

The Union Advocate.

Established 1867.
NEWCASTLE, MIRAMICHI, N. B.
WEDNESDAY, AUGUST 17, 1881.

OUR FISHERIES.

We have received Supplement No. 2 to the eleventh Annual Report of the Minister of Marine and Fisheries for the year 1880, from which we take the following information:—

EXPENDITURE AND RECEIPTS.

The following statements exhibit the respective amounts expended and collected during the fiscal year ended 30th June, 1880. This expenditure is subdivided for the several Provinces and services, as follows:—

ONTARIO.—Fishery Overseers' salaries and disbursements, \$12,003.37; fish-breeding, \$5,300.71—total \$17,304.08.

QUEBEC.—Fishery Overseers' salaries, etc., \$12,591.78; fish-breeding, \$4,701.34; Fisheries' Protection Service, Gulf and Lower St. Lawrence, \$1,880.08—total \$19,173.20.

NOVA SCOTIA.—Fishery Overseers' and Inspector of Fisheries' salaries and disbursements, \$14,180.55; fish-breeding, \$3,823.16—total \$17,503.71.

NEW BRUNSWICK.—Fishery Overseers' and Inspector of Fisheries' salaries and disbursements, \$12,291.58; fish-breeding, \$5,600—total \$17,891.58.

Under the head of fish-breeding are also reckoned Mr. S. Wilnot's salary and travelling disbursements, being applicable to the several establishments in the Dominion, amounting to \$2,551.79. General disbursements, including building of fishways, removal of obstructions to ascent of fish, etc., \$13,327.27.

P. E. ISLAND.—Salaries and disbursements of Overseer and Inspector \$2,686.49; fish-breeding, \$4,494.34—total \$7,180.83.

BRITISH COLUMBIA.—Salaries, etc., of Overseer and Inspector, \$1,399.92.

MANITOBA.—Printing and distributing posters containing extracts of Fishery laws, \$19.75. Total expenditure for the Dominion, \$86,162.55.

THE COLLECTIONS during the year are given as follows:—

Ontario.—Rents, license fees, fines and confiscations, \$4,465.95; Quebec, do., \$7,124.42; Nova Scotia, fees on trap-nets, fines and forfeitures, \$1,506.72; New Brunswick, rents, taxes on nets, fines, etc., \$4,276.07; P. E. Island, fee on trap-nets, license, \$40; B. Columbia, fines, \$10. Total, \$19,423.16.

LICENSES were issued as follows:—

Ontario.—Gill-net licenses, 512; hoop-net, do., 39; pound-net, do., 54; seine, do., 217; angling permits, 1343; spear-fishing licenses, 120.

Quebec.—Salmon-net fishing licenses 444; brush weir, do. 129; eel weir, 5; seine, 162; gill-net 215.

New Brunswick.—Salmon angling license 1; salmon net fishing licenses 268; herring weir, do. 98; bass, do. 743; angling permits 40.

Nova Scotia.—Salmon net fishing licenses 86; trap-net licenses 53; weir, do. 4.

P. E. Island.—Trap-net license 1; total 4,334.

In 1880 the Staff of Fishery Officers consisted of the following:—

Ontario.—Overseers (ex-officio Magistrates) and Wardens 82; Quebec, do. 103; Nova Scotia, Inspector, Overseers (ex-officio Magistrates) and Wardens, 240; New Brunswick, Inspector, Overseers (ex-officio Magistrates) and Wardens, 107; P. E. Island, do. 44; B. Columbia, Inspector and Overseer, 2; Fish Breeding—Superintendent, Officers in charge, and Assistants at the several Fisheries in the Dominion, 15. Fisheries Protection Service in the Gulf and Lower St. Lawrence—Officer in command 1; making the total number of fishery officers employed in the Outside Service, 594. This regular staff receives occasional aid from lock-masters on the Government canals; and lighthouse keepers, which arrangement saves employing, in certain cases, officers at separate salaries.

FISH CULTURE.

