

The Union Advocate.

Established 1867.
NEWCASTLE, MIRAMICHI, N. B.
WEDNESDAY, NOV. 23, 1887.

EDITORIAL NOTES.

Citizen Train has arrived in St. John, where he threatens to take up his permanent residence. He has expatriated himself from the neighboring republic because he thinks justice was not done to his anarchist friends in Chicago. Mr. Train intends to remain in St. John as long as the citizens of that place treat him well. Whether they will rise to the proper appreciation of his well known penitence remains to be seen. Mr. Train writes interesting, though somewhat faded poetry, which, with his well known lecturing abilities, ought to make him a very important acquisition to St. John literary circles, while his propensity for feeding children with candy and nuts will always make him popular with the juveniles of that place. But where he would particularly excel is in the Board of Trade discussions. His well known mental idiosyncrasies should entitle him to a place in that body. He would render them great assistance in their struggle with the commercial union problem.

Mr. Edward Atkinson writes a long letter to a member of the New York chamber of commerce, in which he shows the advantages that would accrue to the New England States if they had unrestricted trade with the Maritime Provinces, and suggests that the United States offer to buy the three lower provinces for the sum of fifty million dollars, that amount being stated as their share in the Dominion's debt. It is not likely that the proposition will ever be carried out, as there are many difficulties in the way, principally the great unlikelihood of the people of these provinces being willing to deliver the goods. But the letter is timely and important, and will no doubt awaken the American people to the value of the resources of the provinces and the necessity of having a free measure of reciprocity with them. Mr. Atkinson has rendered the Maritime Provinces a great service in bringing so prominently before such an important commercial body the value of our natural products and in clearing from the American mind that idea of our insignificance and worthlessness which the Grit organs have done so much to create.

Mr. Chamberlain, before the New York Chamber of Commerce the other day, delivered himself of a few of his impressions of America. He congratulated Americans among other things in their activity and energy and their vast accumulation of wealth, but said that this accumulation, which we hold by comparatively a few persons, appeared to him to be the greatest source of danger to the peace and permanence of American society. It is the proper distribution of the wealth that has been so rapidly created, with due consideration for the rights of the labor producers, that is the great social problem for the American people. It was an attempt to solve this in a hasty and barbarous way that brought the four anarchists in Chicago to the gallows the other day. It is the growing sentiment for better legislation to define the rights of capital and protect the interest of the laborer that Henry George such an important factor in American politics. That there will be a serious reaction to this rapid accumulation of wealth in America is apparently the opinion of Mr. Chamberlain, as it is of Herbert Spencer and other prominent Englishmen who have visited England.

Messrs. McLeod, Skinner, Pugsley and Robertson, the delegates to Ottawa from the St. John forwarding and trade promoting company, have had a very successful interview with the government on the questions of the mail steamer to St. John, the subsidizing of a line of freight steamers to St. John and Europe and also between St. John and the Argentine Republic and the West Indies. They represented to the government the advisability, in the interest of Canadian commerce, of sending an agent to the Argentine Republic and the West Indies to represent the government and company in opening up trade relations between these countries and Canada through St. John, and the establishing of agencies in the different places on behalf of the company. The delegates brought to the notice of the government some interesting facts, showing the marvellous development which was taking place in the Argentine Republic and what a great market it presented for Canadian products and manufactures. They showed that when the Short Line railway was completed, St. John would thus be brought comparatively close to Montreal, Quebec, Toronto, Ottawa and other upper Canadian cities, and that lines of steamers from St. John to the Argentine Republic and West Indies would tend to develop a large traffic which would be greatly in the interests of the whole Dominion.

It is the intention of the company, if a subsidy can be obtained, to have through bills of lading, so that merchants in Winnipeg, Toronto and Montreal could import and export through St. John at low rates as they could through Boston or Portland. The government showed how anxious they are to develop Canadian trade, and especially through Canadian ports, by appointing Mr. McLeod, one of the delegates, agent on behalf of the government and company, to proceed to the Argentine Republic and West Indies for the purpose above mentioned. Mr. McLeod will visit all the principal Canadian cities with a view of getting all possible information before proceeding on his mission.

