

HOLIDAY ADVERTISEMENTS.

HARDWARE HARDWARE.

The Subscriber has on hand a thorough and complete stock of HARDWARE in all its branches, a large assortment of...

Edge Tool, Fancy Goods, Groceries,

in all, between 8,000 and 10,000 different articles and qualities.

For Sale Low, by J. R. GOGGIN, CORNER WATER AND CUNARD STREETS, CHATHAM, N. B.

DRY GOODS CHEAP.

If you want a bargain in Dry Goods don't fail to examine A. J. LOGGIE & CO.'S stock, for we have never offered goods cheaper than we have ever yet sold them.

BLACK & COLOURED DRESS GOODS, TWEEDS, FLANNELS, COTTONS, SHAWLS & SAQUES.

FOR CAPS and sets of FURS—cleared out exceedingly low. Ladies' and Gents' GLOVES & MITTS—black and white.

Ladies' and Gents' HOSIERY—black and white. Ladies' and Gents' BELT-FASTENERS—black and white.

HANDKERCHIEFS, SILKS, VELVETS, RIBBONS, FLOWERS, FEATHERS, HATS, GALON TRIMMINGS & SEQUIN BUTTONS, FRINGES, CORDS, BRAIDS & BUTTONS, CURTAIN REPP, COMFORTS, BLANKETS, RAILWAY WRAPPERS. A large stock of KETS, DRAWERS, LINDERS, WORSTED COATINGS, Scotch & Canadian TWEEDS and HONESPUNS, MEN'S JACKETS & ULSTERS.

Chatham, Dec. 27, 77.

A. J. LOGGIE & CO.

NEW YEAR!

To enable all who shall require Ornamental, Useful and Serviceable PRESENTS for the HOLIDAY SEASON, I shall...

UNTIL THE 5TH DAY OF JANU, 1878,

place the whole of my STOCK of STAPLE AND FANCY GOODS

before my Customers and the Public, at a very large reduction, FOR CASH.

Special Line of Ladies' and Children's FUR HATS at 25c, 30c, 35c, 40c and 50c. Special Line of Ladies' TWEED UNDERWEAR—at 75c, \$1.00, \$1.25, \$1.50, \$2.00, \$2.50, \$3.00, \$3.50, \$4.00, \$4.50, \$5.00, \$5.50, \$6.00, \$6.50, \$7.00, \$7.50, \$8.00, \$8.50, \$9.00, \$9.50, \$10.00.

Special Line of Ladies' Fur-Trimmed CLOTHES and BELLSKIN CAPS—last season's styles—at 25c, 30c, 35c, 40c, 45c, 50c, 55c, 60c, 65c, 70c, 75c, 80c, 85c, 90c, 95c, \$1.00, \$1.25, \$1.50, \$1.75, \$2.00, \$2.25, \$2.50, \$2.75, \$3.00, \$3.25, \$3.50, \$3.75, \$4.00, \$4.25, \$4.50, \$4.75, \$5.00, \$5.25, \$5.50, \$5.75, \$6.00, \$6.25, \$6.50, \$6.75, \$7.00, \$7.25, \$7.50, \$7.75, \$8.00, \$8.25, \$8.50, \$8.75, \$9.00, \$9.25, \$9.50, \$9.75, \$10.00.

Special Line of Men's Linen STOCKING and GLOVES—30c per pair. Special Line of Men's CAPS, COLOURED, TIES and SHIRTS—at and below cost.

Special Line of Men's BEST STOCKING and GLOVES—30c per pair. Special Line of Men's CAPS, COLOURED, TIES and SHIRTS—at and below cost.

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BUSINESS NOTICE.

The "MIRAMICHI ADVANCE" is published at Chatham, New Brunswick, N. B., every Thursday morning in time for dispatch by the nearest mails of that day.

It is sent to any address in Canada, the United States or Great Britain (Postage prepaid by the Publisher) for \$1.50 a year, or 75 cts. for 6 months—the money, in all cases, to accompany the order for the paper.

Advertisements are placed under classified headings. Yearly, or longer, advertisements are taken at the rate of Five Dollars an inch per year. The matter in space secured by the year, or season, may be changed under arrangement made therewith with the Publisher.

The "MIRAMICHI ADVANCE" having its large circulation is published by the Committee of Hon. Mr. Northumberland, Gloucester and Restigouche (New Brunswick), and in Bonaventure and Gaspé (Quebec), among communities engaged in Lumbering, Fishing and Agricultural pursuits, and superior inducements to advertisers. Address: Editor: "Miramichi Advance," Chatham, N. B.

Miramichi Advance.

CHATHAM, THURSDAY, DECEMBER 27, 1877.

WE WISH ALL OUR FRIENDS THE COMPLIMENTS OF THE SEASON.

Maritime Union.