The total expenditure on account of this service for the fiscal year ended 30th June, 1880, amounts to \$29,109.61, divided as follows among the ten establishments now devoted to the artificial reproduction of fish:—

Newcastle, Ontario,	\$2,431.24
Sandwich, do.,	2,869.47
Tadoussac, Quebec,	1,650.00
Gaspé Basin, do.,	1,772.76
Restigouche, Quebec and New Brunswick,	1,278.58
Bedford Basin, Nova Scotia,	3,238.99
Sydney, do.,	69.17
Miramichi, New Brunswick,	1,748.99
St. John River, do.,	3,851.01
Dunk River, P. E. Island,	4,494.84
General disbursements, including Mr. S. Wilnot's salary and travelling expenses,	5,715.06
Total,	\$29,109.61
Less refund,	25.00
Grand total,	\$29,084.61

The whole number of young fish distributed during the spring of 1880 was 21,520,600, consisting of 6,300,000 salmon, 60,000 California salmon, 830,000 salmon trout, 30,000 speckled trout, 14,300,000 whitefish. The number distributed in 1879 was 21,732,700.

We shall make further quotations from this Report in a future issue.

Campbellton Items.

The School Trustees should, without further delay, have the School House in the town, either painted or whitewashed. Inside the building, the scholars have their aesthetic taste cultivated, yet as soon as they come out, the first thing that strikes the eye is the shabby appearance of the house. What is true of this building is equally so of many others. As the Government are not under obligation to keep in order the buildings of the town, it would be as well for the inhabitants to move in the matter at once.

The irrepressible organ grinder has been with us again, two of the fraternity having been in town last week. The one who had in his possession the animal with the prehensile caudal appendage, and which Darwin claims as an ancestor, drew the larger crowd.

On Thursday evening, a violent rain storm, accompanied by thunder and lightning, visited us. It lasted about twenty minutes, during which time the rain came down in torrents. The wind at the time was very strong. The damage was principally confined to the gardens, in some of which the corn &c., and the flowers were levelled to the ground.

The Sabbath School of St. Andrew's Church, instead of holding their annual picnic, near the town, to-morrow. Should the weather prove favorable, an enjoyable time will no doubt be had by the whole school, and the most devoted friends of the school are always cordially welcome to their festive gatherings.

No visitor to our town, who has a few days to remain, should neglect to make the ascent of the Sugar Loaf Mountain. The hill, which is 900 feet high, is noted for its almost complete isolation, its ruggedness, and the splendid view obtained from its summit. The ascent can be made in about half an hour. In 1878, when the Marquis of Lorne was passing through to Ottawa, the residents of this town gave him a grand bonnet, knitted on the top of this hill. Sixty oil casks, or more, were carried to the top for that purpose, and the reflection of the light could be seen for miles around.

Last summer two prospectors, looking for gold, paid a visit to the Kempt Road for that purpose. They returned again this season, with the same object, but with what result is not known. The mountains on the other side of the river have been supposed by many to contain the yellow metal, one explorer notably having expended considerable time and means to determine the fact. Until these explorations are carried farther, who knows and money are required, our speculations may be as brilliant as we choose, concerning the probability of gold existing there.

Rev. Ernest P. Fiewelling, Bay du Vin, has been elected to the pastorate of the Episcopal Churches of Dalhousie and Campbellton, entering upon his duties shortly. It is expected that the Metropolitan will visit the church here on the 30th inst., when he will probably hold Confirmation Service, besides transacting other business.

Rev. Dr. Smith, Baptist, of Philadelphia, preached in the Methodist Church, on Sabbath evening. His remarks were carefully listened to, and much appreciated.

Campbellton I. C. R. Station ranks as one of the chief on the coast. Assistant Supt. Busby has held his office, in which he's aided by Messrs. John Goodwin, J. B. Coleman and John Macdonald, train dispatchers office he has Messrs. J. E. Price, Evan Price, W. E. Harding and H. Vavasseur. These gentlemen control the movement of all trains on this division of the road. Mr. O. A. Barberie still remains the efficient Station Agent, having as assistants in the Freight Department Messrs. J. B. Coleman and Joseph Sharp. Mr. J. H. Moore is Mechanical Superintendent, while Mr. Fred. King is the Superintendent of the Road. George Botsford is the obliging Baggage Master. Mr. George A. Vye conducts the first class Dining Hall where the hungry traveller often gets more than his money's worth.

