night time, or the loss of life might have been very serious.

From other sources we learn that in all about 700 houses were destroyed and about eight thousand people are rendered homeless.

The total loss by insurance is $236,000, divided among the following companies: Liverpool, London & Globe $20,000; Royal Canadian $16,000; Quebec $50,000; Stadacona $40,000; Royal $40,000; British American $15,000; Niagara District $10,000; Western $16,000; Provincial Scottish $10,000.

Immediately on receiving the news of the Quebec disaster Hon. Mr. Vail, Minister of Militia, placed the military buildings at Quebec at the disposal of the sufferers.

The loss is roughly estimated at about $800,000.

TELEGRAPH NEWS.

LONDON, May 30.—A despatch to the Reuter Telegram Company, from Constantinople, says that Sultan Abdul Aziz has been dethroned, and Mohammed Murad Effendi, nephew of Abdul Aziz and heir presumptive, has been proclaimed Sultan.

A private telegram states that the revolution in Constantinople was effected without a disturbance, of public tranquility.

Turkish securities of all descriptions are very strong and active, and at one time were from 3 to 5 per cent. higher. They are now about 3 per cent. higher all around. It seems to be the opinion that the overthrow of the Sultan will result beneficially.

A despatch from Paris says that the Insurgents attacked and burned Bihacs, in Bosnia, killing 350 Turks. At a second encounter in the same neighborhood, the Turks were defeated, leaving 120 dead.

NEW YORK, May 30.—A number of prominent members of the British Parliament will visit the Centennial in August or September, among them John Bright and Mr. Forster.

John and James Young, under sentence of death at Cayuga, Canada, for murder, managed to remove their shackles on Sunday, and attacked the jailer, leaving him for dead, and escaped.

PARIS, May 30.—The news of the revolution in Constantinople is well received in both political and financial circles. It is believed a settlement of eastern difficulties is thereby facilitated.

The official despatch from the Grand Vizier, announces that the entire Turkish Cabinet signed the deposition of the Sultan. The deposition was accomplished during the night.

LONDON, May 31.—The *Standard's* Vienna despatch says the succession of Murad to the Ottoman throne is generally considered as mainly due to Russia instigating Servia and Montenegro to immediate warfare. It is asserted that an offensive and defensive alliance has been concluded between Servia, Roumania, Montengro and Greece. It is also understood that Thessaly and Crete would rise and support the movement in Northern Turkey. Altogether, the situation is regarded as drawing to a crisis.

Winslow to-day was again remanded until after June 15th, without date.

A Paris correspondent says that from what may be judged by the steps of the French Government, and if, as much be hoped, other Governments are acting in the same way, the deposition of Abdul-Aziz will be an immense step towards the solution of existing difficulties.

A despatch from St. Petersburg states that the Sultan's deposition has been received as an opportune occasion for the peaceful settlement desired by all the powers.

Telegrams from Cuba say that the insurrection in that Island is increasing.

CONSTANTINOPLE, May 30.—The dethroned Sultan is kept under guard in a Kiosque in the extremity of the Seraglio. The Minister informed Murad Effendi that he was proclaimed Sultan on Monday night. A popular demonstration took place next morning; but no resistance was offered to the new regime. Perfect tranquility now prevails. Both Christians and Mussulmans express great satisfaction at the change. The city will be illuminated to-night, and the festivities will continue three days.

LONDON, June 1.—A Berlin despatch says that in consequence of the appointment of the new Sultan, Servia is apparently determined to anticipate the attack she considers imminent. The Servian Government has issued a decree closing all the schools and even the courts during the impending war. Prince Milan will act as Commander-in-Chief.

The Manchester *Guardian's* London correspondent says the Government will not surrender Winslow until a supplemental treaty has been negotiated embodying the principles of the Act of 1870. Communications are now passing between London and Washington for that purpose. If an agreement is not reached by June 13th Winslow will be released.

The amount of the ex-Sultan's treasure seized is $100,000,000.

NEW YORK, June 1.—Twelve thousand Knights Templar parade to-day in Philadelphia at the installation of the Grand Officers of the Grand Commandry of Pennsylvania. The International Exhibition is attracting large crowds daily.

The United States Treasury Department estimates the total deficit in the

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