General Business.

FISHING LOT FOR SALE.

To be sold by Public Auction, on

TUESDAY, 16th JANUARY NEXT,

AT 12 O'CLOCK, (noon,)

In front of the Waverley Hotel, in the Town of Newcastle, in the Co. of Northumberland.

For payment of the debts of the late Matthew Carruthers, of the said Parish of Newcastle, Land Surveyor, deceased, in consequence of a deficiency of the personal estate of the deceased for that purpose, pursuant to a License issued by the Judge of Probate for the said County of Northumberland, the land and premises following, to wit:—

All that tract of land situate in the Parish of Bathurst, in the County of Gloucester, granted to Richard Hutchison, allotted and bounded as follows, to wit:—

"Beginning at a point on the southeasterly bank or shore of the Big Nipisiquit River, where a southeasterly prolongation of the northerly line of Lot No. 35, granted to John Ferguson, strikes the said bank or shore, thence south sixty-three degrees and thirty minutes, east, twenty chains, thence south twenty-six degrees and thirty minutes west twenty chains, thence north sixty-three degrees and thirty minutes west forty chains, or to the southeasterly bank or shore of the said river, thence following the various courses of the same down stream to the place of beginning, containing sixty acres, more or less, with the rights and appurtenances thereunto belonging."

Dated this 5th day of December, A. D., 1882.

RICHARD HUTCHISON, Executor.

Davidson & Davidson, Solicitors.

'82 X'MAS NEW YEAR '83

Christmas Comes but once a year, Before it comes the Cards appear.

I HAVE just received **500 NEW CARDS** which for Design and Variety surpass anything ever before shown.

Gold Goods! Silver Goods!!

ALSO A GREAT MANY OTHER ARTICLES SUITABLE FOR **NICE PRESENTS.**

CLOTHS! CLOTHS!!

For Ladies' Ulsters and Jackets, Gents Overcoats and Siltings, cheaper than ever.

CLOTHING! CLOTHING!

Mens' and Boys' Overcoats, Ulsters, Reefing Jackets Suits, Shirts, Gurnseys, Drawers and Linders. The Largest, Cheapest and

Best Assorted Stock in Miramichi.

JUST TO HAND:—

200 Pieces Grey and White Cottons
75 " Winceys.
25 " Dress Goods,
50 Shawls,
75 Pairs Blankets,
70 " Dr. Warner's Health Preserving Corsets.

—MY STOCK OF—

Staple and Fancy Dry Goods

will be found complete and Prices low for Class of Goods.

ALSO LADIES' MISSES' and GENTS

Fur Caps, Muffs and Boas,

TRUNKS and VALISES,
BOOTS, OVERSHOES and RUBBERS.

Choice Groceries, Guns and Revolvers.

CHEAP CASH STORE.

P. S. Highest Price paid for RAW FUR,

JAMES BROWN.

Newcastle, Dec. 6th, 1882.

JUST RECEIVED.

90 BARRELS

HEAVY MESS PORK.

125 BARRELS

A

CORNMEAL.

65 BARRELS

Ontario Oatmeal.

150 BOXES

RAISINS,

VALENCIAS, LONDON LAYERS

—AND—

LOSE MUSCATELS.

50 BUSHELS

White BEANS.

80 PUNCHEONS and TIERCES

MOLASSES.

80 BARRELS

Refined Sugars.

at Usual Wholesale Rates for CASH.

JOHN McLAGGAN
NEWCASTLE.

County Council.

THE County Council of the Municipality of the County of Northumberland will meet at the Council Chamber, Newcastle, on

Tuesday, the 16th January, next

AT 12 O'CLOCK, NOON, for despatch of business.

SAMUEL THOMSON, Secretary Treasurer.

Office of the Secretary Treasurer, Newcastle, Dec. 20th, 1882.

Highland Society.

THE Annual General Meeting of the HIGHLAND SOCIETY will be held at Mrs. Bowsers Hotel, Chatham, on

Saturday the 13th of January, inst.,

AT 11 O'CLOCK.

G. B. FRASER, Secretary.

Miramichi Advance.

CHATHAM. . . . . JANUARY 11, 1883.

TRANSATLANTIC LUMBER SHIPMENTS.

