

other grandma) wear one. Mamma's package was very bulky, and it was to be a large parcel, which she declared was too expensive for her; but Grandma and Papa exchanged glances and told her she had better read the note inside, and this was from far-away Arizona.

"DEAR BROTHER CHRISTY: Enclosed please find check for seventy-five dollars, which you will oblige me by using as a Christmas gift for that dear little sister of mine, who never thinks of herself when she can help it."

"Yours faithfully, CHARLES DARE."

"Why, Mamma Christy, I do believe you are going to cry on Christmas morning," said Puggie.

"If I do, it will be for joy," said Mamma. "I never dreamed of possessing such a beauty. Dear old Charlie!"

(Conclusion next week.)

Detailed Statement of North Shore Lumber Shipments, 1878.

George M. Leod.

PORT OF RICHIBUCTO.

NAME OF VESSEL	TONS.	DESTINATION	DEALS.	CO.	FALINGS.	SLEEPERS
Amity	335	Liverpool	472,000			
Sutherland	346	Liverpool	344,000			
Benet	356	Liverpool	356,000			
Ellis	356	Queensdown	356,000			
E. Chambers	215	Queensdown	232,000			
Progress	349	Penarth Roads	307,000			
Frisk	349	Fleetwood	514,000			4,400
Herbert E. Hall	622	Fleetwood	542,000			
Albion	466	Liverpool	423,000			
Eragon	421	Liverpool	392,000			
Fan. Atkinson	626	Liverpool	572,000			9,675
Skibladner	393	Liverpool	392,000			100
Yuba	879	Queensdown	793,000			
Rebekka	569	Penarth Roads	543,000			
Gambetta	261	Gloucester	272,000			
Jens Brandt	492	Gloucester	474,000			
S. Hume	335	Gloucester	307,000			
Lesna	344	Liverpool	318,000			
Edna M. Gregory	386	Penarth Roads	358,000			
Bessie Markham	778	Liverpool	776,000			15,000
Lara	948	Liverpool	885,000			10,000
Draupner	477	Mersey	461,000			
Amity	530	Belfast	490,000			10,000
Sutherland	366	Belfast	335,000			1,400
Ellida	256	Fleetwood	261,000			2,350
Jane Anna	356	Belfast	343,000			3,000
Harriet Upham	362	Liverpool	363,000			2,275
Enrica	147	Lamash	72,000			4,950
Total, 28 Vessels	12,677		11,876,000			75,000

Edward Walker	531	Liverpool	457,000			
Richard	748	Liverpool	680,000			
Mary Graham	676	Penarth Roads	680,000			
Hannah	247	White Haven Dk.	259,000			
Joseph	313	Mersey	257,000			
James Hambro	290	Mersey	255,000			
Richard	531	Liverpool	458,000			
Total, 7 Vessels	3,386		3,012,000			

J. & W. Bratt	420	Queensdown	408,300			
Unity	420	Fleetwood	656,200			
Wynne	744	Liverpool	656,200			
Yankee	419	Liverpool	447,000			
John Wright	419	Liverpool	447,000			
Albion	655	Liverpool	645,730			
Unity	420	Liverpool	377,000			
Total, 6 Vessels	3,076		2,917,280			

J. B. Wright	320	Barrow	308,000			
Brian	552	Liverpool	508,000			
Betty	247	Barrow	242,000			
Salus	710	Liverpool	654,000			
Kate Irving	710	Liverpool	654,000			
Total, 4 Vessels	1,829		1,767,000			

J. & T. Jardine	810	Liverpool	756,380			
Wacoma	809	Liverpool	739,320			
Total, 2 Vessels	1,619		1,495,700			

Chauking & Clark	269	Gloucester	241,000			
Prosperite	506	Penarth Roads	443,000			
Peter Anker	506	Penarth Roads	443,000			
Total, 2 Vessels	775		684,000			

J. B. Foster	409	Barrow	416,230			
Not	235	London	96,600			104,000
B. Gandy	235	London	96,600			104,000
M. O. Llangollen	235	London	96,600			104,000
Total, Richibucto	23,956		22,265,310			179,000

PORT OF BUCTOUCHE.

J. B. Wright	463	Garston	406,000			
Florida	463	Liverpool	406,000			
Winona	463	Liverpool	210,000			
reverses	463	Liverpool	210,000			
Total, 3 Vessels	1,205		1,224,000			

Carroll, McKeen & Co.	502	Sharpness	453,360			
Svalen	445	Fleetwood	415,800			
St. John	445	Fleetwood	415,800			
Total, 2 Vessels	947		869,160			

Jas. Duncan & Co.	249	Liverpool	233,250			
Peckers	199	Liverpool	189,730			3,600
Scotsman	199	Liverpool	189,730			3,600
Sarah	199	Liverpool	189,730			3,600
Total, 3 Vessels	646		607,430			3,600

J. B. Foster	450	Barrow	532,000			9,000
Geo. E. Corbett	298	Penarth Roads	246,500			6,000
Nimble	298	Penarth Roads	246,500			6,000
Total, 2 Vessels	748		778,500			15,000

G. A. Girard	353	Liverpool	385,530			2,400
Bel Star	353	Liverpool	385,530			2,400
Total, 2 Vessels	706		771,060			

George M. Leod	640	Liverpool	592,000			
Minnie Gordon	640	Liverpool	592,000			
Total, Buctouche	1,280		1,184,000			

PORT OF COCACNE.

