

The Union Advocate.

Established 1867.
NEWCASTLE, MIRAMICHI, N. B.
WEDNESDAY, AUGUST 17, 1881.

OUR FISHERIES.

We have received Supplement No. 2 to the eleventh Annual Report of the Minister of Marine and Fisheries for the year 1880, from which we take the following information:—

EXPENDITURE AND RECEIPTS.

The following statements exhibit the respective amounts expended and collected during the fiscal year ended 30th June, 1880. This expenditure is subdivided for the several Provinces and services, as follows:—

ONTARIO.—Fishery Overseers' salaries and disbursements, \$12,003.37; fish-breeding, \$5,300.71—total \$17,304.08.

QUEBEC.—Fishery Overseers' salaries, etc., \$12,591.78; fish-breeding, \$4,701.34; Fisheries' Protection Service, Gulf and Lower St. Lawrence, \$1,880.08—total \$19,173.20.

NOVA SCOTIA.—Fishery Overseers' and Inspector of Fisheries' salaries and disbursements, \$14,180.55; fish-breeding, \$3,823.16—total \$17,503.71.

NEW BRUNSWICK.—Fishery Overseers' and Inspector of Fisheries' salaries and disbursements, \$12,291.18; fish-breeding, \$5,600—total \$17,891.18.

Under the head of fish-breeding are also reckoned Mr. S. Wilnot's salary and travelling disbursements, being applicable to the several establishments in the Dominion, amounting to \$2,551.79. General disbursements, including building of fishways, removal of obstructions to ascent of fish, etc., \$13,327.27.

P. E. ISLAND.—Salaries and disbursements of Overseer and Inspector \$2,686.49; fish-breeding, \$4,494.34—total \$7,180.83.

BRITISH COLUMBIA.—Salaries, etc., of Overseer and Inspector, \$1,399.92.

MANITOBA.—Printing and distributing posters containing extracts of Fishery laws, \$19.75. Total expenditure for the Dominion, \$86,162.55.

THE COLLECTIONS during the year are given as follows:—

Ontario.—Rents, license fees, fines and confiscations, \$4,465.95; Quebec, do., \$7,124.42; Nova Scotia, fees on trap-nets, fines and forfeitures, \$1,506.72; New Brunswick, rents, taxes on nets, fines, etc., \$4,276.07; P. E. Island, fee on trap-nets, license, \$40; B. Columbia, fines, \$10. Total, \$19,423.16.

LICENSES were issued as follows:—

Ontario.—Gill-net licenses, 512; hoop-net, do., 39; pound-net, do., 54; seine, do., 217; angling permits, 1343; spear-fishing licenses, 120.

Quebec.—Salmon-trap fishing licenses 444; brush weir, do. 129; eel weir, 5; seine, 162; gill-net 215.

New Brunswick.—Salmon angling license 1; salmon trap fishing licenses 748; herring weir, do. 98; bass, do. 263; angling permits 40.

Nova Scotia.—Salmon trap fishing licenses 86; trap-net licenses 53; weir, do. 4.

P. E. Island.—Trap-net license 1; total 4,334.

In 1880 the Staff of Fishery Officers consisted of the following:—

Ontario.—Overseers (ex-officio Magistrates) and Wardens 82; Quebec, do. 103; Nova Scotia, Inspector, Overseers (ex-officio Magistrates) and Wardens, 240; New Brunswick, Inspector, Overseers (ex-officio Magistrates) and Wardens, 107; P. E. Island, do. 44; B. Columbia, Inspector and Overseer, 2; Fish Breeding—Superintendent, Officers in charge, and Assistants at the several Fisheries in the Dominion, 15. Fisheries Protection Service in the Gulf and Lower St. Lawrence—Officer in command 1; making the total number of fishery officers employed in the Outside Service, 594. This regular staff receives occasional aid from lock-masters on the Government canals; and lighthouse keepers, which arrangement saves employing, in certain cases, officers at separate salaries.

FISH CULTURE.

