

# Bound

THE UNION ADVOCATE, WEDNESDAY, JANUARY 5, 1876.

He himself was not aware of the extent of his popularity, and was blind to the traps which he had set for himself. It was for this reason, perhaps, that he escaped the snares which he had set for himself. Had he seen them he would have been intensely uncomfortable; as it was, he was intensely happy; as if he were laughing at them and with him about the stories that were set about.

'I contradicted them,' said Richard, 'but I am not bettered.'

'All the better for you,' replied Mr. Armstrong. 'Never dispute with the world when it speaks well of you. Time enough to quarrel when it breathes a word of blame. The world will have its own way.'

But excited and pleased as Richard Barton was with these new and flattering experiences, he found his sweetest pleasures outside the charmed circle of the fashionable world. He was in love, and not with one of the darlings of the upper ten.

(To be continued.)

## The Union Advocate.

ESTABLISHED 1857.  
NEWCASTLE, N.S.W.  
WEDNESDAY, JANUARY 5, 1876.  
NEW BRUNSWICK SHIPPING.

The Globe of the 31st ult., contains an interesting summary of the vessels lost during the past year, and an account of the work now going on in the shipyards of the Province.

The vessels lost number 23, aggregating 6,519 tons, value, £240,000. The number of vessels lost, during the three previous years, is as follows:—

|      |    |         |
|------|----|---------|
| 1874 | 35 | 100,000 |
| 1873 | 31 | 100,000 |
| 1872 | 31 | 100,000 |

In 1875 there were built in the St. John district, 87 vessels, representing 57,592 tons; 1874, 78 vessels, 39,164 tons; 1873, 65 vessels, 43,318 tons; 1872, 40 vessels, 23,807 tons, showing a falling off in 1875 of 23 vessels and 19,504 tons as compared with the previous year, and a falling off of 47 vessels and 15,469 tons as compared with 1872. This of course was the result of the commercial depression which has fallen upon the Province since the late summer of the year last past. It is worthy of notice in the other districts during the year is said to have been as follows:—

IN DORCHESTER, 4 bark, 3 brigantines, representing 5,051 tons.

SAVANNAH—1 bark, 1 barkentine, 1 brigantine, 1 schooner—total tonnage, 1,608.

ST. ANDREW'S—1 vessel of 380 tons.

CHATHAM.  
BANKS—Bliss, Chisholm, 961; Wellford, R. Brown, Wellford.  
MILLAR, 909; Chatham, Alex. Morrison, Chatham.  
POMEROY, 79; Richmond, J. & F. Jaslin, Richmond.  
S. SCHROEKER—ADVANCE, 23; Chatham, Angelo, & Eschbach, Richmond.  
MIRAMICHI, 5; Richmond, S. Richard, Richmond.  
MIRAMICHI, 5; Madras, Eli Gold, Madras.  
MIRAMICHI, 2; Chatham, W. H. Flegler, Chatham.  
MIRAMICHI, 2; Travelling, Wm. Ferguson, Travelling.  
MIRAMICHI, 2; Carapart, F. J. Letson, Carapart.  
Total—10 vessels of 2,285 tons.

There are now being built or contracted for in the Province, 40 vessels of about 36,850 tons, at this date last year 43 vessels were being constructed, the aggregate tonnage was then 34,470, or 2,380 tons less than that covered by the operations at the present time. The activity in the shipyards throughout the Province during the year will altogether depend on the condition of freights.

In Kent County, at Beaufort, Mr. McNair is building a load of 700 tons for George M. Leod, M.P. At the same place, A. Girouard is building a 200 ton vessel for Prince Edward Island parties. At Wellford, a vessel of 900 tons is being built by Riggs Brothers, Chatham, and at work on a 900 ton vessel at Richmond. In 1855 there were owned at the Port of St. John, 568 vessels, of 110,451 tons; in 1865, 626 vessels, of 205,783 tons. During the year, after deducting 57 vessels of 18,187 tons removed from the registry, being lost, sold to foreigners, &c., there still remain on the books representing the disposal of the port 594 vessels of 272,054 tons, showing an increase as compared with 1855 of 238 vessels and 161,603 tons.

It is not many years since that the shipyards on the Miramichi were constantly the scene of activity, but now, owing to causes which are too well known, a general stagnation prevails. It does seem passing strange, however, that with all the natural facilities at the disposal of our capitalists, that shipbuilding in the North has been allowed to die so completely. What better time could there have been selected than the present for constructing a few vessels either for the market, or to be owned and sailed by companies or individuals, when hundreds of men are seeking in vain for employment, willing to work at low wages, in order to keep "the wolf from the door," and when the principal materials used in shipbuilding can be obtained at lower rates than have been obtained for years past.

Our port has earned an excellent reputation for turning out substantial sailing vessels, and it is

## Journaling.

Hon. Mr. Campbell has been elected by acclamation.

The statue of Napoleon was recently replaced on the Vendome column in Paris.

Augustus Mayhew, contributor to the London Punch, is dead.

John B. Quinlan, of the Parish of Louisa, St. John, aged 23, was drowned from the ship *Harporad*, at Bombay, 12th November. He was to have sailed for the Indies. He was a member of the *Harporad* at Newmarket, and on that vessel after his return.

The *Ottawa Times* has been sold to Mr. Burgess, who has occupied the position of its editor for about a year and a half.