The Nova Scotia Legislative delegates who were in Fredericton on Wednesday of last week for the purpose of conferring with the New Brunswick Government on the subject of a Union of the Maritime Provinces, appear to have come and gone very quietly and not a great deal of information concerning the result of their mission has been made known.

Those who have given a good deal of attention to the subject, and especially our public men who hold positions of responsibility, have been impressed with the fact that even were the desirability of Union conceded, the details of terms necessary to be arranged before it could be consummated would involve much more time than those who have been foremost in advocating the change appear to have realized. It is, therefore, reasonable to assume that both the Nova Scotia and New Brunswick representative men found, when they met in consultation, that but little progress could, for some time, be made in any direction save towards a better understanding of their mutual interests and a better appreciation of the fact that Maritime Union was a thing not to be brought about without affecting interests very difficult to harmonize and financial matters not easily adjusted.

Owing, in a great measure, to the nature of the opposition with which the present New Brunswick Government has met—the efforts of those who conscientiously, no doubt, desire to weaken its support and influence by almost any means—the credit of the Province has, at times, been injured to gratify party rancour. But it is gratifying to know that, after all, New Brunswick is in a financial position, when compared with that of the sister province now seeking a union with her, gives those who are conducting her public affairs a vantage ground in almost all questions which would go to determine the matter of the proposed change.

With a larger population than New Brunswick, Nova Scotia has, at the present time, less revenue available for her public services, to say nothing of her modes of local administration which in several important respects, must be objectionable to us and, if resorted to, would place New Brunswick in still better financial position relatively. In fact, while New Brunswick's affairs are so managed that she is able to meet her obligations, Nova Scotia's expenditures for the fiscal year, 1877, will fall about \$60,000 short of her available income. A pretty correct estimate of the relative position of the two provinces at the present time will be found in the following figures:—

Cr. Dominion Subsidies,	\$428,475
Cr. Crown Lands,	103,000
Fees Prov. Secy's Office,	5,000
Supreme Court Fees and other Revenues,	22,000
Total Revenue,	\$558,475

Dr. Of N. B. now due, or to accrue for Railways now building—\$800,000, interest which at 5 per cent. will be deducted from Revenue, —

Leaving available for appropriation each year,	\$51,000
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NOTA SCOTIA.

Dominion Subsidy,	\$370,240
Mining Royalties,	85,000
Crown Lands,	6,000
Marriage Licenses,	5,000
Royal Gazette,	3,500

Available for appropriation each year, \$470,740

While New Brunswick's expenditure for ordinary purposes during the fiscal year ending 31st October, 1877, was, doubtless, well within her income, that of Nova Scotia was about \$534,000 or, as we say above, about \$60,000 in excess of her income, a fact which must be very embarrassing to her Government and a subject of serious concern to all her people.

Making population the basis of estimate, Nova Scotia, to be on a financial equality with New Brunswick, ought to have an available income of \$693,000, or \$222,260 more than she has. Not only is this true but, by the terms of the British North America Act, New Brunswick will be entitled to increased subsidy on the census of each ten years until she has a population of 400,000, which will, ultimately add \$86,000 more to her revenue, while Nova Scotia, having the larger population, will only be entitled to increase of subsidy on that account to the amount of \$10,000 above what she now receives. This means a further financial advantage to New Brunswick of \$76,000 and taken together

with the comparatively small revenue which Nova Scotia now has would require that the latter province secure an increase of nearly \$800,000 to her revenue before she could be considered on an equal footing, financially, with New Brunswick. This aspect of the question ought to be first to occupy the attention of the leading public men of both provinces, for a union is impossible so long as such an all-important inequality continues to exist.

If we are not mistaken, Nova Scotia is also at disadvantage in being committed to several railway projects which will cripple her resources to a considerable extent. She has, likewise, resorted to direct taxation for the maintenance of her Lunatic Asylum and in other matters of internal administration her light revenue has obliged the Government to adopt systems of self-support, which, we believe, would meet with a good deal of opposition if proposed for New Brunswick. In the event of a union taking place these matters would probably have to be managed under a uniform system.

New Brunswick was adopted by the Nova Scotia Legislature as a financial advantage and unpopular policy for New Brunswick.

A good deal of importance is attached to the Seat of Government question by the people of the St. John River counties in New Brunswick and those of the middle counties of the south coast of Nova Scotia. It is not, however, a vital matter and if the financial question could be satisfactorily disposed of, we presume the main difficulty would be removed. Our readers will, however, perceive that, as the matter stands, Maritime Union cannot be made a question of active politics for a good while yet, however worthy it may be of the careful and earnest thought of public men in the respective provinces and of the intelligent attention of Canadians generally.

An Innocent Enquirer.

