

## Chignecto Post.

Sackville, N. B., May 24, 1877.

## The Albert Railway.

The settlement of a number of questions connected with the Albert Railway has remained in abeyance for some time, and the visit there last week of a party of representative public men, was for the double purpose of doing those questions and inspecting the road. The chief and most important of these

## OPEN QUESTIONS

was the divergence of the Railway in order to tap Hillsboro' and obtain a water terminus there, and also of selecting the site of the terminus at Hillsboro'. It will be remembered that the location made by that famous Railway builder, Mr. R. P. Cooke, and approved of at the time by the Government, skirted the hills in the rear of Hillsboro' in the form roughly of a semi-circumference. Mr. Cooke contended that the Railway to Hillsboro' was not practicable on account of the gradients. When the old Albert Railway Ring "busted," and the friends of the enterprise succeeded in getting Mr. Killam to embark in it, his first step was to make a new location for the extension of the semi-circumference to Hillsboro', lengthening the Railway about two miles. While this divergence from the original location, has one grave disadvantage, viz: it lengthens the Railway two miles, and increases proportionally the Tariff charges which the people in the lower end of the county will have to pay; it will prove a great benefit to Hillsboro', and will, it is believed, secure to the railway a considerable local traffic between the Mines and Hillsboro', and between Hillsboro' and Sackville.

We believe that a personal inspection of the localities satisfied the Attorney General and Provincial Secretary, that Mr. Killam was justified in abandoning the old Cooke survey and adopting one that would not do a manifest injustice to Hillsboro'.

## THE ROUTE

of the Albert Railway, from Sackville to Hillsboro', is mostly through an unsettled country. After crossing the Petitcodiac it runs a short distance up the river, and then runs nearly parallel to the Petitcodiac to Hillsboro'. It skirts the marsh in front of this town and doubles back to the Albert Mines, distant four miles, and from there its course is down the valley of the Demosselle, a stream that runs nearly parallel to the Petitcodiac. After reaching the mouth of the Demosselle at the Shepody shore, it continues on the marsh in front of Hopewell Hill, a branch running to the water terminus at Shepody River, nearly opposite the shipyard of Captain Turner, Esq., at Harvey Bank. From Hopewell Hill it continues its course to Riverside, crossing at the head of Senator McLellan's shipyard, and proceeding about a mile further to the Corner, where the road at present ends.

THE BRIDGES along the route made the construction of the railway expensive. The numerous deep ravines in the vicinity of Hillsboro', requiring expensive bridging, for a long time proved a serious objection to the minds of capitalists and contractors to the road at all. Many of these natural difficulties have been obtained by skillful engineering—for others bridging was deemed inevitable. Large stone and iron structures were not within the means of the Company, and if entertained would have doomed the road. The only recourse was to erect wooden bridges with either trestle, or crib work support. The first of these is Tuttle Creek, 41 miles long, 70 ft. high, 520 ft. long, and containing 130,000 linear feet of logs. The second is Folly Hill Bridge, 18.1 miles, 32 ft. high, 500 ft. long, 70,000 ft. of logs. The third is Mill Bridge, 21 miles, 42 ft. high, 350 ft. long, 60,000 ft. of logs. The fourth is Weldon Truss, 22 miles, 4 ft. span. The fifth is Allan Steeves' Bridge, 33 ft. high, 350 ft. long. The sixth is Melton Truss Bridge, 29 miles, 24 ft. high, 5 spans of 15 ft. each. This bridge has a fine stone foundation. The seventh is Sackville Bridge, 32 miles, 26 ft. high, 200 ft. long. This is a pile bridge at Bovis Creek, 39 miles, 120 ft. long. The eighth is Saw Mill Creek, 41 miles, (Hopewell Hill) truss. The superstructure is not yet on this. The tenth is at Palmer's Creek, 44 miles, 45 ft. span, truss. Besides these, at the lower end, are two expensive abutments, and a retaining wall against the tides at Riverside.