According to annual custom we present, this week, a report of the lumber shipments of New Brunswick to transatlantic ports for the past year; and add a new feature—an approximate statement of the same class of shipments from Nova Scotia ports. The ADVANCE has been, so far, the only paper in the country to publish the full exhibit of the whole transatlantic lumber shipments of the Province, annually, as it has done for the past eight years, and the addition, this year, of those of the sister Province will add new and increased value to our customary report It is not, at all times, easy to accurately obtain the figures required over the extended coast-line of the two Provinces, the chief difficulty growing out of the fact that there are so many outports, the shipments of which are credited to the ports through which their returns are made to the Customs Department. In two or three cases, for instance, in Nova Scotia, there are outports on the straits of Northumberland the returns of which are made through a Custom House at the head of the Bay of Fundy—an anomaly which is very misleading to the compiler of relative and local statistics. The lumber shipments of Nova Scotia to Great Britain and the Continent are, however, not yet very large and while this, our first report of them, may not be entirely full and accurate, it may be relied upon as sufficiently so to form a basis of ordinary trade estimates. Next year we hope to make it as full and accurate as our New Brunswick figures are. Following are the shipments of

Miramichi.

Shippers.	No. of Ves'ls.	Tonnage.	Sup. ft. Deals, etc.	Palings.	Tons Timber. Birch.	Tons Timber. Pine.
R. A. & J. Stewart,	70	42,685	36,431,000	440,000	449	628
J. B. Snowball,	51	28,037	23,477,719	842,362	148	1107
Geo. McLeod,	38	21,954	20,556,000	.....	....	....
Guy, Bevan & Co.,	31	21,110	17,505,216	2,657,954	....	25
D. & J. Ritchie & Co.	20	8,898	8,004,000	65,000	134	70
A. Morrison,	17	8,459	7,661,000	.....	62	91
Geo. Burchill & Sons.	8	3,980	3,572,000	9,000	....	....
Totals	235	135,123	117,006,935	4,014,316	793	1921

The Miramichi shipments were distributed as follows,—

Country.	No. of Ves'ls.	Tonnage.	Sup. ft. Deals, etc.	Palings.	Tons Timber. Birch.	Tons Timber. Pine.
Great Britain,	116	64,956	54,921,569	3,903,998	718	1704
Ireland,	57	32,539	29,277,705	87,588	75	217
France,	39	21,525	19,793,703	.....	....	....
Spain,	9	6,547	5,607,795	.....	....	....
Africa,	7	3,526	3,084,477	.....	....	....
Australia,	3	3,484	2,301,185	22,740	....	....
Portugal,	2	963	893,774	.....	....	....
Italy,	1	540	501,000	.....	....	....
Gibraltar,	1	1,043	910,727	.....	....	....
Totals	235	135,123	117,006 935	4.014,316	793	1921

The ports to which the largest consignments of Miramichi lumber shipments went, were the following,—

Country.	S. ft. Deals, etc.	Tons Timber	Country.	S. ft. Deals, etc.	Tons Timber
Liverpool,	14,866,987	540	Glasgow,	1,775,392	..
Belfast,	12,550,565	195	Penarth Roads,	1,723,000	..
Bordeaux,	10,040,157	..	Birkenhead,	1,504,000	..
Dublin,	8,904,120	..	Whitehaven,	1,273,000	..
London.	5,360,328	..	Mersey,	1,250,316	329
Cardiff.	4,041,000	..	Londonderry,	1,223,000	..
Marseilles,	3,851,968	..	Newport,	1,152,937	..
Barrow,	3,475,928	351	Sligo,	1,149,000	..
Sharpness,	2,751,000	..	Rochefort,	1,137,000	..
Grimsby,	2,577,112	..	Dieppe,	1,047,111	..
Queenstown,	1,995,000	..			..

3,208,000 s. f. deals and 629 tons timber went to U. K. for orders, the remainder of all the Miramichi shipments being consigned to 27 ports and places in the United Kingdom and ports in France and other countries not enumerated above.

St. John.

The shipments of St. John to transatlantic ports for the year ending 31st December were made in 269 vessels, aggregating 210,587 tons, the following being the shippers and quantities exported,—

SHIPPERS.	Sup. ft. Deals. Boards, ets.	Palings, pcs.	Tons T'mbr Birch	Tons T'mbr Pine.
Alex. Gibson.	109,845,383	65,935	..	6
W. M. MacKay,	25,334,995	82,340	4,320	1,874
Carvill, McKean, & Co.	24,108,250	29,500	102	..
R. A. & J. Stewart	20,185,304	111,720	4	..
Guy, Bevan & Co.	11,151,887	.....	3	..
S. Schofield	2,834,347	31,540	2,730	1,458
Scammell Bros	219,049	.....	209	..
Petitcodiac Spool Mfg. Co.	89,885	.....	..	..
Totals.	193,769,100	321,035	7,368	3,338

The above shipments went to the following countries,—

DESTINATION.	Sup. feet Deals, etc.	Tons Timber. Birch	Tons Timber. Pine
To Great Britain	173,489,145	7,159	3,338
" Continent	17,081,770	209	....
" Africa	1,714,086	....	....
" Australia	1,484,099	....	....
Totals.	193,769,100	7,368	3,338

The following tables give the transatlantic shipments of the other ports of New Brunswick for 1882,—

Bathurst.

