

GENERAL BUSINESS SPRING, 1880, SUMMER. SUTHERLAND & CREAGHAN, Wholesale and Retail Drapers. GENERAL DRY GOODS, NEWCASTLE.

Anticipating the good times, which we confidently have at hand, we were exceedingly fortunate in buying an immense stock of SPRING & SUMMER DRY GOODS early last February, saving thereby HUNDREDS OF DOLLARS.

FOR SALE. The Subscriber's Stock of DRY GOODS, including the following White and Unbleached Cottons, Flannels, Denims, Winceys, Mens' and Boy's Tweeds, Dress Goods, Velvet & Velveteens, etc., etc., Hosiery, Tweed, Flannel & Cotton Shirts, Clothing, Boots & Shoes, etc., etc., Sail Canvas, Cotton Duck, Lincs & Twines, Fishing Nets;

MANILLA AND TARED HEMP ROPE. SHELF HARDWARE & CARPENTERS' TOOLS, (ENGLISH AND AMERICAN.) Iron and Steel, Cut, Wrought and Pressed Nails, Plough Mounting, Ploughs, Shovels, Cooking Stoves for Coal and Wood, Wagon Axles & Springs, Sporting and Blasting Powder, Fuse, Shot, Glass, Putty, Paints, Linseed, Lard, Olive, Kerosene, Wool and Lubricating Oils, Varnishes, Patent Dryers, Paint & Whitewash Brushes, ELECTRO PLATED WARE, WINDOW CORNICES, & C. TEA, TOBACCO, FLOUR, MEAL, at the Lowest Cash Prices. Timothy, Clover and Turnip Seeds. New Smoked Hams.

NEW GOODS, DIRECT IMPORTATIONS. WATCHES, Clocks, Jewellery, FANCY GOODS, WALTHAM, ELGIN, and SWISS WATCHES. In Gold and Silver Cases, Ladies' and Gents' Sizes. GOLD, SILVER, PLATED AND JET. JEWELLRY OF ALL KINDS. FINE ELECTRO-PLATED WARE. Musical Albums and Boxes, Ladies' Companions, Work Boxes, Opera & Field Glasses, Pic-Nic Baskets, CARD CASES, PAPER WEIGHTS, China and Glassware, In Vases, Flower Stands, Flower Pots, Ornaments, Toilet Sets, Glass Boxes, Rubber Dolls and Toys, Toy Watches, Dominos, Playing Cards, etc., etc.

1880, 1880 INTERCOLONIAL RAILWAY. International Steam Ship Company. JOINT THROUGH TARIFF. Intercolonial Railway Points. Portland, Boston and New York. VIA ST. JOHN, N. B. TAKING EFFECT 1st JUNE 1880.

1880. International Steam Ship Company. SUMMER ARRANGEMENT. TRI-WEEKLY LINE. ON and after MONDAY, June 14th, and until October 1st, the splendid Sea King Steamer 'New York' E. B. Winchester, Master and Cabin, will call at Portland and Boston on Monday, Wednesday and Friday morning at 8 o'clock, and on Tuesday, Thursday and Saturday morning at 10 o'clock, after arrival of the steam train from Boston, both ways as Eastport with Steamer 'Charles Houghton' for St. Andrews, St. Stephen, and Cabot, and at Portland and Boston with Steamer and Mail to all parts of the United States. Through tickets can be procured at this office and H. Chubb & Co.'s at all points of Canada and the United States.

ICE CREAMS, ICE CREAMS, T. H. FOUNTAIN'S. Farm for Sale. The Subscriber offers for sale the Farm situated on the Great Road leading to the 'Federation' in the Parish of Blomidon, County of Northumberland, containing 200 ACRES. There is a good house, outbuildings and barns on the premises, and a large quantity of timber on the farm. For further particulars apply to MR. ANN KELLY, Blomidon June 9, '80.

Miramichi Advance.

CHATHAM, JULY 29, 1880.

The Salmon Fishery.