Screening vessels, aggregating 15,000 tons, are being constructed in the shipbuilding yards of Quebec.

Walter Irvine, the negro convicted of being an accessory of Robby, by aiding in his concealment after the murder of John Dillby, died at 4 o'clock on Christmas eve.

Frank Moulton has brought a civil suit against Henry Ward Beecher for malicious prosecution, having his damages at \$50,000.

A tornado of the Gloucester fishing fleet, valued at \$100,000, with 122 lives, have been lost the past year.

The Earl of Stanhope, the well known essayist, historian and statesman, is dead.

The grass was green and four inches high, and roses in bloom in San Francisco on the 12th December.

It is said that the Western Bank will be wound up on the 1st August next, by order of His Honor Judge Weldon, when a final payment of 25 cents to the dollar will be made to the creditors. This, with previous payments, will make the paper worth 68 cents to the dollar.

The Dominion Parliament will meet for the session of business on the 10th February.

The Public Schools of Newcastle are to be re-opened on Monday next.

The Mount Allison educational institutions re-opened yesterday.

Dr. Charles has been elected for Argenteuil by acclamation. His opponent, Mr. White, of the *Gazette*, retired.

Negotiations are pending with Austria, with regard to the construction of a large business line between Vienna and Constantinople.

The City Treasurer of Buffalo, N.Y., is a defaulter to the amount of \$100,000, and has fled to Canada.

The cargoes of 4,100,000 bales of straw were in trip in Mississippi.

MILL STEELMAN AND WAY BRIDGE—On Friday last fifteen cars arrived at Mill Stream, (12 miles above Metepedia) loaded with over 200 tons of bridge iron for the Mill Stream I.C.R. bridge. The cars were being unladen by the contractor, Mr. W. J. Rogers, having sole charge of the bridge. The contractor has to draw over the last 9 miles by horses. The erection of the superstructure will be commenced at once under the direction of Mr. T. Sefton. The bridge system will be opened some time this week. It is very much needed, as travellers from St. John have to fast until they reach Campbellton, unless they take the precaution to bring along a supply of provisions. We hope Mr. Vye will find this move a remunerative one.

## Union Meetings.

The Union Meetings under the auspices of the Evangelical Alliance are being held in Chatham and Newcastle. In the former place the first meeting was held in St. Andrew's Church, on Sunday evening, the Rev. W. Wilson, pastor, presiding. The Church was comfortably full. Address was delivered by the Rev. Mr. Allan, and Rev. Mr. Peppercorn (Wesleyan).

A very interesting and well attended meeting was held in the Wesleyan Church on Monday evening, which was presided over by the Rev. Mr. Allan, and Rev. Mr. Peppercorn (Wesleyan). The Rev. W. Wilson and Rev. J. M. Allan were the speakers. Rev. Mr. McCreary (Ref. Episcopal) gave the closing prayer. Every seat in the Church was occupied.

Last night a meeting was held in St. John's Church, presided over by the Rev. J. M. Allan.

The Union Assemblies, which will be held in the Temperance Hall, on the Rev. Mr. McGuire will be presided over.

At Newcastle the first of the Union Meetings was held on Monday evening in the Baptist Church, which was well attended. Address was delivered by the Rev. S. Russell, Rev. Mr. Fielder and Rev. Mr. Grosvenor. Last night a meeting was held in the Methodist Church, the Rev. Mr. Fielder presiding, interesting addresses were delivered. The meeting to-night will be held in St. James' Church.

**LECTURE.**—On Monday evening last, Silas Alward, Esq., of St. John, delivered a lecture in the Temperance Hall, Chatham, under the auspices of the Literary Society of that town. The subject was "The latest English Historian." A correspondent writes that Mr. Alward has a fine reputation as an excellent delivery, and that many of the passages were full of eloquence, and well spoken of by the audience of all parties.

**PASTORAL CHANGES.**—John McMillan, Esq., P. O. Inspector, has had under consideration the advisability of giving the contract for the building of a grand postal accommodation for the routes between Chatham and Richibucto, and recommended that a tri-weekly mail be carried between the two places. This recommendation has been adopted by the Government, and the new arrangement was commenced on the 1st January.

**GENUINE SYMPATHY.**—The Farmer, as on Christmas morning, Alex. Gibson, Esq., presented to the St. John's Church a valuable watch, the sum of \$500. It will be remembered that Mr. Cowperthwait, who is a son of the Rev. Mr. Gibson, was injured, not with his death from an accident on the road about a year ago.

**MR. MOSS.** Fairley and Wilson are giving their saw mill at Blackville a thorough overhauling. They are now putting in a new turbine wheel, which is about four tons. The improvements are being made under the direction of Mr. Libby, of Massachusetts.

**MR. BIANCHARD'S REMINDERS.** The *Moncton Times* is reminded that Mr. Bianchard was a representative for Gloucester in the Local House, not Restigouche.

**DR. MOONEY'S INTENTIONS.** Leaving Newcastle at the end of the present month. See advertisement.

**An American Opinion on the Pacific Railway Policy of the Government.**

From the *Alta Californian*.  
The object of the British Colonists to sell the permanent interests of the route to the United States, and to purchase the route, is a very singular and, at the same time, a very wise policy. It is a policy which has been adopted by the United States Government, and it is a policy which has been adopted by the British Government. It is a policy which has been adopted by the United States Government, and it is a policy which has been adopted by the British Government.

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