W. Richards	355	Bristol	310,000			
Annie Parker	190	Llanelli	175,000			
Village Belle	190	Llanelli	175,000			
Lynwood	184	Swansea	185,000			
Antagonist	598	Mumble Roads	499,100			
Total, 4 Vessels	1,336		1,169,100			47

Smith & Barnes	415	Penarth Roads	380,160			
Kong Oscar	427	Penarth Roads	337,500			
Emilie	427	Penarth Roads	337,500			
Total, 2 Vessels	842		717,660			

D. S. Harper	241	Barrow	217,800			
Acadia	241	Barrow	217,800			
Total, Cocagne	482		435,600			

PORT OF DALHOUSIE.

George Moffat & Co.	844	Liverpool	446,784			380
Immer	844	Liverpool	446,784			380
Agatha	844	Liverpool	446,784			380
Timour	1,830	Barrow	973,000			100
Mildred	224	Garliestown	185,000			
Olive Mount	583	Liverpool	421,021			
Vancouver	1,065	Barrow	885,366			
Gov. Langdon	1,127	Liverpool	880,399			
Annabella	844	Liverpool	575,581			8,700
Garibaldi	844	Liverpool	575,581			8,700
Olive Mount	583	Liverpool	421,021			
Rambler	281	Ellesmere	215,000			
Total, 12 Vessels	8,815		6,706,325			27,700

John M. Nair	261	Douglas	254,625			
Morning Star	261	Douglas	254,625			
Marion	261	Douglas	254,625			
Chester	261	Douglas	254,625			
Louise	261	Douglas	254,625			
Morning Star	261	Douglas	254,625			
Marion	261	Douglas	254,625			
Total, 6 Vessels	1,507		1,527,750			

Robert Conner	241	Garliestown	205,004			
Mina	241	Garliestown	205,004			
Helene Douglas	241	Garliestown	205,004			
Total, 2 Vessels	482		410,008			

G. J. Bevan & Co.	659	Barrow	566,847			
Pontecorvo	526	Barrow	454,006			
Total, 2 Vessels	1,185		1,020,853			

Total, Dalhousie	11,787		9,449,045			724
Total, all ports	11,787		9,449,045			724

The "Annabella" also carried 240 keels on her first trip, and 13 cords of lath-wood on her second and last trip for the season. Mr. Wm. Wright loaded the "Katie," 99 tons, with 500,000 shingles and 6,000 bricks, for Barbados, W. I.

The Union Advocate.

Established 1867.

NEWCASTLE, MIRAMICHI, N. B.

WEDNESDAY, DECEMBER 25, 78.

To all the readers of the

ADVOCATE, and to our pa-

trons generally, we wish "A

Merry, Merry Christmas!"

RAILWAY MATTERS.

LOOKING at the great advantages

to be derived from speedy communi-

cation with leading cities and im-

portant business centres, it need not

create surprise that the people of

this, yet to a very great extent,

isolated sections of country, are ever

on the alert to improve their condi-

tion in this respect. Among the

most important sections as yet un-

connected by railroad, ties, we may

mention the district known as the

Valley of the Miramichi, one of con-

siderable importance, the home of

hardy agriculturists and lumberers,

who in this age of progress deeply

feel the want of railway connection

with Newcastle and other Northern

towns on the one hand, and the cap-

ital of York on the other. As great

bodies are said to move slowly, so

do great and important projects pro-

gress slowly when their successful

prosecution and completion depend

in a very great measure, upon aid

from the public treasury; and al-

though it is sometimes true that

"hope deferred maketh the heart

sick," our friends who take so deep

an interest in the Miramichi Valley

Railway, will remember that the In-

tercolonial by the North was talked

of for many years before its construc-

tion was entered upon. It is not at

all likely that so important an under-

taking, connected as it is with a

scheme to shorten the ocean passage

between England and America, and

to provide a shorter route between

Liverpool and the cities of the West

will long remain unaccomplished.

The signs betoken its early consum-

mation.

There is, however, another section

of country, which is rich in nat-

ural resources, has got so far as

relates to railway connection, at-

tracted that attention it deserves, viz.,

the Coast line between Miramichi

and Bathurst. At present, the whole

distance, fully one hundred and

twenty miles, is done by the ordinary

means of travel. It is not at all

improbable that this whole

Coast line is to become a part of the

railway system which is so capably

widening its range in this Province

and Dominion; but that a portion of

it may be connected therewith at no

distant day is by no means uncertain.

The people of Gloucester County

are at the present time more than

ordinarily interested in a scheme for

connecting Carleton Place with the In-

tercolonial at Bathurst. Some four or

five years ago the Dominion Govt

surveyed a line from the Intercolonial

at Bathurst to Shippegan, which prob-

ably had some connection with the

scheme put forward by Sandford

Fleming, Esq., C. E., which was to

provide for the more rapid trans-

mission of mails between England

and this continent, taking London

as the starting point, thence by rail

to Valentia, steamer to St. John's,

Newfoundland, rail to St. George's

Bay, thence per steamer to Shippegan,

a route which would reduce the

time between London and New York

some three or four days, and give

the merchant in Chicago his English

correspondence some four or five

days earlier than he had ever received

them. This scheme would of

course necessitate the construction

of a line of railway between Shippegan

and Bathurst, or some other point

on the Intercolonial.

But to return to the Carleton

Branch. If the people of Salmon