Shippers.	No. Vls.	Tons.	Sup. ft. Deals, Boards, etc.	Timber Birch.	Tons. Pine.	Pieces Palings.
R. A. & J. Stewart	16	12,122	10,728,000	..	..	97.000
K. F. Burns & Co.	17	8,120	7,088,784	..	..	61,095
Totals	33	20,242	17,816,784	..	..	158,095

Dalhousie.

Shippers.	No Vls	Tons.	Sp. ft. Deals, Scantling, Boards, etc.	Tons Birch.	Tons Pine & Spruce	Pieces Palings.
George Moffat & Co	17	10,827	7,410,849	1,786	1,333	14,800
R. A. & J. Stewart..	6	3,741	3,118,000	254	143	..
John McNair	7	2,335	2,098,692	36	....	..
George Dute	2	589	532,671	13	11	..
John Farrer, Jr.	3	1,459	887,763	208	227	..
J. D. Sowerby	1	623	538,184	....	....	..
J. P. Mowat	1	473	415,899	....	....	..
Carvill, McKean & Co.	1	640	550,508	....	....	..
Total.	38	20,867	15.552,566	2,297	1,714	14,800

Richibucto.
(including outports of Buctouche and Cocagne.)

SHIPPERS.	No. Vls.	Tons.	Sup. ft. Deals, Boards, etc.	Tons Timber Birch.	Tons Timber Pine.	Pieces Palings.
George McLeod	4	2,371	2,150,000	....	....	..
Edward Walker.	5	2,355	2,123,640	....	....	..
J. B. Wright	6	2,113	1,908,360	....	....	..
Smith & Barns	4	1,721	1,520,550	....	....	..
J. & T. Jardine	2	1,607	1,443,300	....	....	..
G. & J. Robertson	5	1,424	1,300,000	....	....	..
J. & W. Brait	4	1,162	1,150,000	....	....	..
R. A. & J. Stewart	2	1,274	946,000	....	....	..
Wm. Bowse	1	749	670,000	....	....	..
B. H. Foley	1	374	344,400	....	....	..
Wm. McNairn	1	305	273,400	....	....	..
Totals.	35	15,455	13,829,650	....	....	..

Shediac.

Shippers.	No. Vls.	Tons.	Sp. ft. Deals, Scantling. Boards, etc,	Tons Birch.	Tons Pine.	Pieces Palings.
Carvill, McKean & Co	15	7,510	6,595,000	....	....	..
E. J. Smith & Co	6	1,987	1,681,000	....	5	24,000
T. McManus & Sons.	3	1,330	1,184,000	....	....	..
J. L. Black	3	1,272	1,030,000	....	....	..
M. Wood & Sons	1	695	602,000	....	....	..
Wm. Richards	1	199	164,000	....	....	..
F. Porrier	2	156	122,000	....	....	..
Total,	31	13,149	11,378 000	....	5	24,000

Caraquet.

Shippers.	No. Vls.	Tons.	Sup. ft. Deals, boards, etc.	Timber Birch.	Tons. Pine.	Pieces Palings.
K. F. Burns & Co.	7	3,557	3.312,804	.....	230	21,000

Sackville.

Shippers.	No. Vls.	Tons.	Sup. ft. Deals, Scantling, Boards, etc.	Tons Birch.	Tons Pine	Pieces Palings.
J. L. Black	1	420	383,142	....	....	8,225
M. Wood & Sons	2	965	1,030,966	....	....	21,460
E. C. Gooden	4	1,474	819,116	....	....	..
J. M. Hicks	1	293	266,741	....	....	8,075
Copp Bros.	2	780	698,594	....	....	..
Total,	10	3,932	3.198,559	....	....	37.760

The trans atlantic shipments of deals, boards, etc., from New Brunswick for the year 1882, therefore, aggregated 375,864,398 superficial feet, against 393,628,175 superficial feet the preceding year.