That curious little paper, the Monoton Times, professes not to understand how Mr. McLeod, M. P., as well as Mr. Ferris, could have the Premier's promise of a loan of old rails for the Central Railway when there is no such railway. There must be something about the atmosphere of Monoton that has a tendency to blunt the perceptive faculties of its journalists, for the Times was not ever thus dull. Our contemporary, referring to Messrs. McLeod and Ferris says also:—

The Advance must regard these parties as very curious specimens of legislation, if there is no Central Railway scheme in existence. The sentence is not elegant, nor is there anything in it which is a fair interpretation of any assertion of ours. We certainly did not say there was "no Central Railway scheme in existence."

In fact it is difficult to comprehend the drift of the Times' remarks, for the Times only account for them on the theory that it believes in publishing what the Freeman calls "confounded nonsense" in preference to remaining silent.

The Hudson Bay Company in Difficulties.

The annual public meeting of the Hudson Bay Company held in London on the 27th ult., caused disclosures which will give rise to feelings of astonishment. Owing to a death—or rather to the almost total absence—of buyers the stock is practically at a standstill, and when quoted as at is, is quoted at figures which tell their own story. Not only are dividends to the shareholders altogether out of the question, but the chief factors and higher officers of the Company have, for the last two years, been left without any remuneration for their services beyond the salaries upon which they depend for their daily subsistence. These gentlemen occupy, as between the Company and themselves, the position of quasi-partners, being remunerated, not by regular fixed salaries but according to the profits arising from the Company's business. Much capital has been wasted in doing business in an old-fashioned uncommercial manner and building and maintaining costly store-rooms. The bad times and the skillful cheap imitations of expensive furs, have also been against them, and they have been unable to realize on their immense stocks. Rival companies of keen business men have, moreover, got ahead of them, and after a career of 207 years, the days of the Hudson Bay Company seem to be numbered.

The Independence of Parliament.

The Borderer says:—"Some of the Opposition papers have been endeavoring to show that the Minister of Marine has violated the independence of Parliament. The alleged offence was the sale of lumber, at Moncton, to the Government, and it has been thought of sufficient importance to justify a contradiction which shows that the Minister is entirely free from blame. We do not imagine that anyone seriously believed that the Minister was at fault, for the paper which originated the report has gained such a reputation for reckless and unreliable statements that even the friends of the Opposition have ceased to place faith in its assertions. Little faith can be placed in any journal which is driven to such shifts to support existence that it must needs aim at continual sensational stories which are quickly abandoned to give place to others which are equally untrue. The paper alluded to is the Monoton Times and the criticism of the Borderer is largely correct. There are other gentlemen besides the Minister of Marine who are said to have "violated the independence of Parliament." We have noticed the names of Messrs. McLeod of Kent, Mitchell of Northumberland, and McFitt of Restigouche on the list. Mr. Anglin of Gloucester was another, but he resigned his seat and sought and obtained re-election. We presume the others do not feel as safe in the hearts

of their constituents as Mr. Anglin did or they might follow his example.

The Wood Trade.

Messrs. Simson and Mason's London Wood Circular of 3rd. inst. says:—"The business done in the wood trade in the month has not been as large as compared with '76. The consumption, as indicated by the deliveries from the Docks, shows a decrease, and the tendency of prices has been less firm. Where goods have been forced for sale considerable reductions in prices have followed. This must continue to be the case until shippers put their veto on this system, which is proving so very injurious to the trade in general. Most of the best shipments of deals, planks and battens being in the hands of strong holders, are being held at prices to cover import cost, but second-class and common stocks have been forced at what would have been considered some short time ago, ridiculously low figures. Battens, especially, are being sold, leaving a heavy loss on the import cost."

DOMINION PARLIAMENT.—A despatch dated Ottawa 21st., says a general impression prevails that the Dominion Parliament will meet on Thursday, January 24th.

THE LOST VOICE.—We have the authority of the ancient myths and that of modern legend to show that apocryphal both gods and men, Parliament will meet on Thursday, January 24th.

Mr. Philip Ott, the wife of a German who is employed at the Central Market, corroborated Mrs. Herzberger's statements. She resides on the second floor, and her story on Tuesday evening last told her husband the same story about the broken fire or pipe, and Mr. Greenfield's refusal to have it repaired, as that recounted by Mrs. Herzberger.

Mr. Friedrich Gersch, another neighbor, heard the story from Herzberger's lips on Wednesday last, and declared that he was willing to repeat it under oath. He said the best proof that Herzberger, who he had known for many years, was a competent engineer was that he had been employed at Greenfield's before being transferred to his present address at 15th and Tenth streets, as an engineer for fully eight years. He received his certificate as a competent engineer, however, only a week ago last Thursday.

The deceased engineer was generally well spoken of in the neighborhood of the disaster as a sober and faithful worker.

AMONG THE EMPLOYEES.