The Advocate, wishing to obtain some news sent by Telegram to the Sun, which gives the following account of a tragedy. The Reporter of that paper writing an *Advance* upon the Farmer, learned that the New York *Express* reported good Times for the harvest. The *Sun* of property having dinned upon the country, proving a most welcome visitor, our *Intelligencer*, acting as a *Courier*, conveyed to the Press, the *Will* Street *Journal* of our country's interests, the glad tidings. To a *Freeman* the information was so rapid that he wrote to *Post* it in his *Journal* for sale keeping.

On Wednesday last there occurred one of the most distressing accidents, one of the most terrible, which has since been driven to the Station, John Thomson, who was assisting in driving the car, was precipitated upon the track, the car running over him, and he became caught in the handle of the crank, the means by which he was knocked off. As may be seen, his injuries are of the severe nature. He is under the treatment of Dr. Balcom. It would be idle to speculate about the recovery of the unfortunate.

At 11 p. m. the same evening the second accident happened. As a freight train baying Thomas Quinn, driver, and Benjamin Sawyer, fireman, was running through a snow-drift, the engine was forced to stop by what proved to be a rock slide. The cars, which were heavily laden with coal, were brought to a stop, and the snow-drift brought part of that structure on the engine. The large timbers of the shed came crashing down, and the cab of the engine, breaking her parts as it fell, and imprisoning Sawyer by its weight. With his back to the engine front, imprisoned as he was, the poor fellow received the full charge of escaping steam and water. With frantic effort he tried to escape, but only succeeded in cutting another falling timber from the confinement. Driver Quinn miraculously escaped by this accident. A special train following, fortunately, came up and the dead man was placed on board and brought to Campbellton. Here he lingered until Friday morning, when he died. The funeral was held at the residence of the deceased. The funeral was attended by a large number of friends, and a train conveyed the body to the station, where it was placed in a coffin. The deceased was a wife and two children to mourn their bereavement.

INCIDENTS.

Campbellton, Aug. 15th, 1881.

A Bad Omen.
At the Grit demonstration at New Glasgow on the 8th inst., an ominous incident occurred. Mr. Laurier was boasting about the greatness and glory of the Liberal party the world over, when suddenly the platform gave way, and the Grit Missionaries and a number of their supporters were precipitated to the ground. An apt illustration of the coming election in 1883.

Danger on the Rails.

AN INTERCOLONIAL TRAIN DASHES INTO A ROCK SLIDE.
(Special to Toronto Globe.)
Millstream, Que., Aug. 11.—An accident which happened near here last night on the Intercolonial illustrates very well one of the dangers to which that road is liable, and against which the utmost precaution must be taken if disasters are to be avoided. At the junction of the Matapedia River with the Restigouche is the station of Matapedia, and ten miles up the valley of the former is Millstream Station. For many miles through this valley the railway winds along the edge of the stream, following its sinuosities as closely as the character of the banks will allow. At times these approach so near the bed of the river and are so full of curves that deep cutting through the rocky roads are an absolute necessity. Owing to the delays formerly caused by these cuts filling with drifted snow, they have been all roofed over with sheds, so that the effect of passing through one of them, in so far as light is concerned, is very much the same as the effect of passing through a tunnel. As the rock is almost invariably tilted and fractured to an excessive degree, while the cuttings are usually curved, it is easy to see that there is at all times danger to trains from rock slides, and the impossibility of the most careful drivers seeing an obstacle on the track more than a few yards ahead.