In the above are also, not included, the How Truss Bridge, with stone abutments and piers over the Petitcodiac, a very fine structure made by Mr. Jas. G. McDonald. It has 4 spans, 3 of 100 ft., and 1 of 120 ft. The culverts along the line are of stone and are pronounced to be of a most substantial character. From this enumeration of the bridges, some idea may be formed of the expensive character of the work.

## OTHER WORKS.

A branch, a mile long, with two bridges, has been made to the Mines and another branch of a mile to Cushing & Clarke's mills. In Coverdale. The earthwork is complete. The Railway is ballasted 14 miles. To Messrs. Gray & Wheaton who have the contract for track-laying and ballasting, the people of Albert owe much for the present position of the road. They persevered in their contract, although under the able and honest management of Mr. P. R. Cooke and his Ring, for a period of nearly two years they were paid

scarcely any money, and for a whole year they did not receive a cent! Gray & Wheaton have 180 men at work, and in July they expect to have the track laid throughout its entire length.

## THE ROLLING STOCK

has all been purchased and is ready for the road. As there are four locomotives, three passenger, one postal, and a large number of box and flat cars, Mr. Killam seems determined to have the Railway thoroughly equipped.

## THE STATION HOUSES

at Tuttle Creek and Hopewell Hill are not yet let. They will be 18x24, and one and a-half stories. The one at Hillsboro', is let to Mr. John A. Beatty, and at Hopewell Corner to Wm. A. Peck. They will be 24x38 and two stories. The contract sum is \$11,125 apiece.

## THE TRAFFIC.

The Directors and Contractor feel encouraged in believing, from present indications, that the traffic and travel over the Railway, will, at the outset, make it pay expenses, if not positively make it profitable in some degree. The lumber business will form a considerable item in its business. Messrs. Cushing & Clarke will ship over this season probably not less than five millions. Wallace & Carlyle, at Tuttle Creek, two millions. From the mines of Messrs. Jones, Melton, Miles Peck, etc., a million or two more would seek an outlet. Many hundreds of tons of ship timber will contribute something. Perhaps from 10,000 to 20,000 barrels of plaster will, this season, seek Upper Province Markets. The Albert Mines will have perhaps 4,000 or 5,000 tons of Albionite, to be conveyed to Hillsboro'. Hayden's Stone Quarry, at Demosselle Creek, will seek a shipment at Hillsboro' for 2000 tons of freestone this summer. The local traffic from Alma, Harvey, Hope and Hillsboro', the hay and country produce to be sent out, the goods and merchandise to be taken into these Parishes, and the extent of the passenger traffic, must be considerable. Below are some statistics of Alma and Harvey showing the position of those parishes in 1871:

Harvey, Alma.	
Total Improved Land, acres	10,523
Under cultivation, acres	6,750
Timber land, acres	16,380
Population	2,228
Hay, tons	4,900
Wheat, bushels	1,104

The above figures give some indication of the advantage to be derived from an extension of the Railway

## ON TO ALMA.

taking in Harvey Corner on the way if possible. The Harvey and Alma people are enterprising and liberal; the best proof of that is the fact that they agreed to share the \$70,000 taxation for a railway which does not touch them. The Upper Parishes cannot decently refuse to assist in extending the Railway to Harvey and Salmon River, distance 12 miles, and if the five Parishes agree to a non-entire action and persevere in it, it will be merely a matter of time when justice will be done then.

The lumbering business of Alma is extensive. Two firms there ship several millions every year. The untold wealth of that Parish yet entirely undeveloped, gives promising indications. The Parish of Harvey is one of the most thrifty places to be seen in the Maritime Provinces. The population divided between stirring ship-masters and sterling farmers, is built up on the parish rapidly. The facilities for ship-building along the Shepody River are excellent, abundance of timber being in easy reach.