The comparative shipments of deals, etc., from the Province by ports for the past three years were as follows,—

PORTS.	Sup. ft. deals. 1880.	1881.	1882.
St. John	215,485,000	203,714,000	193,769.100
Miramichi	155,004.559	128,290,875	117,006,935
Bathurst	13,125,946	16.160 371	17,816,784
Dalhousie	15,262,847	15.838 127	15,552,566
Richibucto	21,372 346	15,541.053	13,829,650
Shediac	10,917,080	6.953.000	11,378.000
Caraquet	3,729,012	3.750,000	3.312,804
Sackville	4,037,000	3,380 749	3,198,559
Totals	438 933,788	393,628,175	375,864.398

There was, therefore, a falling off in the whole Province of 45,305,613 s. f. in 1881, compared with 1880 and a further decline of 17,764,777 s. f. in 1882 compared with 1881, or a falling off of 63,070,390 in 1882 compared with 1880, or of a quantity equal to one-sixth of last year's total shipments.

Nova Scotia.

The shipments of Nova Scotia are, approximately, as follows,—

	S. F. deals, etc.	Tons Birch Timber.
AMHERST including outports of Tignish, Northport, Pugwash,	15,705,000	
ANNAPOLIS,	2,000,000	
GUYSBORO,	2 600,000	2,112
Liscomb,	4,000,000	
HALIFAX,	15,000,000	
Sheet Harbor,	10,000,000	
Ship Harbor,	3,000,000	
Musquodobit,	3,000,000	
Margaret's Bay,	6,000,000	
PARRSBORO,	16,307,000	
PICTOU, including Tatamagouche,	797,000	1,996
PORT MEDWAY,	944,000	
SHELBURNE,	1,030,000	
Jordan River,	3,000,000	
WEYMOUTH,	1,140,000	145
YARMOUTH,	1,229,000	
Totals,	85,752,000	4,253

Quite a large proportion of the Nova Scotia lumber shipments to the United Kingdom were made last year by parties engaged in the trade in New Brunswick. The total cut in Nova Scotia is comparatively large, but it is only a few years since the transatlantic trade sprung up, a considerable export having been made to the United States, Newfoundland, etc. It is probable, however, that the shipments to Great Britain will increase and they will, therefore, receive more attention in future annual reports.

Another Salaried Office!

Says the *Times* of Thursday—

"The opposition candidates object to the $1,000 salary paid to Mr Hanington as Leader of the Government, and the $2,400 paid Mr. Landry as Commissioner of Works." It has since corrected the official title of Mr. Landry to his proper one of Provincial Secretary. But when and where did any of the opposition candidates object to the salary of $1,000 to the Leader of the Government? And what is more important, when and where and by what authority did he get the salary? His friends have been claiming for him great disinterestedness in holding a seat in the government without office. Have they created a new salaried office, and that without authority of the Legislature? —*Transcript.*

It is not in the nature of Hon. Mr. Hanington, the alleged leader of the Government, to serve the public in any capacity without being well paid therefor, even though the service may be of questionable value, but the Government cannot, surely, have been guilty of paying him, directly, a salary of $1,000.—There is neither law nor precedent for paying any such salary and the *Times'* paragraph quoted by the *Transcript* must have been written by some amateur politician.

Mr. Hanington has ever been quite as anxious to hold office as to enjoy salary, although he has an inordinate craving for the latter. It is not because he loues salary less, but that he loves office more. It is said to have been his craving for office that brought the "Brayley House" catastrophe upon Mr. Hanington and his associates in Opposition in 1870. That was Mr. H.'s first year in the Legislature. It was understood among those who had signed the round robin in the Brayley House that the Government was to be voted out of office before anything was said as to who should be members of the new Government. Mr. H. agreed to this just as solemnly as the other members of the Opposition, but before the intended want of confidence motion was moved Mr. Stevenson was approached with the proposition that he even though a prominent lawyer and leading member of the Opposition, should let Mr. Hanington take the office of Attorney-General, receiving in lieu thereof an appointment as Queen's Counsel and half the Attorney General's salary. When Mr. Stevenson and Mr. Hatheway—two pretty level-headed politicians—realised the kind of man Mr. Hanington was, they accepted the position of Surveyor General and Provincial Secretary respectively in the then existing Government, and Mr. Howled and Mr. Landry wept in opposition for four years, when they were relieved of further anxiety by defeat at the polls It is probable that Mr. Hanington would accept $1.000 as a salary—for that was about all he would have had as Attorney-General, had it not been for the slip of 1870—but there is no law under which he can be paid the amount so he will have to get it as he has usually done—in fees for doing the work of the Attorney or Solicitor General.

The N. P. Repudiated.