Two miles above Millstream Station one of the most dangerous points of the line, these great tunnels. It is long, crooked and steep, and closely overhangs the bed of the stream, while the rocky masses which compose its sides are more than usually jagged and threatening. The danger of slides, of which the train has been living and working in constant fear, has been greatly increased by recent steady, long-continued rain, and last night, some time after the east-bound express passed through, a large mass of rock, weighing not less than twelve tons, became detached from the wall in the middle of the cut and slid down, entirely unobserved, on the rails. Shortly before midnight a local freight train left Millstream and under high pressure of steam on the up grade ran against the mass with the most extraordinary results. Though the engine left the rails the train was impelled through a distance of 150 feet before it came to a dead stop, and the engine and tender were so great as to turn the tender bottom up and lay it at right angles to the track. The train was then thrown right side up fairly and squarely on the top of the tender, and lying in the same direction. The end of this car, which was a very large one, was so great as to turn the tender bottom up and lay it at right angles to the track. The train was then thrown right side up fairly and squarely on the top of the tender, and lying in the same direction. The end of this car, which was a very large one, was so great as to turn the tender bottom up and lay it at right angles to the track.

Several repairs in the dikes on Ram Lake, N. B., by which the water was broken up into small pieces, and the water came up several feet in their vicinity. The water covered the railway track, and along above the wharves to the depth of a foot.

Globe.
Sackville, Aug. 12.—The damage to the hay crop and pasture made is estimated by the local farmers at \$20,000. The hay is now in a very bad state, and the water has done much damage to the crops. The water has done much damage to the crops. The water has done much damage to the crops.

Lightning's Doings.
The storm which visited this County on Saturday, the 6th inst., was felt in other parts of the Province later on in the day. At Petersville, Quebec's, a barn containing hay, belonging to John A. Jackson, was struck by lightning, and burned. In same locality the lightning ran down the chimney of a Mr. Petty's house and set fire to the roof, which was extinguished before much damage was done. At St. George, Charlotte Co., the storm lasted over half an hour. Trees were shattered, several dwellings and other buildings damaged, but no one was injured, which was almost marvellous. A barn belonging to James Curry, Bay-side, N. B., was also struck and burned, together with shed and an unoccupied dwelling adjoining. Loss \$1000, insured for \$2000.

Death of an Aged Resident.
We record in another column, the death of one of our most respected inhabitants—FORWARD CROCKER, Esq., who has been a resident of Miramichi for over sixty-five years, coming to this country some nine or ten years before the late Miramichi Fire. The country was at that time in a wild state, there being no roads, with the exception of here and there a path along the stream, and an occasional lumberer's road. To contrast the present with the past we have only to give an incident connected with Mr. Crocker's first arrival in this section. When he left St. Stephen for Miramichi, he brought over a drove of oxen, taking the road to Fredericton—thence along the Portage to the Nashwaak, thence by a blazed line through the woods to Boileston, then taking the bed of the St. West river as far as the Forks, and finally along the banks by the lumber pads until Newcastles was reached. He was so much fatigued by the journey, and the exertion of the day, that he fell into a deep sleep, and was found by some of the lumbermen, who were passing by, and taken to a house, where he died.

Man Killed.
On the 24th ult. a man named Patrick McCormick, belonging to Blackville, went out to peel hemlock bark, in company with his son. They had only been a short time when, while felling a tree, the father was struck by a limb of a falling tree and instantly killed. The case is a sad one, and has excited the warmest sympathy of the people in the locality. The remains were interred on the following Sunday, and were accompanied to their last resting place in the Rensselaer burial by a large number of the people.

A Tidal Wave.

Tantramar Dykes Broken and Great Damage to Property.
(Sun)
Sackville, Aug. 11, 7.30 p. m.—An exceedingly high tide swept over the dykes of the Tantramar about midnight last night, in some places carrying away parts of the dyke and inundating a great portion of the Tantramar marsh. The water was so high that it was not possible to get across the dyke, and a great deal of standing hay was more or less damaged. The L. C. Railway track was more or less damaged and had to be repaired to-day. Some fields of standing crops were swept away and wholly destroyed. Many persons had to take their cattle to the pastures. The carriage road between Aulac and Sackville was overflowed to a height of two or three feet.