## THE ALBERT MANUFACTURING CO.

is at present only working on half time, owing to the low price and high duty in the United States. This, perhaps, the most important single industry in Albert, employing as it usually does 120 people. Hillsboro' is greatly indebted to this Company for its growth and prosperity. The Plaster of Paris, manufactured by this Company, is of superior quality, and out of numerous exhibits of gypsum and its products, both from Canada and the United States at the Centennial Exhibition at Philadelphia, this Company alone received an award from the Judges, to which are added medals and medals both from United States and Canadian Commissioners. Mr. J. J. Tompkins, the manager of the business in its various departments, very persistently opposed the Cooke location of the Railway, which would deprive Hillsboro' of any substantial benefit from its working, and he largely influenced the present location. Mr. Tompkins has also worked up another Railway of which he is President, viz: the Hillsboro' Branch Railway Company. He has now completed a line connecting the Albert Railway with the River at Hillsboro'. He is preparing to build a Wet Dock and make complete arrangements for shipping grain, etc. This Railway Company is entirely distinct from the Albert Railway, being essentially a local Road, and co-operating with the Albert Railway only in the interests of Hillsboro'. It will prove a feeder to the Albert Railway.

ALBERT MINING COMPANY has shipped in the aggregate about 300,000 tons of Albionite. A very interesting history could be written respecting this mine. This peculiar deposit—solidified petroleum—has never been discovered elsewhere, and has always been of peculiar interest to scientists. It was first discovered thirty years ago by Peter and John Duffy, by the bursting of a mill dam, the water denuding the surface and exposing the material. The property passed from hand to hand until it became the property of the present stockholders, most of whom are capitalists in Europe and New York. It was the origin of a cause célèbre twenty-five years ago, the point at issue being whether it was coal or asphaltum. The Supreme Court made a decision that has since been upheld by public opinion, that the deposit was carbonaceous, and, therefore coal. It is technically

called congealed inspissated petroleum. It occurs in pockets, i.e. in fissures in the rocks into which it has been injected from below when in a liquid state. The pockets vary in size. The material is worth about \$20 per ton. The profits have been immense, one or two years paying over a hundred per cent, and the earnings have run into hundreds of thousands of pounds. The oldest shaft known as "the West," has been open for 14 years. It is 1300 ft. deep. The tunnels are miles long. The lower drift alone is over half a mile long. The East shaft, 1200 ft. deep was opened three years ago. It is 800 yards east of the old shaft. An 800 power Cornish Bull Engine works the pumps and keeps the mine free from water. The hoisting power is 120 horse power engine for West, and 100 horse power engine for East. The number of men employed is about 140 in summer. The manager of the mines is E. B. Ketchum, Esq., who for 19 years has been connected with them in one capacity or another. He is largely identified with the mine, and is more popular or deservedly respected than he amongst the people. John Byers, Esq., is the consulting Engineer.

PERSONAL. The Directors of the Albert Railway, are E. B. Ketchum, Esq., President, Hon. Jas. Lewis, Esq., Calhoun, Esq., Jas. Bright, Esq., and F. M. Rogers, Esq. Thos. McHenry, Esq., Secretary. For many years the latter has been the moving spirit in this Railway, awake while others sleep, and nursing it at times when its best friends had despaired and given up the infant scheme to seem ing death. He was dismissed from the Secretaryship by Mr. P. R. Cooke for refusing to sanction his rascally schemes, but he has the pleasure of seeing the old Ring ousted of its power and his original plans carried out. Walter M. Buck, Esq., is Chief Engineer and G. A. Abinet, Esq., is Resident Engineer. This notice would be imperfect did we not refer to Messrs. Rogers and Ryan, champions of the people's interests in the struggle against the schemes of the Cooke Ring. Although hounded as enemies of the road, persecuted by expensive scrutiny cases, they have the pleasure of knowing they fought their enemies and defeated them.