The government is said to have intimated to the delegation that if there should be no satisfactory terms including the port of St. John they would then be disposed to subsidize a line of fast

freight steamers between St. John and England. The government were anxious, however, that tenders should include St. John, and would gladly give a large subsidy to a line including that port.

At Napane, Ont., the other day Bishop Cleary, of Kingston, made a serious charge against the character of Canadian girls. He charged them with being extremely immodest and unfree in their actions. He says that "travelling in Canada is made well nigh intolerable by lewd, screaming, screaming women. Girls, too, on the street kick up their heels, flit their petticoats and stare into the faces of the men they meet."

These are serious charges, and it is no wonder that the young ladies of Kingston are holding an indignation meeting to protest against the Bishop's statements. That they intend doing so is good evidence that modesty is not extinct among Canadian women, and that there is a wholesome sensitiveness of such attacks upon their character. It would be interesting to know in what part of Canada the Bishop has been impressed with these "screaming, screaming women." If Canadian women ever act in that manner it is only because a mouse insinuates in taking a hand in. This weakness is a peculiarity of the sex, and the Bishop will find it in the most refined circles in the old country, of course giving the mouse equal opportunities. But we don't see how this "screaming" would be stopped by doing away with public schools, to which the Bishop attributes the cause of all this "immodesty." A better plan would be to kill the mouse. The Bishop's charge that Canadian girls "kick up their heels on the street, flit their petticoats, and stare into the faces of men with a boldness that must bring the blush of shame to the cheek of any modest man" is about as slanderously ridiculous as his other statement that "public schools are schools of corruption, the abomination of the country." We have had public schools in Miramichi for many years, yet if any one would make such charges as the above against our young ladies, it would require more than a clerical garb to shield him from the contempt and indignation which he would arouse. The Bishop, it is evident, has never courted a Miramichi girl.

The Small Regulations.

The provisions of the recent order in council concerning the small fishery are not materially different from the regulations of last year. They allow as before the use of bag nets, under special license from the Minister of Marine, between the first of December and the first of February. Last year the fishermen complained that this regulation was too severe and petitioned against the season being postponed as late as the first of December. Their petition was looked upon favorably by the government and the fishermen were allowed to begin work some time in November. As small fishermen have repeatedly declared that the placing of the opening of the season as late as December had put a heavy restriction upon them, and deprived them of the most valuable part of the fishery, it was expected that the regulations this year would show a reasonable consideration for the fishermen, and allow the season to begin earlier. But in this the fishermen have been disappointed. They have now nothing to depend upon but the propitiousness of the weather for a rightful share in the benefits of the small fishery.

It is to be deplored that the department is satisfied to remain in bad favor with our small fishermen, and that it refuses to be informed by those who represent the interest of the laborer that the regulations that have been made to it by those engaged in this branch of the fish industry. It has been again and again shown that the fixing of the opening of small fishing at any specified date is done without a proper knowledge of the habits of the fish or a sufficient attention to the experience of the past. It has been forcibly enough demonstrated to draw more attention to the fact that the small fishery is one of our rivers almost immediately after the ice is formed, and that the fishing thereafter is insignificant. If the fishermen are not allowed to begin operations as soon as possible after the ice is formed they therefore lose the most valuable part of the season's fishery. This has been demonstrated again and again. As the time of the freezing of the rivers is uncertain, varying often to the extent of ten days or a fortnight, it shows how unsupportable the department has been of important facts bearing upon the welfare of the fishermen to attempt to fix a regular date for the opening of the season. The river is generally frozen over at Newcastle and Chatham a few days before the 1st of December, and the fishermen find that when that date arrives the biggest chance of the season has gone and that they have lost the most valuable part of that for which they have spent much time and money in preparation. Besides, there are many small rivers emptying into the Miramichi below Chatham which freeze some time before the main river, so that any late date fixed by the department, especially that of December 1st, does the business of the fishermen on these rivers a serious injury, as they have had the sad experience of discovering that if they are not allowed to begin operations immediately after the formation of the ice they will lose nearly all the advantages of the small fishery. The department should have been aware of this of the disadvantages that accrue to the fishermen by the fixing of any regular date for the beginning of the season without regard to the eccentricities of the thermometer and the peculiarity of locality, and should have provided for them, especially as the difficulty could be easily rectified over and a favorable impression made upon the fishermen either by allowing the fishermen to begin fishing at the time of the formation of the ice. This would give an amount of certainty to the business and the fishermen would then make preparations with the hope of being able to secure the benefits of this industry to which they are entitled. The department, we are sorry to say, have disregarded the representations that have been made to it in this matter and the small fishery still remains subject to