The extent of the damage done by the tidal wave was not fully estimated. Very high tides were observed yesterday, and some apprehensions were felt for the safety of dykes, which were too well founded, for at night, they overflowed in many places. The Tantramar marsh was covered with water, in some places to a depth of five feet. The water was so high that it was not possible to get across the dyke, and a great deal of standing hay was more or less damaged. The L. C. Railway track was more or less damaged and had to be repaired to-day. Some fields of standing crops were swept away and wholly destroyed. Many persons had to take their cattle to the pastures. The carriage road between Aulac and Sackville was overflowed to a height of two or three feet.

Flooding Ridge Settlement.
LUDLOW, AUGUST 10, 1881.
To the Editors of the Union Advocate.
SIR:—As I see no remarks in your paper relating to our settlement, I take the liberty of sending you a few items, which you can use if you see fit.

Three years ago the seed we sowed we had to carry on our backs to this settlement. Each settler then had from one to three acres cut and ready for crop. We then had no road, only a path through the woods, now, thanks to Mr. Adams, we have a good road for three miles and nearly one half of it turpined, which has been done by our Commissioner, Mr. John Campbell.

We have the pleasure of a visit from the Hon. gentleman on the 10th inst. He was accompanied by Mr. Campbell, with whom he drove through the settlement and called upon each settler. In some cases he found disputes to be settled, which Mr. Adams settled satisfactorily to all concerned. He expressed himself well pleased with the manner in which the money had been expended, and also with the progress the settlers had made, and said he was surprised at the absence of log houses, as there was only one to be seen. He also said that he had seen others have all large frame houses, and good barns, and judging from the look of the crops at present, the latter will be a good crop.

Personal.
We have no doubt the many friends of Mr. W. Lawler, the contractor of the Parliament Buildings, and also of the old man who collapsed Parliament Building, will be pleased to learn that he is about to commence the brick work on the latter contract in a couple of days; and we trust he will meet every success.

Collar Bone Broken.
Mr. Andrew Revueck, of Newcastle, left Miramichi on the 9th May, as mate of the *St. John*, which vessel wintered here last winter. After arriving at Fleetwood, Mr. R. visited Germany and also Denmark, where he spent a short time with his family and friends. He arrived here a few days ago, having made the voyage from Queenstown in one of the mail steamers, during which he was attacked by a severe cold, and his collar bone was broken. He is now under the care of Dr. Smith, and expects to be able to resume work in the course of three or four weeks.

Canadian Artillerymen in England.
A despatch states that at Shoeburyness on the 9th inst., a Canadian team won the prize given by the Governor-General of Canada for the detachment who could amount and remount in least time. The Canadians defeated eleven teams of British artillery volunteers, succeeding in moving the heavy gun and remounting it in altogether unprecedented time—a few seconds over six minutes. The trophy is an exceedingly handsome silver centrepiece representing a gun on a Canadian shield. The victory is said to be extremely popular.

Lobster Close Time.
In answer to a number of correspondents, we have made enquiries and ascertained that lobster fishing is closed on the Gulf of St. Lawrence (other than on the 1st inst., as required by law). Those situated on the Gulf of St. Lawrence must close on the 20th inst. Last year, by an Order-in-Council, the time for closing was extended ten days, but the time of closing is as we have stated before.—*Her. Herald.*

New Retorts.
Two new retorts were placed in the Sackville Works on Monday last week. This addition was much needed, and will enable the enterprising owner, R. R. Call, Esq., to supply from fifty to sixty more consumers than are on the list at present. The retorts were bought in Scotland, from the firm of Laidlaw & Co., Glasgow, and are similar in size to those before in use, 8 ft. 2 inches long, by 15 inches wide. The capacity of the Works is now about 3000 feet per day.

Barbed Wire Fencing.
Messrs. McEwen & Buck have received a quantity of this economical and labor-saving fencing material, which they are offering at low rates. Those who have not seen the barbed wire should call and examine it before erecting the old style of fencing.

Mr. Mackenzie's Policy.