It will be remembered that during last Session, Mr. Rogers, M. P. P., made an attack on some of the work done by the Contractor, particularly Sackville Bridge. He alleged that the latter work was made of small spilling, and the bridge was totally inadequate for Railway purposes. As the members of the Government intended visiting the place, and as Messrs. Killam and Rogers would be present, some interest was expressed as to how the differences would be settled. Mr. Killam, in fact, as he had stated when the charge was first made that the bridge was only a temporary work and they intended filling it up with earth. Mr. Rogers said the explanation was perfectly satisfactory and the matter incident. The incident was a notable one, as showing that Mr. Rogers is prepared to make a stand-up fight where there was even an apparent slighting of public work.

The party consisted of the Attorney General, the Provincial Secretary, Hon. Mr. McQueen, the future Chief Commissioner of Public Works, Mr. Perley, Government Engineer, Messrs. Rogers, Ryan, Humphrey, M. P. P., and a few others, including Major-General Donville, and a gentleman known as well over the length and breadth of Canada as John A. MacDonald, viz: JIM DONVILLE.

His observations on men and things, and his moral anecdotes, were the delight of the party. As he is a public man of prominence, a few words respecting him will not be out of place. He is perhaps the greatest mixture of hard-boiled businessness and heartiness in the country, and is a Canada. People who read adverse newspaper criticisms and hear of his lavish entertainments at Ottawa need not imagine he is only a sort of rollicksome dare-devil. When he, a mere boy, shot ahead of his competitors, and took a front place in St. John business, people use to predict that Jim Donville would fall as quickly as he rose. The bubble would soon burst. It has been a good while bursting, and while that event was taking place he ran elections and won them, started a bank and became its president. People who are disappointed at the delay in the bursting, say: "Oh, it's all Jim Donville's luck." Perhaps so, small men who come out of No. 1 in a financial encounter with Sir Francis Hincks, who "nicks the tiger" with the bank of Montreal, who, every once in a while, bails out his commercial nets and makes a big haul, while older heads than his are hesitating—is no crazy fool, but an astutious, calculating, brilliant business man.

REVOLUTIONARY HISTORY.—The Halifax Reporter produces the following scrap of Revolutionary history, which was unearthed in searching some of the dusty old tomes in the Legislative Library of Nova Scotia: "It appears that during the Revolutionary War—1776-83—that portions of this province, now known as Colchester and Cumberland Counties, were strongly disloyal to so much with the revolutionists, that it was three times disfranchised in that period. In 1777 the grandfather of our present popular Lieutenant Governor was indicted with six others, for high treason, in affording comfort and assistance to two rebel privateers, the Washington and the Gatis, that visited the Basin of Minas in that year. The prosecution failed because sufficient proof could not be obtained, but the progenitors of many of our 'old families' were regarded throughout the war with deep suspicion by the British."

Mr. Blake is to retire from the Canadian Ministry. So it is said.

## The Municipal Elections.

The following are the Botsford Candidates, viz: William Avar, John Riley, Joseph Carroll, Alexander Welsh, Patrick Riley and Alfred Rayworth. Mr. Job D. Allen has retired.

The candidates in Sackville are Messrs. Black, Ogden, Anderson and Lowerson. The personal animosities and bitterness, infused into the canvass in this Parish is to be deeply regretted. It is a pity that the various local issues cannot be discussed in a temperate and moderate manner as becomes fair and reasonable men, and not with that red-hot partisanship that springs from private spite. The Council Elections are the place where free men having the right of self-government exercise it freely, and it is beneath the dignity of free men to be swayed by unworthy personal motives—to be influenced by inflammatory appeals to their passions, and least of all to be guided by men who are seeking to use the ballot box as a means of gratifying personal and private feelings of enmity and to carry on a battle of persecution.

This paper early took a stand in favor of Messrs. A. Ogden and J. L. Black, and we hope to see them elected, but it has been our aim to allow a word to go into our columns that could be construed into any reflection on the private character of the opposing candidates. Messrs. J. J. Anderson and N. Lowerson, for both of whom we have a high respect. While we are bold enough to assert our belief that Messrs. Black and Ogden are the best men of the four for the position, we are ready to admit that Mr. Anderson is a man of irreproachable character and of good business abilities and Mr. N. Lowerson has for many years filled important offices with ability and credit.