the injury of cast iron regulations, from which only a freak of the weather can relieve it. It is to be hoped the department will not allow itself to remain longer in ignorance of the general opinion of the fishermen on this subject, which is that the warden of the districts are the proper persons to decide when the small fishing in the different districts should begin.

Glooscoater Notes.

A gentleman visiting Gloucester County a few days ago, met Mr. P. Burns, the junior partner of the firm of Messrs. K. F. Burns & Co., and reports the following conversation in reference to business and other matters in that County.

Reporter.—Well Mr. Burns, I notice that your mill is closed down for the season.

Mr. Burns.—Yes, the late cold weather was so disagreeable we shut down.

Rep.—Do you purpose logging as usual this winter?

Mr. Burns.—Yes. We are like the lobster packers, we must go on to keep our boilers and machinery in order or they would soon rust out. We have our horse and other appliances, plenty of grub, the produce of our own farm, and this requires to be consumed etc.

And lumber is just as good stock as can be got to the mill.

Rep.—When do you purpose opening the Wharfedale branch of the Gloucester Railroad?

Mr. Burns.—On Monday next. The ballasting is nearly completed and if the weather is favourable it will be finished this Autumn.

Rep.—The port of Shipigan will now become one of note, having this as its shipping depot for all the immense fishery interest there.

Mr. Burns.—It certainly will. The water is from 30 to 40 feet deep at the proposed wharf to be built at the road's terminus.

Rep.—If transshipment of cargo from American craft is one of the results of the Commission now sitting at Washington will this not be a great boon to them?

Mr. Burns.—It certainly would, could be transferred in 10 hours, and in 30 hours could be landed in Boston, via N. & W. Railway or I. C. R.

Rep.—Would this not damage the Canadian shippers considerably by this boom?

Mr. Burns.—It would if Canadian fishermen were in the majority. They have no fishermen to hurt along our coast not over ten to fifteen mackerel fishermen are owned on the North Shore.

Rep.—Would not the mackerel fish trade be considerably injured if American craft had this liberty?

Mr. Burns.—Well I suppose it would; but Americans would send all salt mackerel and what our little fleet would send would be small.

Rep.—But, if Americans found fresh mackerel paid best would they not ship every other day in ice?

Mr. Burns.—They could not compete with our dealers who would have ice prepared, to pack the fresh fish that was landed every day.

Rep.—Could not American firms have ice prepared at Shipigan and pack as well as our dealers?

Mr. Burns.—No doubt they could but I think they will stick to salt fish.

Rep.—I feel certain that reciprocity is had and transshipment of cargo is allowed and our shore fisheries open to Americans, you will find Shipigan a continuous ice factory and warehouse, the business in fresh fish will in a few years be enormous.

Mr. Burns.—Well I hope it may. A good free trade in lumber and plenty of fish, which our shore fishermen catch and sell to Americans as well as to Canadians the competition will always be so great that good values on the spot will always be obtained.

Rep.—I have seen by the papers the weather is so stormy going up the St. Lawrence just now that their light-ships have disappeared in some cases. Could not these large steamers call at Shipigan and land mails etc. for a month or so?

Mr. Burns.—Steamers of any draft to 30 feet could now be accommodated at Shipigan. A steamer leaving England could in 64 days land her mails there and have them distributed all over the Dominion, quicker than by any other route, as it is conceded to be the shortest route to Europe.

Rep.—Do you not think that in a few years this route will be adopted in preference to any other. If Newfoundland comes into confederation a railroad will be built across that island to connect the lines.

Mr. Burns.—Well you startle me; nothing is impossible now-a-days.

Rep.—Who would ever think the Caraquez route, that opponents of your brother so tenaciously put it would have a railway.