The total expenditure on account of this service for the fiscal year ended 30th June, 1880, amounts to \$29,109.61, divided as follows among the ten establishments now devoted to the artificial reproduction of fish:—

Newcastle, Ontario,	\$2,431.24
Sandwich, do.,	2,869.47
Tadoussac, Quebec,	1,650.00
Gaspé Basin, do.,	1,772.76
Restigouche, Quebec and New Brunswick,	1,278.58
Bedford Basin, Nova Scotia,	3,238.99
Sydney, do.,	69.17
Miramichi, New Brunswick,	1,748.99
St. John River, do.,	3,851.01
Dunk River, P. E. Island,	4,494.84
General disbursements, including Mr. S. Wilnot's salary and travelling expenses,	5,715.06
Total,	\$29,109.61
Less refund,	25.00
Grand total,	\$29,084.61

The whole number of young fish distributed during the spring of 1880 was 21,520,600, consisting of 6,300,000 salmon, 60,000 California salmon, 830,000 salmon trout, 30,000 speckled trout, 14,300,000 whitefish. The number distributed in 1879 was 21,732,700.

We shall make further quotations from this Report in a future issue.

Campbellton Items.

The School Trustees should, without further delay, have the School House in the town, either painted or whitewashed. Inside the building, the scholars have their aesthetic taste cultivated, yet as soon as they come out, the first thing that strikes the eye is the shabby appearance of the house. What is true of this building is equally so of many others. As the Government are not under obligation to keep in order the buildings of the town, it would be as well for the inhabitants to move in the matter at once.

The irrepressible organ grinder has been with us again, two of the fraternity having been in town last week. The one who had in his possession the animal with the prehensile caudal appendage, and which Darwin claims as an ancestor, drew the larger crowd.

On Thursday evening, a violent rain storm, accompanied by thunder and lightning, visited us. It lasted about twenty minutes, during which time the rain came down in torrents. The wind at the time was very strong. The damage was principally confined to the gardens, in some of which the corn &c., and the flowers were levelled to the ground.

The Sabbath School of St. Andrew's Church, instead of holding their annual picnic, near the town, to-morrow. Should the weather prove favorable, an enjoyable time will no doubt be had by the whole school, and the most devoted friends of the school are always cordially welcome to their festive gatherings.

No visitor to our town, who has a few days to remain, should neglect to make the ascent of the Sugar Loaf Mountain. The hill, which is 900 feet high, is noted for its almost complete isolation, its ruggedness, and the splendid view obtained from its summit. The ascent can be made in about half an hour. In 1878, when the Marquis of Lorne was passing through to Ottawa, the residents of this town gave him a grand bonnet, knitted on the top of this hill. Sixty oil casks, or more, were carried to the top for that purpose, and the reflection of the light could be seen for miles around.

Last summer two prospectors, looking for gold, paid a visit to the Kempt Road for that purpose. They returned again this season, with the same object, but with what result is not known. The mountains on the other side of the river have been supposed by many to contain the yellow metal, one explorer notably having expended considerable time and means to determine the fact. Until these explorations are carried farther, who knows and money are required, our speculations may be as brilliant as we choose, concerning the probability of gold existing there.

Rev. Ernest P. Fiewelling, Bay du Vin, has been elected to the pastorate of the Episcopal Churches of Dalhousie and Campbellton, entering upon his duties shortly. It is expected that the Metropolitan will visit the church here on the 30th inst., when he will probably hold Confirmation Service, besides transacting other business.

Rev. Dr. Smith, Baptist, of Philadelphia, preached in the Methodist Church, on Sabbath evening. His remarks were carefully listened to, and much appreciated.

Campbellton I. C. R. Station ranks as one of the chief on the coast. Assistant Supt. Busby has held his office, in which he's aided by Messrs. John Good, James H. Vasson, and John H. Vasson, train dispatchers office he has Messrs. J. E. Price, Evan Price, W. E. Harding and H. Vasson. These gentlemen control the movement of all trains on this division of the road. Mr. O. A. Barberie still remains the efficient Station Agent, having as assistants in the Freight Department Messrs. J. B. Coleman and Joseph Sharp. Mr. J. H. Moore is Mechanical Superintendent, while Mr. Fred. King is the Engineer. Mr. George Botsford is the obliging Baggage Master. Mr. George A. Vye conducts the first class Dining Hall where the hungry traveller often gets more than his money's worth.

The Advocate, wishing to obtain some news sent by Telegram to the Sun, which gives the following account of a tragedy. The Reporter of that paper writing an *Advance* upon the Farmer, learned that the New York *Express* reported good Times for the harvest. The *Sun* of property having dined upon the country, proving a most welcome visitor, our *Intelligencer*, acting as a *Courier*, conveyed to the Press, the *Will* Street *Journal* of our country's interests, the glad tidings. To a *Freeman* the information was so rapid that he wrote to *Post* it in his *Journal* for sale keeping.