## THE MONCTON CHIEF JUSTICE.

The question whether a Valuator can resign and become qualified for Council may now be considered settled. That encyclopedia of legal lore, the editor of the Moncton Times, has pronounced his decision and set the matter definitely at rest. It is a matter of extreme satisfaction to the country that a man exists who is not only capable but willing to decide all troublesome questions on which public discussion arises, and who cannot only settle doubtful points in law, politics and religion, but can take charge of the executive business of the country—for instance elect candidates for the Legislature from Albert, build the Albert Railway, and select its Chief Engineer, and so on. Not only can he do all these things, but being a glass of all these things, and a mould of form, it is the people's privilege to hear him speak authoritatively on such subjects as the "Art of Politeness," "How to Dress," etc. The Editor of the Moncton Times, from him how to mould his voice to gentle cadence and to wear patent leather number sixes. SENATOR McLELLAN has learned from him how to smile when he is called a sneak-thief blackguard.

There is one little matter that seems to have escaped the argus eyes of this Universal Judiciary, viz: What has become of that \$300 chronometer in re Todd? The editor has been silent on this matter for some time past, and we know there are great delays in all judicial matters, and that postponements and stays of process, orders for time, and arrests of judgment, but this \$300 matter appears to have been entirely forgotten—a sort of *non prosequi* entered as far as the Times is concerned. After the very brave words used some time ago, we hope the Times does not now intend to back down.

## Commercial.

DEAL TRADE.—Duncan, Ewing & Co's wool circular, Liverpool, May 4th. The consumption during the month has been heavy, owing to old stocks having been pressed off. By auction the cargo per "Vanouvier," from St. John, N. B., sold at an average of about 27 1/2 lbs per standard, and the stored cargo per "Revolver Light" at about 27 1/2 lbs per standard. Scantling at 27 1/4 per standard, and by rd. at 27 1/4 per standard, with pine deals at 27 1/2 lbs per standard.

WHEAT.—The Toronto Globe says: The visible supply of wheat on this continent is about six million bushels, of which one and a half million are in transit for exporting points; and the most reliable authorities favour the view that the amount held by American farmers is small. Two short harvests in succession have reduced stocks to a degree unknown for many years, and the quantity is sufficient to barely carry over a few months, but we are within a couple of months of the time when the yield of next harvest will be generally ascertained. Until then prices will be doubtless maintained. The East India yield is below what was expected, Southern Russia will not in all likelihood have any grain to spare if war is prolonged till autumn. The withdrawal to a large extent of these sources will lay other grain-producing countries under greater requirements.

D. S. HALPER, Esq., will be a candidate at Shediac. He is one of the few live enterprising men that Shediac possesses, and if he receives a vote according to his merit, he will be far from the foot of the poll. If he be the candidate public business with half the energy and discretion he does his own, the public will be well served.

DOMINION TELEGRAPH CO., commenced setting poles next week from Pictou to Moncton, and will follow the old post roads, and intend to establish offices in every town. Mr. D. G. McQuarrie the General Supt. is in Nova Scotia and Mr. I. G. Stevens in Kent Co., carrying on the work.

## WAR NEWS.

Friday, 18th.—The Telegraph's Pera correspondent sends the following additional particulars of the success of the Turks and Circassian insurgents at Schumuk Kale. They drove the Muscovite garrison and road guards all over the district, chasing them to Gangara, which they also destroyed. Also Schumuk Kaleis, a Russian fortification on the Black Sea.