We are told by the reporters of the St. John Telegraph, that Mr. Huntington at the Woodstock meeting, "explained and defended Mackenzie's railroad policy," "his argument being a simple complaint to Mr. Blake's criticism of the "Pacific Railway policy of the party now in power." What a pity Mr. Huntington's speech has not been given to the world! Mr. Mackenzie in 1874 passed an Act, in which he offered a company some twenty millions more than is given to the present Syndicate, valuing the land at 82 an acre, for the construction of the Pacific Railway. In 1875 he agreed with Lord Carnarvon to build the railway, as a Government work, from Lake Superior to the Rocky Mountains, including the Vancouver Island Railway, by 1890, and to spend not less than a million and a half a year on construction, within the province of British Columbia. In 1876, he advertised for a company to build the railway under terms of the Act of 1874, repeating the advertisement in 1878. Just before the elections he invited tenders for the construction of the Yale-Kamloops section, the building of which was afterwards so bitterly denounced by Mr. Blake. And in his despatch to Lord Carnarvon, he stated that the Government had increased the taxation by three millions of dollars annually in order to enable them to build the railway, which sum being the least three hundred thousand per annum more than the present contract involves. These facts are not only having explained the policy of Mr. Mackenzie on the Pacific Railway, and it must be charming to hear Mr. Huntington explaining and defending it, but it is a complete answer to Mr. Blake's attack upon that of the present Government. Those who know Mr. Huntington best, however, will have grave doubts about his having explained the policy of Mr. Mackenzie, for the best of all reasons, that, although a member of the Government, he was not in power, and cared less about what the policy was.

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Canadian Artillerymen in England.
A despatch states that at Shoeburyness on the 9th inst., a Canadian team won the prize given by the Governor-General of Canada for the detachment who could amount and remount in least time. The Canadians defeated eleven teams of British artillery volunteers, succeeding in moving the heavy gun and remounting it in altogether unprecedented time—a few seconds over six minutes. The trophy is an exceedingly handsome silver centrepiece representing a gun on a Canadian shield. The victory is said to be extremely popular.

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New Retorts.
Two new retorts were placed in the Sackville Works on Monday last week. This addition was much needed, and will enable the enterprising owner, R. R. Call, Esq., to supply from fifty to sixty more consumers than are on the list at present. The retorts were bought in Scotland, from the firm of Laidlaw & Co., Glasgow, and are similar in size to those before in use, 8 ft. 2 inches long, by 15 inches wide. The capacity of the Works is now about 3000 feet per day.

Barbed Wire Fencing.
Messrs. McEwen & Buck have received a quantity of this economical and labor-saving fencing material, which they are offering at low rates. Those who have not seen the barbed wire should call and examine it before erecting the old style of fencing.

The Meteorological Service.

TWO STATIONS TO BE ESTABLISHED IN THE GULF OF ST. LAWRENCE.
Lieut. Gordon, Deputy Superintendent of the Meteorological Service of Canada, has left Toronto for the Lower St. Lawrence, to make the Maritime Provinces, and on his way down visit Ottawa to make arrangements with the Agricultural Department regarding the opening of new stations on the Gulf of St. Lawrence. From Quebec he will proceed by the Government steamer *Napoleon III.* to Anticosti, where he will establish a meteorological station at the south-west point of light house, under the charge of Mr. Pope. He will also establish a similar station at Bird Rocks, forty miles north of the Magdalen Islands, under the charge of Mr. Chiosson. Both of these stations will be of what is known in the service as first-class. They will be furnished with all the usual instruments, and will report by the Coast Telegraph service to the Toronto office three times a day. This addition to the list of stations is likely to be of some service in the issue of the daily forecasts, as storms moving over the Gulf, and other atmospheric movements coming from the westward, and hitherto it has been difficult sometimes, from lack of stations in the Maritime Provinces, to obtain information regarding the cause of these delays. Lieut. Gordon will also make a visit of inspection to all the meteorological stations in the Maritime Provinces, and will return to Toronto in about six weeks.—*Ex.*

Concert.

We presume that the people of Newcastle will feel more or less interested in the Concert which is to take place to-morrow evening, on account of the object for which it has been undertaken. The concert of a band in town has often been contemplated upon by the townspeople, as well as by strangers who have visited the place, and it is indeed surprising that the shiretown of one of the foremost counties in the Province has hitherto remained in the background in this respect. But now that steps are being taken in this direction, we trust our people will generously come to the front, and show by a large attendance at the Hall to-morrow night that they are in sympathy with the movement to assist its promoters. It is a pleasure to assist its promoters. It is a pleasure to assist its promoters. It is a pleasure to assist its promoters.