In another column there is a report of an interview with R. P. Whitney, Esq, taken from the columns of the St. John *Sun*, and it will, no doubt, be found quite interesting to a good many of our readers. We do not believe that Mr. Whitney was guilty of the Scriptural and Byronic misquotations given by the *Sun*, but must hold that "wicked paper," as the *Telegraph* calls it, responsible therefor. The most noticeable point in the interview is the gratifying evidence it affords of Mr. Whitney's political change of heart and belief. We all know that when a man of his good sense and business experience changes his belief on a a point of political economy he is pretty sure to be right. In fact, although Mr. Whitney has long fought against the most manifest light and verity on the subject of the insane trade policy that Canada now suffers from, we felt that he was doing so not from any natural perversity or want of intelligence, but because he did not like to desert certain political friends who had gone astray with leaders who had become corrupted. Mr. W. found that everything used in his extensive business rose in price under the protective policy, and as pork was, as he expresses it, "a power especially in the lumber woods," he acted on the fact that his interest lay in raising hogs. He does not raise horses, but finds he has to pay more than he did formerly for the teams he employs. He says—"Horses fetch a high figure in the woods this year—from $40 to $50 per team being obtained, while last year they could be obtained for $25 to $30." In the matter of teams to haul logs, therefore, Mr. Whitney shows that an advance of exactly sixty per cent has taken place in one year. Men's wages, he says, "are also $5 per month higher on the average." He mentions the comparative cost of other items which play an important part in the lumber business, and sums up as follows,—

"The general result is that provisions are higher than usual and the expenses of operating in the woods are consequently heavier than those of last season. This practically wipes out the margin of profit upon which the operators calculate."

When Mr. Snowball protested in the House of Commons at Ottawa against the protective tariff of the present Government on the ground that it would cripple the lumber business, Mr. Whitney was among those who professed disbelief in his predictions. He belonged to the class who could not see that when the lumberman—the chopper and teamster—was forced to pay from twenty to forty per cent on his blankets, his clothing and other necessaries, he must have increased wages to give to the manufacturers. Now, however, Mr. W., and others in his line of business, realise the situation. They see their "margin of profit" melted away. The man who must have his sixty per cent advance for his team, as well as he who requiries his $5 a month advance on former wages, cannot protect the manufacturer for less; and those in the lumber trade must pay. According to Mr. Whitney, the only hope of the latter class is that the weather may favor them "and the market climb up a notch or two on the other side." In other words, Mr. Whitney is candid enough to give the *Sun*—the special organ of the N. P. in New Brunswick—the unwelcome assurance that only the hand of Providence and a further rise in prices in free-trade England can save the lumber trade of New Brunswick from the dire effects of the Canadian National Policy. We congratulate this N. P. Goliath of Miramichi on his candid repudiation of the false policy by which he was once deceived. His example will, no doubt be followed by others who are in a sufficiently independent position to say what they believe. We always knew Mr. Whitney was ill-at-ease in the protectionist camp and we welcome him back to the more congenial ranks of those who hold that a revenue tariff affords the industries of this young country all the protection they require, and that anything more protects the few at the expense of the many.

The Princess.

The following despatches appear in the *Telegraph* and other papers,—

WASHINGTON, Jan. 8.—The Marquis of Lorne, Governor General of Canada, wrote to General Sherman asking if it would be safe for the Princess Louise to winter in Charleston. It seems from the Marquis' letter that the Princess had changed her mind about Bermuda and preferred Charleston. General Sherman promptly replied to the letter, stating that in his opinion there was no safer or more pleasant place in the States for the Princess to winter than Charleston.

H. R H. Princess Louise is to travel from Charleston, South Carolina, by H. M. S. Dido, Capt. Dillon. The Dido is first to be expensively fitted up for the trip.

We ventured to say last year that Her Royal Highness did not like Canada. She prefers intellectual quiet more than political "boister," however loyal it may be, even at "Ottawa you knaou."

The Valley Railway.

The Moncton *Transcript* says,—"The construction of the Miramichi Valley railroad is expected to be commenced next summer, and at the present time there is considerable speculation indulged in as to the practical results when the road will have been thoroughly equipped and in running order. Our correspondent has a hopeful view of the matter, as he gives assurance of the success of the scheme in the following notes:"