Advices from Erzeroum, on Monday, says that the Russian advanced to Kara Kalis in great force. General Skobeoff's division of Circassian Cossacks, intended to head the advance of the Russian invasion, are passing through Bucharest to-day, en route for the Danube. It is established that a reconnoitering expedition of five hundred Russian infantry crossed the Danube in boats a little below Reni. The Turks allowed them to come well within range, when they opened such a fire that they were compelled to retreat to the boats with heavy loss. It is reported that the Turks altogether captured 200 Russian vessels in the Danube containing over 30,000 heliostats of wheat. A Russian infantry corps, numbering 52,000, accompanied by a proportionate force of cavalry and artillery, is marching in the direction of Simliza.

Saturday, 19th.—An attack on Ardahan by the Russians on the 15th was repulsed by the Turks. There is anxiety in St. Petersburg relative to the Mohammedan revolt in the Caucasus. The revolt is spreading.

The Turkish Danubian fortresses are victualled for a year. A great battle is expected at Topral-bala. Prince Hassan, son of the Khedive and 6,000 Egyptians leave for Constantinople to-day.

Sunday 20th.—The Standard's Erzeroum despatch says that a decisive battle is expected in Kanby Mountains.

On the first of June all the traffic on the Roumanian railways will be stopped, to allow the passage of stores and siege artillery. The Czar will remain at Bucharest until the end of the war. Monday, 21st.—A despatch from Constantinople says: Deputies have violently attacked the conduct of the campaign in Asia, the secrecy of the authorities and the incapacity of Muluk Pasha. The debate caused much sensation.

The London News' Bucharest despatch says:—Every day makes it more obvious that the Russians are in no hurry to cross the Danube. The present intentions tend to the impression that no crossing further West than Husova will be attempted before early in June and probably not before the Czar reaches the army head quarters, about the seventh proximo.

THE LATEST NEWS from the seat of war represent the Russians as making preparations to cross the Danube. A Turkish attack on the Danube is probable. The capture of Ardahan has been confirmed. The results of an attack on Adler by the Turks is not yet known. War between Greece and Turkey is considered inevitable.

## RECIPROCITY.

It is conceded on all hands that the best remedy to the existing depression of trade in the country, and especially with a view to revive the great industry of the Ottawa district, is the establishment of reciprocal commercial relations with the United States, whereby access to the markets of the latter country may be opened up to Canadian manufacturers, and our lumber placed in the American markets free from duty. We are glad to observe a growing feeling in favor of reciprocity in the American press and among the leading public men of the United States, a feeling which is growing more and more, and which we believe affords a prospect for a speedy renewal of the treaty. An opinion has been expressed that a result of the meeting of the Fishery Commission at Halifax in July next, may be the granting of reciprocity by the United States, in satisfaction of the people of Canada, for indemnity for the sacrifice of her fisheries by Sir John Macdonald. The opportunity is certainly most opportune, and the well known antipathy of the people of the United States to paying debts in cash which may be satisfied by compromise, rendering it not improbable that they would view such an arrangement with favor.

So far as Canada is concerned, we believe that access to the American markets is of vastly greater importance to the people of this country, and would be a more prudent and profitable arrangement, than any money payment, of a million or so of dollars. It would be certainly an arrangement more consistent with the dignity of the country and the self respect of the people of Canada, than a cash consideration of an important interest of the country, to a foreign nation. It is to be hoped, and we believe it is the case, that the Canadian Commissioner, will endeavor to secure reciprocity, as the result of the commission, and about such an endeavor be made, and prove successful, it would be the dawn of a brighter day, for the welfare of every interest of Canada. If the Government can secure the boon of reciprocity for the people of the Dominion, they will have enabled themselves to a renewed expression of confidence at the polls in the next general elections which will not fail to be accorded to them.—Ottawa Free Press.

Roxton states that Mr. Cauchon is to become Governor of Manitoba and will be succeeded by Mr. Laurier in the Cabinet; also, that the Premier is to become President of the Council; Mr. Mills, Minister of Public Works; the Inland Revenue to go to Mr. Laurier and Mr. Laflamme to the Minister of the Interior.