Mr. Greenfield established his headquarters at No. 40 Barclay street, yesterday, where his office was besieged by a number of people, mostly young girls, in search of information or seeking their wages. Mr. Greenfield's son remained to receive visitors and transact routine business. Several young women, his former employees, were early at the office, evidently availing themselves of the opportunity of a settlement of their claims. They had not yet completely recovered from their fright. It was but the evening before they had narrowly escaped with their lives menaced by a double danger. The conclusion of the explosion first brought the walls of the building down about their ears, and the flames burst forth in all directions simultaneously, almost surrounding them and cutting off their retreat to the open air. It was, indeed, a miraculous escape from an appalling death. The explosion, the concussion, the falling walls, the lurid flames, the cracking and creaking of the floors, the blinding smoke and the hissing steam—all these terrors comingling formed a crescendo of horrors upon the minds of the young women. A few of the girls who were confined within were young women, who of course could not be expected in such a trying ordeal to retain their self-possession—a task made doubly difficult by the fact that the Russian is not the cause of our mourning Parliament, but the license which is given Russia by Germany and Austria to use the victory in her own way. This will constitute the danger to British interests.

THE ENGLISH PARLIAMENT.

A despatch dated London, 17th, says the morning papers officially announce that the Russian is not the cause of our mourning Parliament, but the license which is given Russia by Germany and Austria to use the victory in her own way. This will constitute the danger to British interests.

RUSSIAN REINFORCEMENTS.

A despatch dated Bulgaria, Dec. 19th, says: Orders are given in Russia for the immediate mobilization of 60,000 fresh troops. New battalions are continually crossing the Danube.

SULEIMAN PASHA ARRIVED AT CONSTANTINOPLE.

A despatch dated London, Dec. 21st, says, Suleiman Pasha, with 10,000 men, has arrived at Constantinople from Yarna. He goes to Adrianople to take command of the army of Roumelia. Suleiman's circuitous route is explained by the fact that in consequence of the ice and snow in the Balkan passes, heavy material is more easily transported by railway to Yarna, thence by sea to Constantinople.

THE CZAROVITCH.

It is reported that the Czarevitch will probably return to Russia when General Tolstoen will assume command-in-chief. NEGOTIATIONS.

The Porte does not seem much inclined for direct negotiations with Russia, and is bending all its energies to the defence of Roumelia.

ENGLAND UNABLE TO MEDIATE.

A despatch dated Manchester, Dec. 21, says a London despatch says that the British Government has declared its inability to mediate owing to the divergent views of the other Powers on the Russo-Bulgarian Question.

THE TIMES ON THE SITUATION.

The Times says: "No course can be more reasonable and obvious than that, at this juncture, the Government should desire to consult with Parliament, as soon as it can, without unnecessary inconvenience, whether they contemplate interference, mediation, or simply means of securing a good position in the final settlement of the question. They cannot but feel the need of Parliamentary support."

NEUTRALIZATION OF THE DANUBE.

A despatch dated Liverpool, Dec. 21, states the Times Vienna special says, negotiations have been some time in progress for the neutralization of the Danube, which Russia desires should extend to the sea.

BAD WEATHER.

A despatch dated London, Dec. 21, says according to latest accounts, the successive appearance of snow, rain, frost, and thaw have very much broken up the roads in the Balkans. Snow is now several inches deep at Bucharest, and the weather must be exceedingly trying to the troops of both armies not in winter suits. Operations in the open field are only possible at the risk of great loss from sickness and privation.

Gen. Gourko's men operating near Orhan have been their abating tent, but no knapsacks. The Bulgarian villages are inadequate to shelter considerable bodies of troops.

NEW TURKISH LEVY.

It is said the Porte will shortly order a fresh levy of 300,000 men.

General Business.

FURN, NEW, CHOICE & VERY CHEAP, AT THE MANCHESTER HOUSE.

LADIES' Best South Sea Seal Mat & Bed. LADIES' Best North Sea Seal Mat & Bed. LADIES' Best R. S. Seal Top and Mink Bed. LADIES' Best R. S. Seal Top and Mink Bed. LADIES' Best R. S. Seal Top and Mink Bed.

ONE OF THE MISSING.

"Poor Josephine Shepherd," said a comely brunette, "left by the College place entrance with me. When she got to the sidewalk she stopped, and cried out, 'Oh, I can't go without my waterproof cloak.' She turned back, and that is the last I ever seen of her."

"But you should see us going home," spoke up another. "Hettie and I got on the Barclay street ferry just as we left the store, without hat or shawl. The passengers gathered round us, showing great sympathy for our distressed condition. One nice looking old gentleman was particularly interested in us. After hearing our story (Hettie was crying all the time) he wanted to collect money from the passengers for us. We wouldn't let him do it, but every one seemed inclined to give us money if we'd take it. George Ryan, the expressman, made all haste to our home