Mr. Burns.—Yes, the line is now built to the astonishment of all opponents and gloomy prophets.

Rep.—Well I will trouble you no longer. My opinion is that Gloucester County should never forget K. F. Burns, M. P. Good bye, I may see you again when I call this day.

A "Smashup."

It seems to please the *Advocate* to exaggerate the results of collisions on the I. C. R. On Wednesday, the 20th, a slight collision between two slowly moving trains occurred at Newcastle station, in which the drawbars of three snowploughs were broken. The *Advocate* thereupon has the following:—A smashup of rolling stock occurred at Newcastle station on Wednesday morning of last week at a very early hour. The conflicting forces were special from Campbell and Moncton respectively. The incidents included the throwing of two engines from the track, the splintering of three snowploughs to a greater or less extent, etc., etc. Fortunately none of the train hands were hurt. Unfortunately they are "hurt" to a considerable extent by such false statements as these being maliciously circulated.

The New County Jail.

The new County Jail is nearing completion. All the brick work, it is expected, will be finished this week, the plastering is about done, and all that remains to complete the building are the interior fittings peculiar to a prison.

"During the last three years I have noticed that the average of crops has been better in Restigouche than in any other part of the province, and this is a most important consideration in view of the fact that there must be nearly, if not quite, a million acres of land in the county of Restigouche uncultivated, but equal to the very best upland already under cultivation."

The building, which was commenced in July, is built of brick. It is a two story and basement structure, 55 feet long and 45 feet wide. The basement will contain the heating apparatus, which will probably not be fitted up before next fall. There are thirteen cells on the lower flat, each 11 feet long by 6.3 feet wide, with 12 foot ceiling. The walls are 17 inches thick, cement, inside. The cells are arranged in two rows in the centre of the building, with a corridor about four feet wide running along each side of them. The cells are small and gloomy, and though they are a great improvement upon the ones in the old jail in the matter of pure air and healthy accommodation they afford no substantial landscape view which was a great relief to the occupants of the old jail. They are filled with flanking water closets, the water being supplied from a cistern in the attic, to which it will be pumped from a well in the basement. The doors of the cells are made of strong heavy bar iron. The cells seem secure enough for the most desperate prisoners.

If a prisoner did manage to get through the walls of his cell, it would be to meet another of similar thickness between him and liberty, through which there would be a very small possibility of his being able to penetrate without detection. There is also a private office for the sheriff on the first floor.

On the second floor are the deputy's apartments and the debtors' cells. A good hall way runs the length of the building, three rooms on the north side and two on the south side of which are occupied by the deputy. The debtors' cells are in the eastern corner of the building and are large and well lighted. The largest is 10 by 15, the other two are 16 by 12. There is a good view from each window, which in summer, will be quite cheering to those who have been unfortunate enough to have incurred the anger of their creditors.

A sewer to the river is yet to be constructed. The work will probably be commenced early in the spring.

The contract for the whole building was awarded to Mr. John McDonald, of Chatham, for \$7,500, who has built the brick work on plaster work to B. Moore & Sons, of St. John. All the bricks used were supplied from the Miramichi Steam Brick Works of G. A. & H. S. Platt, of Nelson. Mr. Dan Grant, of New Glasgow, was the architect of the building, but as his original plans were for a stone building they were considerably altered to suit the requirements of the County Council that the building be built of brick. The plastering is being done by Mr. Ross, Russell, of Newcastle. The building was erected under the inspection of Mr. George Brown.

The building, which rests on a strong stone foundation, presents a very handsome appearance. The County is to be congratulated in the possession of such a substantial and serviceable jail, and the great improvement that will be made in the care of prisoners. It must be thought, however, that prisoners in the new jail will enjoy anything bordering on the luxurious. Far from this. While a prisoner will have the advantages of pure air, better sewerage and healthier conditions than existed in the old jail, the consequences of the fact that the new jail will be a place of confinement for the indigent, and that the winter exhibition held here in January last was an excellent success in many respects.

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market as do the farmers of Carleton county and with an unsupplied home market, and with communication with large markets east and west, it seems that farmers of the section referred to have a good future before them if they appreciate their advantages.

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