## Timothy and Clover Seed!

100 BURNELS TIMOTHY SEEDS;  
400 lbs. Red Clover Seed;  
100 lbs. Alsike Clover Seed.  
For Sale at Lowest Rates.  
J. L. Black.

## Advertisements This Day.

Flour & Meal.  
Now due at Station on Ontario:  
100 BRLS. CHOICE FLOUR;  
100 bbls. MEAL.  
For sale at lowest market rates.  
J. L. Black.

Ex Schr. "Wild Hunter," from New York.  
100 BRLS. "Brandywine" CORN MEAL;  
75 tons NUT COAL—Gr to size;  
30 " EGG COAL, for Furnaces.  
For sale at very lowest rates from vessel.  
J. L. Black.

Nails! Nails!  
ONE HUNDRED KEYS "Foster's" CUT NAILS;  
25 kegs Canadian Point Cut Nails;  
25 boxes HOUSE NAILS.  
For sale very low by  
J. L. Black.

DRY GOODS!  
3 cases American Cotton Goods.  
104 PIECES FANCY PRINTS.  
WHITE COTTONS;  
GREY COTTONS;  
DUCKS;  
TICKINGS;  
SHIRTINGS, &c.  
The best value ever shown in this line.  
J. L. Black.

Ex schr. "Alice S." from Boston:  
3 CASES DASHIER & ENAMELED LEATHER;  
2 cases ENAMELED DUCK & DRILL;  
1 " WHIP ROCKETS, WARELS, and Carriage Hardware;  
9 cases GENERAL HARDWARE;  
1 cask do. do;  
12 casks PAISLIE;  
2 cases WOOD and WIRE GOODS;  
3000 lbs. Dry & Tanned Sheathing Paper;  
2 cases FLOOR OIL CLOTH;  
4 pkgs. FANCY BASKETS.  
For sale by  
J. L. Black.

FINE LUMBER!  
30,000 ft. Seasoned Pine LUMBER,  
1, 1 1/2, 2 and 3 inches thick.  
For sale by  
J. L. Black.

Spring Stock!  
BOOTS AND SHOES.  
10 cases containing:  
120 PAIRS Men's Strong BOOTS;  
25 prs. Long Leg'd Grained Leather Boots;  
4 doz. prs. Men's Congress and Wellington Boots;  
4 doz. prs. Youth's and Boy's do;  
10 doz. prs. Women's and Misses' Leather Boots;  
30 doz. prs. Ladies' & Misses' Serge and Fine Leather Boots and Slippers;  
Serge Boots 7 to 8 1/2;  
10 doz. prs. Children's & Infant's Shoes.  
This comprises the finest assortment ever offered our customers. For sale by  
J. L. Black.

SPRING CLOTHING  
\$1500 GOOD VALUE.—Which will be found to include one of the finest assortments of Clothing ever offered in this Town, for Gents, Youths and Boys. For sale by  
J. L. Black.

Cloths! Cloths!  
ONE CASE—20 pieces COATINGS and TWELVES of very fine Patterns and Value. Just opened by  
J. L. Black.

ROOM PAPER!  
2 BALES—First instalment of our Spring Importation of Glaze, which when complete, will comprise \$7,000 Bolls. Prices from 5c. to 15c per Roll.  
J. L. Black.

IRON & STEEL.  
12 TONS full assortment sizes, for Blacksmiths & Carriage Builders. Sweedes Iron and Low More Iron; Hammers and Cast Steel—Ottawa shape. IRON the cheapest for many years at  
J. L. Black.

Ex "Wild Hunter" from St. John:  
ONE CASK SUGAR;  
25 cks. POLLOCK;  
25 bbls. HERRING.  
J. L. Black.

Timothy and Clover Seed!  
100 BURNELS TIMOTHY SEEDS;  
400 lbs. Red Clover Seed;  
100 lbs. Alsike Clover Seed.  
For Sale at Lowest Rates.  
J. L. Black.