We publish, in another column, an interesting letter on the subject of Salmon, with especial reference to our Northern rivers, by Professor Hind of Windsor, Nova Scotia. Professor Hind has been at considerable pains to state his views as to why the Salmon were late in visiting us this season and in the absence of any more plausible theory it will do no harm to accept them. His statements respecting the reproduction of the Salmon are those of a close observer and it is encouraging to find a gentleman of such profound scientific attainments giving evidence of the fact that he has not spent his life almost entirely in theorizing, as far too many scientific men do. His explanation of the purposes of the hook which is formed on the end of the lower jaw of the Salmon at the spawning season is correct, although we have heard many persons who ought to be informed on the subject laugh at the idea. The Professor will, however, search among atmospheric causes in vain for the great scarcity of Salmon this season, and as this valuable fish was not only late in visiting us, but has broken its usual engagement with our fishermen, he will naturally conclude that the cold wave of last fall had little to do with the matter, after all. Professors, fishery officers, fishermen and the public generally will soon come to fully realize the fact that our Salmon fisheries are becoming less productive each year. It may be that next year will bring with it an improvement, but an average of succeeding periods of three to five years will show such a diminution of the quantity of Salmon taken by any given stand of nets or number of rods, as to prove that the numbers of Salmon visiting us are yearly diminishing. Several causes contribute to this state of things. Among these are the increase of refuse from steamers, mills, etc., the enlargement of the fishery, owing to the improved facilities for shipping to larger and distant markets, the over-fishing permitted in the fluvial portions of the rivers and the dragging of parent Salmon from their natural spawning beds for the supply of Government Hatching Houses with ova. The saw-wood and other wood in a decayed state, which so largely forms the silt deposited over so great an area of our North Shore river bottoms, leaves no room to doubt that Salmon, as well as many other fishes, are prevented from visiting us, as in the old time, on account of the water being thereby polluted. Add to this agency the sulphurous cinders thrown from our numerous steamers into the river, the sewage from the towns and other polluting agencies, and there can be little room to doubt that the water of our rivers is gradually becoming unfit for Salmon to live in.

It needs little argument, also, to convince anyone that the vastly increased catch of the past few years, promoted by the perfection with which the modes of shipping ice fish have been brought, has had a tendency to lessen the numbers of fish remaining to be caught. The Salmon is unlike the Codfish, the Mackerel, the Herring and other sea fish, inasmuch as it can only be propagated in inland rivers, beyond the tide. It is, therefore, an exhaustible fish. The hatching grounds and nurseries are not so extensive and they may be accurately measured and when the way to them is almost entirely barred by nets set both with and without legal sanction, the decline, if not extinction of the fishery, is only a matter of time. Many Salmon visit our tidal waters—our bays and estuaries—which are not breeding fish, and nets set in the sea water are, therefore, not open to the same objections as those further inland. It is plain, from this fact, that it ought to be the policy of the Government to restrict, as far as possible, the Salmon net fishery in the fluvial portions of our rivers. The agriculturist and the lumberman find their wealth along the rivers, but the sea coast is peculiarly the domain of the fisherman. It is therefore wrong that our best migratory fishes should not be practically unmolested after they have left the sea for the sole purpose of reproduction. It is bad enough that the duty of the Government in this respect should be so poorly performed as is shown by the reckless manner in which licenses are granted to net fishermen near the spawning beds. It is far worse, however, that the Government should send its officers every year to drag hundreds of breeding Salmon from the pools which they have reached, despite all dangers, and in which they lie while the ova and milk are ripening for deposit where nature intended they should be laid.

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The Pacific R.R.—Who is Responsible?

The St. John Sun makes assertions in reference to great questions as to the history of Canada during the last ten or twelve years. On Saturday last it threw the responsibility of having undertaken to build the Canada Pacific Railway upon the Liberal party. The Sun must think its readers are so ignorant as to believe this statement or it would not publish it. The Liberal party headed by its recognized leader, the time in the Commons—Hon. Alex. Mackenzie—protested against the terms under which British Columbia was to be brought into Confederation. These terms were that the Railway should be constructed within ten years. Sir John A. Macdonald, with a large majority at his back, was well able to carry the bill through Parliament, and all the Liberals could do was to insist on the proviso that the road should be constructed only as fast as the circumstances of the country would admit, without any new taxation being imposed on account of it.

Had Mr. Mackenzie and his followers been permitted to handle the British Columbia question according to the determination of the Liberal party in reference to it, Canada would not have been committed to the construction of the Pacific Railway when she was. The Liberals, as we understand their policy, were anxious to extend the Railway system of Canada westward as fast as possible, in order to facilitate the settlement of the new and fertile territories lying eastward of the Rocky Mountains. In doing so they proposed first to utilize the splendid water power of the rivers and lakes, which would save millions of dollars to the country. Afterwards, as the circumstances of the country would admit of it, they proposed an all-rail route to the far west and, ultimately, across the continent. That this policy would be adopted by Sir John A. Macdonald was strong enough to outvote those of Hon. Alexander Mackenzie. Any school-boy ought to be sufficiently well-informed, therefore, to correct the Sun's assumption that the "Grits" are responsible for the suicidal policy to which Canada is committed in reference to the Pacific Railway. The Liberal party, to-day, led by Mr. Edward Blake, are contending for the same policy being advocated by them as against Sir John's ruinous scheme. It is true that they recognise the gravity of the fact that Sir John committed the country to his scheme, but as it turns out in experience to be more and more ruinous every day, they contend that it is right to fall back upon the promise of Sir John to the effect that the road should be constructed as fast as the circumstances of the country would admit of it. In this policy there is evidence of true statesmanship. The argument of the Sun virtually is that because the crazy bargain received the sanction of a corrupt parliamentary majority it must be carried out, even though the Dominion should become bankrupt in the operation. In other words, because a little Pacific Coast Province—with a population numbering fewer souls than an average New Brunswick county—threatens secession and annexation to the United States, it must be silenced and satisfied at the expense and even sacrifice of the Dominion as a whole. We are told by those who have chosen to follow Sir Leonard Tilley out of the Liberal into the Tory and Protectionist camp that it would be highly dishonourable to refuse to sacrifice the country in order to "keep faith with British Columbia," yet this same Sir Leonard Tilley and his disciples plead that which New Brunswick is induced to adopt Confederation are broken and even denied. Millions of dollars must be spent at the instance of a quarter of a century in the purchase of a quarter of a million of acres of land, in order to fulfil a bargain begun and carried on in political corruption, while the hundreds of thousands in the Atlantic Provinces are taxed beyond all promise and precedent to maintain the outrage. This state of things is bad and the great body of Liberals—the majority of the people—think it hard to bear. When they are, in addition, charged with being responsible for the outrageous folly by the Tory organs, it is proof that those who so mislead us are capable of assuming any position, no matter how false or mean it may be, provided they thereby secure even the smallest political advantage. We doubt, very much, however, whether a single reader of the Sun and other Tory organs can be made to believe that any other than Sir John, Sir Leonard Tilley and the party so worthy of such leaders are responsible for the Pacific Railway crimes and blunders.