"Six miles from Derby siding is the Hemlock Bark Extract factory of J. & J. Miller & Co. This establishment uses yearly 12,000 cords of bark and upwards of 1,000 cords of wood staves, etc., some of which is hauled by teams 20 miles. The yearly product of this factory is about 9,000 casks of extract. There is also a flour mill, a carding mill and a tannery in this vicinity. Nine miles further up river is Indiantown, where there are three grindstone quarries. There are now a number of heavy operators lumbering on the Renous River and its tributaries. Six miles beyond is Blackville, where is J. & S. Fairley & Co's saw mill, which cuts 6,000,000 feet of lumber in a season, all of which would be forwarded by this road. Here also is the headquarters of another large lumber operator, Mr. B.N. T. Underhill, besides four storekepers. At Doaktown Messrs. R. Swim & Son carry on an extensive lumbering and store-keeping business. Mr. S. Freeze has here a steam shingle mill, and Mr. H. Doak, flour, saw and carding mills. At Boiestown, a point 62 miles from Derby siding, are McMillan's saw and flour mills, and a short distance above, the saw mill belonging to the estate of the late John Fairley. Here also are the headquarters of a number of large lumber operators who work on the upper Miramichi and its tributaries.

Blackville, Dec 29th.

We should like very much to know the grounds on which the *Transcript* bases the expectation of an early commencement of the Valley Railway. It is abundantly evident that those who have heretofore had the matter in hand have only made use of the advantages they possessed to prevent the road from being built. Have they changed their policy? Will the *Transcript* explain?

THE WESTMORLAND election resulted as before—in the return of the four Government men.

ENSILAGE and hints to milk-farmers are the subject of an interesting article on the fourth page. It is by a practical man.

"DERBY SIDING" ought to be made a regular station on the Intercolonial at once and we are glad to notice that the *Advocate* seconds the motion.

SINGULAR ERROR.—The London *Timber Trades Journal* made a singular mistake, in its fine issue of Dec. 16th, by giving the shipments of the port of Newcastle alone as those of Miramichi. A paper so well-informed, generally, ought not to make such a mistake.

MIRAMICHI PINE.—It would be interesting to be made acquainted with the cause of the rapid decay of Miramichi and other similar pine deals when piled away in yard. Why Miramichi deals should be more prone to decay than Quebec deals we are unable to say, yet such is very often the case.—*Timber Trades Journal.*

Miramichi first quality deals do not decay any faster than others, but London fogs are hard on the sap edges of the inferior qualities.

A COLD WAVE altogether unprecedented in the North Shore temperature record came to us with the New Year and still lingered yesterday. It shows signs of passing away as we go to press, but for eleven days the minimum thermometric readings have been from minus decimal 3° to minus 24 3 at the Dominion Observatory here. We are indebted to G. A. Blair, Esq., for the following figures of the minimum readings,—

Sunday, Dec. 31st.,	—0.3
Monday, Jan'y, 1st.	—5.0
Tuesday, " 2nd	—5.5
Wed. " 3rd	—13.9
Thurs. " 4th	—12.7
Friday, " 5th	—18 5
Saturday, " 6th	—24.3
Sunday, " 7th	—13.8
Monday, " 8th	—2.2
Tuesday, " 9th	—19.3
Wed. " 10th (7.45 a. m.	—7.3

The mercury has, at times, gone below—24° on the Miramichi, but there has never—so far as the records show—been so long sustained a "cold period."

Tupper's Trip With the Ghost.

(Written for the Daily Transcript.)

How are you, old boy? Just ran up to Bedford to meet you. Heard you were coming; glad to see you back to Halifax Would have gone up as far as Londonderry, but frightened to go very far on your road now, doctor; too many accidents. Then I thought I might meet McLellan up there, and I didn't want to meet him. He gave you away dreadfully about that "high priest" business, and talking about the false hands folded quietly while the real ones were going through the passenger's pockets. Pretty tough yarn that, doctor, wasn't it? I see he's going to be governor after Archibald's time's up. Good, soft place $9,000 a year, big house, and $3,000 green-house. I say, doctor, anybody killed on this trip? No? Oh, well, next trip you'll make it up. This is my night on watch, doctor. I'm one of the Ghosts. One of us has to take a turn around the world every night, and see how our old friends are getting along. Well, as you and I used to be old friends, they sent me up to show you around Halifax, and we could jointly form an opinion as to the moral, financial and material progress of the city since confederation. You'll see Tom Kenny when you get in town, and he'll tell you that, after four teen years of confederation, he can say they are years of bitter disappointment.