On Wednesday last there occurred one of the most distressing accidents, one of the most terrible, which has since been driven to the Station, John Thomson, who was assisting in driving the car, was precipitated upon the track, the car running over him, and he became caught in the handle of the crank, the means by which he was knocked off. As may be seen, his injuries are of the severe nature. He is under the treatment of Dr. Balcom. It would be idle to speculate about the recovery of the unfortunate.

At 11 p. m. the same evening the second accident happened. As a freight train baying Thomas Quinn, driver, and Benjamin Sawyer, fireman, was running through a snow-drift, the engine was forced to stop by what proved to be a rock slide. The cars, which were heavily laden with coal, were brought to a halt, and the snow-drift brought part of that structure on the engine. The large timbers of the shed came crashing down, and the cab of the engine, breaking her parts as it fell, and imprisoning Sawyer by its weight. With his back to the engine front, imprisoned as he was, the poor fellow received the full charge of escaping steam and water. With frantic effort he tried to escape, but only succeeded in being crushed by the engine, and the falling timber freed him from confinement. Driver Quinn miraculously escaped unharmed. A special train following, fortunately came up and the dead man was placed on board and brought to Campbellton. Here he lingered until Friday morning, when he died. The funeral was held at the residence of the deceased. The funeral was attended by a large number of friends, and a train conveyed the body to the station, where it was placed in a coffin, and the procession moved to the grave. Rev. J. C. Herdman conducted the solemn service on the train, and the body was interred in the cemetery. The funeral was a sad occasion, and the friends and acquaintances of the deceased were deeply affected.

A Bad Omen.
At the Grit demonstration at New Glasgow on the 8th inst., an ominous incident occurred. Mr. Laurier was boasting about the greatness and glory of the Liberal party the world over, when suddenly the platform gave way, and the Grit Missionaries and a number of their supporters were precipitated to the ground. An apt illustration of the coming election in 1883.

Danger on the Rails.

AN INTERCOLONIAL TRAIN DASHES INTO A ROCK SLIDE.

(Special to Toronto Globe).

Millstream, Que., Aug. 11.—An accident which happened near here last night on the Intercolonial illustrates very well one of the dangers to which that road is liable, and against which the utmost precaution must be taken if disasters are to be avoided. At the junction of the Matapedia River with the Restigouche is the station of Matapedia, and ten miles up the valley of the former is Millstream Station. For many miles through this valley the railway winds along the edge of the stream, following its sinuosities as closely as the character of the banks will allow. At times these approach so near the bed of the river and are so full of curves that deep cutting through the rocky roads are an absolute necessity. Owing to the delays formerly caused by these cuts filling with drifted snow, they have been all roofed over with sheds, so that the effect of passing through one of them, in so far as light is concerned, is very much the same as the effect of passing through a tunnel. As the rock is almost invariably tilted and fractured to an excessive degree, while the cuttings are usually curved, it is easy to see that there is at all times danger to trains from rock slides, and the impossibility of the most careful drivers seeing an obstacle on the track more than a few yards ahead.

Two miles above Millstream Station one of the most dangerous points of the line, these great tunnels. It is long, crooked and steep, and closely overhangs the bed of the stream, while the rocky masses which compose its sides are more than usually jagged and threatening. The danger of slides, of which the train has been living and working in constant fear, has been greatly increased by recent steady, long-continued rain, and last night, some time after the east-bound express passed through, a large mass of rock, weighing not less than twelve tons, became detached from the wall in the middle of the cut and slid down, entirely unobserved, on the rails. Shortly before midnight a local freight train left Millstream and under high pressure of steam on the up grade ran against the mass with the most extraordinary results. Though the engine left the rails the train was impelled through a distance of 150 feet before it came to a dead stop, and the engine and tender were so great as to turn the tender bottom up and lay it at right angles to the track. The train was then thrown right side up fairly and squarely on the top of the tender, and lying in the same direction. The end of this cut the bank was a very high cliff, and it went several feet through the sloping roof of the shed, tearing down a large mass of the heavy rafters on one side of the cut. As a matter of course, the unsupported rafters on the other side tumbled down also, and fortunately for the passengers, the engine and tender were not crushed. The train was then thrown right side up fairly and squarely on the top of the tender, and lying in the same direction. 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