How Bad Boys Ought to be Treated. Matthew Blackmore, of China Street, Liverpool, and William Farnest, of Salisbury Street, Liverpool, two boys, were charged with having stolen three logs of timber, valued at 2s., the property of Messrs. Harrison, Robinson, & Co., Canada Dock, Liverpool, on Sunday, the 13th inst., the prisoners were met by police-sergeant Macdonald at a quarter of six o'clock at night in Regent Road, carrying the timber produced. He asked them where they obtained the goods, and both of them said that a boy had given the logs to them. They were taken to the police-station, and in the meantime the other boy, who had been pointed out to the charge by Farnest, said, "Blackmore took the first one, and I took the other two out of a timber yard." Blackmore said, "When I was leaving home to make mother told me to get some wood to take to the police-station, and when I took the timber, Farnest was ordered to each receive six strokes with a birch.

The above is from the British Trades Journal, and our object in copying it is to show that even in Liverpool—a large city, with ample police guards and advanced institutions founded and carried on for the purpose of correcting the inclinations of the young to go astray—it is found necessary to be severe with juvenile wrong doers. It will be observed that two boys carrying boards at half past six (legally at night, though broad daylight), seemed to justify the police in arresting them. Here is a lesson for policemen, especially as it turned out that the boards were stolen. The punishment of the boys, too, seems to be of the proper kind, and is preferable to that provided by our code. It secures a great pity for our laws and practices are so far behind those of Liverpool.

The N. P. and the Lumber Interest. It appears that a large number of independent papers have taken the St. John Sun to task for its mistakes in reference to the criticisms of Mr. Snowball M. P. on the tariff. Mr. Snowball argued in the Commons that the high protective tariff of 25 to 35 per cent which Mr. Tilley had placed on Canadian imports in place of the 15 per cent tariff which he promised at Confederation for 25 years, would be ruinously oppressive to the lumber industry. The Sun seems to feel uncomfortable, not because Mr. Tilley and his leading political friends of that time were deliberately deceiving the people, but on account of the persistency with which he has insisted on the tariff, and how shamefully he has broken his promises. That organ seems to think that Sir Leonard would be endorsed, no matter how far he may go in the direction of political bankruptcy and deception. The Sun is, of course, displeased with all the papers, but the few run in the Government's interest and the ADVANCE comes in for its share of police as well as other attacks.

The "Sun" fell into error when it stated that Mr. Snowball had refused to be named in the National Policy. He has not refused to be named, but he did not go so far as to name the names of those who had been named in the Sun's Parliamentary utterances. The "Sun" fell into error when it stated that Mr. Snowball had refused to be named in the National Policy. He has not refused to be named, but he did not go so far as to name the names of those who had been named in the Sun's Parliamentary utterances.

Wimbledon.

Colonel Williams gave a lunch on the 22nd inst. in the Canadian camp. The guests invited included Lord Kimberley, Stanhope and Lewis, Sir Stafford Northcote, Sir John A. Macdonald, Sir Garnet Wolseley, Sir R. Sully Smyth, Sir Charles Tupper, Sir Alexander Galt, Sir John Rose, Colonel North, M. P., Mr. Paley, M. P., and others.

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The Maritime Cattle Trade.

From the Telegrams. Mr. Snow, the writer of the letter to Senator Carter, has been asked the following information:— Mr. Snow was one of the tenant farmers, who, at the invitation of the Dominion Government, visited Canada last year, and who, with others of the delegates, it was his privilege to meet on the voyage to England in November last, and afterwards to visit, at his 1480 acre farm, some twenty miles from Edinburgh.

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