The Land Bill.

There is considerable excitement in England with reference to the Land Bill, which is a measure of considerable importance during its passage through the House of Lords. It was sent back to the Commons for its concurrence in the amendments proposed by the Lords. The bill is a measure of considerable importance during its passage through the House of Lords. It was sent back to the Commons for its concurrence in the amendments proposed by the Lords. The bill is a measure of considerable importance during its passage through the House of Lords. It was sent back to the Commons for its concurrence in the amendments proposed by the Lords.

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Mount Allison Institutions, SACKVILLE, N. B.

We have received the annual calendar of the Mount Allison Wesleyan Academy for 1881, in which we find a fund of information relative to that institution.

THE ACADEMY.

has been in successful operation upwards of thirty years, and now occupies a position of eminence in the educational institutions in the Maritime Provinces. Each year has been marked by valuable additions to its educational facilities, and by general improvements throughout the establishment, and it now enjoys an enviable and distinguished popularity, which is rapidly increasing under the present able and judicious management. We invite the attention of our Northern people to the Academy as an institution where they may secure for their children or those committed to their guardianship a thorough intellectual training which stands the test of every high school. The moral atmosphere which surrounds the pupil while pursuing his studies exerts an influence for good, which seldom fails to bear good fruit in after life. The name of the honored Principal—the Rev. CHARLES H. PAISLEY—a gentleman who spent some time in Miramichi, where he was beloved by his people and highly esteemed by those of other denominations, is a sufficient guarantee that the children sent to the Institution will be carefully and honorably trained—morally as well as intellectually. The Faculty is as follows:—The Rev. Charles H. Paisley, M. A., Principal; Rev. Francis J. French, Thompson T. Davis, B. A., Mathematics; John A. Smith, B. A., Commercial and English Department; Prof. William Jos. O'Brien, M. A., French and Latin; Rev. James H. Smith, B. A., Mathematics; Rev. John Burwash, M. A., English and Latin; Rev. John Burwash, M. A., English and Latin; Rev. John Burwash, M. A., English and Latin.

The Mount Allison Wesleyan College at Sackville is an institution which commands itself to all who are in any way interested in the higher education, and is one of which the Methodists of this Province are justly proud to feel proud. The able speech of Prof. Inch delivered at the Conference lately held at Moncton, an outline of which appeared in these columns, during the delivery of which he referred to the honors conferred by the College representatives when competing with students from other Maritime Colleges, is satisfactory evidence of the value of the work being done by the College, the importance of which is annually increasing. The Faculty of the College has been under a cloud, owing to the withdrawal of Government aid, but it is most gratifying to notice the success which is attending the efforts of the Faculty to increase the endowment fund, one gentleman alone having given \$10,000—a noble example, worthy of imitation, which will cause the name of the College to be remembered long after his name shall have been erased from the roll of the living. The College takes first rank among the educational institutions of the country, and its most liberal support should be the constant ambition of the people attached to the church, which it is more immediately connected, and of others who have a desire to forward the interests of the higher education. The Faculty of the College consists of the following:—James H. Smith, D. D., President and Prof. of Mental Philosophy and Logic; Rev. Charles Stewart, D. D., Prof. of Moral Philosophy and Natural Science; Rev. Alfred D. Smith, A. M., Prof. of Classics; Rev. John Burwash, M. A., Prof. of Mathematics and Political Science. The Courses of Study consist of the following:—1. The Classical Course, 2. The Theological Course, 3. The Scientific Course, 4. The Commercial Course, 5. The Agricultural Course, 6. The Medical Course, 7. The Law Course, 8. The Engineering Course, 9. The Art Course, 10. The Music Course, 11. The Physical Education Course, 12. The Social Science Course, 13. The History Course, 14. The Geography Course, 15. The Natural History Course, 16. The Botany Course, 17. The Zoology Course,