I forgot, though, that was two years ago when all the Liberals and Tories had a big pow-wow at the Academy of Music, and the Winter Port was a fixed fact. The only winter port I can hear about, doctor, is "John's," down at the Halifax hotel. What kind of port will you have, sir? Ah! Winter "Port," yes sir,—ten cents, please. Then, doctor, they've had the Sugar Refinery since. Fine building, that, doctor. You didn't know Donner and Otten? No? Nice chaps. Donner wore bloomers, shooting jacket, sporting rig generally; had a gray horse, high dogcart and dog, got $5,000 a year and spent it: that sugar refinery didn't pay any dividends, doctor. The "great Dominion of Canada," and the "great North West," and all the "great" places, doctor, you like to talk about, can't run all the refineries the great N. P. has started up, and somebody's got to suffer, doctor. But I'm getting into town, doctor. Ghosts are always too fast, so used to quick travel, you know, that we're apt to get ahead of our friends, doctor.

We'll start our survey from the suburbs Now, here we are; this is Moir's Elevator; all these buildings around here speak of a go-a-head-itiveness, built in anticipation of the "few years of prosperity" through the N. P. You can put that down on the wrong side of the ledger; failed for $200,000 or more. Don't let that frighten you, doctor; you'll soon get used to it. Glad you come in the night train, because we can look around all night and will have no one to bother us. It'll take us all night, anyway, to look around. I used to like to run up this road once, doctor; knew all the old chaps on the road. You remember Jim Geldert? Good fellow, Jim, always on hand for a laugh or joke, and everybody, Grits and Tories, liked Jim. Let's see, doctor, how did he get killed? Oh! I remember now: train behind him tried to pass Jim's train on the same track. It can't be done, though, doctor. You've tried it pretty often, but then let's see, you saved $500 last year on the Intercolonial. Nothing like economy, old boy; but I see you're getting a little chilled; spirits like myself, doctor, don't want any spirits to keep 'em warm. But come; we've lots of work ahead; just get under my wing, and we'll flip away down to the lower end of the town. Now, here we are, as the clowns in the circus say. This is Miller's field. Do you know, doctor, they say that a few years ago the owners were offered a hundred thousand dollars for that piece of property. Now, doctor, they can't get ten thousand for it. No "boom" in real estate. Now just step along a little distance up this way. See these buildings, on the left Montgomery's foundry, on the other side, machine and furniture shops; all closed up, doctor. That's a "tall chimney," that foundry one, but it don't smoke any more, doctor.

Just a few steps further along, doctor This is where Freeke put that fifty thousand dollar house. I'll whisper this to you doctor, it sold a few weeks ago for seven thousand dollars. Palatial looking residence that, doctor. Now, just look at that lot, corner South and Pleasant street; owner refused seven thousand dollars for it before the N. P. Can't get seven hundred for it now. Next corner along stands about the same way. But y old N. P., eh, doctor? But only a few steps further on; here's where Joe Crosskill, of the *Reporter*, bought a place for twenty-five thousand dollars. Enterprising newspaper man Joe was. The N. P. dragged him down. He went to join the *Colonist*, *Unionist*, and *Express*; all good Tory papers. It wouldn't bring five thousand now, doctor. Plenty vacant lots around here, and vacant houses too. See next corner. Collector Binney lived in hospitable style and dispensed generous charity. House closed up now, doctor. Collector dead, and widow one of the "exodus."—You see, Doctor, ghosts have good memories and keep the run of all the good things, and some of the bad too. This is Pleasant street we're on now, Doctor, but I'll soon get you down to the wharves where the flags of all nations are not floating at the masheads of ships in the harbor. But you'll have to be careful when you get on the wharves because they're pretty rotten, the planks are, and you remember that old woman that fell through the planks on the railway wharf in St. John? I wasn't there, but another ghost was, who told me all about it.—That was the year you saved that five hundred on the Intercolonial. Now, here we are. This is Moran's wharf, not much business now, no vessels about; fine property used to be. There's Fairbanks' and Miller's all going to decay. See these houses on both sides of Water street, all empty,—no tenants; Sunday here all the time. Forty years ago there used to be very brisk times around here. Now, here we are. Right here is G. P. Black's Wharf. Curious history about that wharf; used to be worth over a hundred thousand dollars. Sold under foreclosure for forty thousand. But that ain't the funny part. Black used to be a Grit, you know. One night, Doctor, another Ghost told me this, you called on him. He was pretty low down then—just about played out. Next day he came out on your side, and a little while after got a fine situation on the Canada Pacific. You know how to buy up the boys, eh, Doctor? Cheap lot around here anyway, Doctor? This is West India wharf, Doctor. They went up, too, something like two hundred thousand. More N. P. Now right along here is your old friend, Alfred G. Jones. Alfred got left behind last time; only sixty votes, though. I guess he could have got in if he liked, though. They say he's got so much money in that sugar mill of his at the North-West Arm that he rather likes the N. P. There's a big ruction stirring up all around here now, Doctor; people are getting tired of machine politicians, and I shouldn't wonder if independent men of both parties took hold next time and put in men pledged to act, not talk. Oh, I forgot while we're on Jones' wharf. I want to ask you about Alfred Ogden. They say Alfred is going to put that hundred and fifty thousand dollars out among the fishermen. Now, that's right, Doctor. Alfred is just the boy to put that money where it will do the most good. Dreamy chap, Alfred is; talks a good deal, built up a good lobster business at Canso, was representative in Commons for Guysboro, unfortunately lost election last time, business went down, just in the nick of time that good life comes; none but the brave deserve the fair, eh, Doctor? Now before we leave this wharf, planks are pretty sound here; we'll take a look across the harbor. That's "Brookside" over there. Dustan lives there; sugar man; built refinery in Moncton (or sided it, by good advice) when Halifax Grits wouldn't have him.—They say he's just sold it now, and you're going to let his friends have their machinery in free. That's right, stick by your friends, Doctor. By the way, just while we're looking across the water, O'Brien, I believe, lives there, too. You know O'Brien, W. D., Street Railway man, published one whole page in the *Herald*, calling you a great statesman and a lot of complimentary things. He wanted two or three hundred thousand dollars from Mackenzie government for damages to his railway. He didn't get it, though. He says you promised him something. He's a tough old nut, Doctor, and you better keep your eye or he'll make trouble for you.

Now, Doctor, these wharves around here appear to have a little work on them; we'll just leave them and skip around town generally. You scooped up a dozen or so further up, but there's plenty left for all the work there is to be done on them. Just step across the street here, Doctor. See this fine brewery; founder of this has four thousand dollar monument out in the cemetery, where we ghosts most do wander. That brewery cost couple hundred thousand dollars, Doctor; wouldn't bring forty now. All these houses and shops around the brewery were worth money once; ain't worth a cent now. Same all over town; real estate fallen off about ten million dollars since Confederation.

Now, Doctor, we'll just step around the corner. It's getting late; we stand a long time there on Jones's wharf, you know. I hear your teeth chattering a little, Doctor, but you'll be all right to morrow, when you go to church and hear a good sermon about that camel going the eye of a needle. I don't see how it could be done, Doctor, any more than one of your trains could pass another on a single track. See this big brown stone building? was a great wholesale place once? law offices now, Doctor. Your son Charlie, has his office there now. Great lawyer, Charlie; wins every case; like George Washington—in some respects. I see you made three of Charlie's partners Judges last year. Good year for Judges, eh, Doctor? Right below here *Chronicle* office. Bad luck there, Doctor; bill of sale; N. P. don't spare Grit or Tory.

The old man was a keen old politician; knew more than all the rest of 'em put together. What do you think? You knew little Billy? used to be office boy there with the old man. He's an Honorable now. Smart boy, Billy; wants a little backbone, though. Now we'll skip around to the *Herald* office. Bill of sale there, too. You knew Black didn't you? put twenty thousand into the *Herald*. It's there yet. Widow got disgusted, married another chap and is getting her seven hundred thousand dollars out of the country fast as possible. She don't believe in the N. P., Doctor. Now, Doctor, just step along this way. Here's the *Recorder* office. All sound there, no bill of sale. Sells for two cents; big circulation. *Citizen* and *Herald* only a cent; small circulation. You pays your money and you takes your choice. Just a step from the *Recorder* office to where Joe Howe used to live. Joe's old place sold the other day; brought about a third of what it cost years ago. Let's step along Granville street; all new firms. Sixteen years works great changes. You know that night you and Bill Miller put the thing through? good sale; four hundred thousand Nova Scotians at eighty cents a head. I see your old friend, Sandford Fleming, got the freedom of some town in Scotland the other day. Sandford hasn't done much hard work since you gave him that Pictou Railway job. He has been getting up a new time table, or something of that sort, for the world in general. Now, before we go into the Assembly, we'll step across the street. You know Jim, not Pictou "Jim," but the other one, the Hon. J. S. Macdonald. Great talker, Legislative Councillor, banker, rancher, and deacon in the Presbyterian church. That's his office. Fine plate-glass windows, heavy folding doors, something like the Anglo-Saxon the Disinterested Life and Loan Assurance Society. That big eagle with golden wings represents the "Phœnix." Jim is a phœnix himself now. Like the proud eagle he kept fastened over his door, he took flight and several good, kind ministers, widows and orphans, now sing in subdued chorus, "we shall meet, but we shall miss him," and a hundred thousand dollars more. You know Parsons, son of Anak or Ananias, I don't know which. Well he's his assign