## Advertisements This Day.

Notice to the Public.  
MR. R. CURRY, --WATCHMAKER,  
HAS opened opposite the "Barnswick House," in the Shop last occupied by M. C. BARNES, where he will Repair Watches, Clocks, Jewellery, &c., at short notice, and low charges.  
All work warranted. may 24 41  
UNION HOTEL.

GEORGE W. SHAW, Proprietor.  
Hopewell Corner, A. C.  
(may 24)

Intercolonial Railway.  
EXCURSION RETURN TICKETS  
WILL BE ISSUED on the 24th inst. at all Ticket Stations on the Railway, for use on One First-class Fare, good to return until and including 25th inst.  
C. J. BRYDGES,  
Gen'l Supt' Gov't Railways.  
RAILWAY OFFICE,  
Moncton, May 16th, 1877. } may 24 11

Scotch Refined Sugar, Teas, &c.  
LOGAN, LINDSAY & CO.  
Are receiving by S.S. Capitan, from Liverpool:  
50 CASKS Scotch Refined SUGAR;  
25 cases FINE COGNAC TEAS;  
From Steamer Flamborough:—  
50 Casks New NAVA MOLASSES.  
From Baltimore:—  
35 bbls. SLICED DRIED APPLES;  
25 cases McMURRAY'S PEACHES.  
From Nova Scotia:—  
100 bbls. NONPAREIL APPLES.  
From Boston:—  
100 boxes MESSINA ORANGES;  
10 cases COCOANUTS.  
may 24 } KING STREET, St. John.

Parks' Cotton Yarns.  
A WARDED THE ONLY medal given for COTTON YARNS of Canadian manufacture, at the  
CENTENNIAL EXHIBITION.  
Nos. 5's to 10's.  
WHITE, BLUE, RED, ORANGE AND GREEN.  
Warranted full length and weight.  
Stronger and better than any other Yarn in the market.  
COTTON CARPET WARP.  
No. 12's 4 ply in all Colors.  
Warranted fast.  
WILLIAM PARKS & SON,  
New Brunswick Cotton Mills.  
St. John, N. B.  
may 24

Customs Department.  
OTTAWA, Feb. 2, 1877.  
A AUTHORIZED discount on American invoices until further notice, 5 per cent.  
J. JOHNSON,  
Commissioner of Customs.  
READY  
AT THE  
Oxford Woollen Mills!

5000 lbs. YARN—Best Quality;  
20,000 yards CLOTH.  
In Tweeds, Homespuns, Flannels, Blankets, Shirtings and Women's wear, of our own manufacture, to exchange for Wool.  
OXFORD MANUFACTURING COMPANY.  
Oxford, May 17th, 1877.  
P. S.—Highest price in Cash paid for Wool.  
A LARGE ASSORTMENT OF  
Long and Short Lumber  
CONSTANTLY ON HAND.  
Orders solicited. Address,  
Petitcodiac Lumber Company,  
may 17 } Petitcodiac, N. B.

HANINGTON & WELLS,  
Attorneys-at-Law, Solicitors, Notaries Public, &c.  
DORCHESTER, N. B.  
(may 17)

"CHAMPION HOE"  
Just Received;  
DOZEN CHAMPION HOES.  
The best and cheapest Hoe in use. Every man that uses a Hoe should have one. For sale low by  
may 17-41 } GEO. E. FORD.

White & Fancy Shirts.  
JUST RECEIVED—2 cases of WHITE and COLORED, containing 10 dozen most of them made to order, and can guarantee them a perfect fitting SHIRT. The colored Shirts are all nice, neat and new patterns, and very cheap.  
For sale by  
may 17-41 } GEO. E. FORD.

TEACHER WANTED.  
A Second-class Teacher wanted at Cookville.  
JNO. LUND,  
JAS. McAFEE } Trustees.  
JNO. COOK,  
Sackville, April 19, 1877.

## DISCOUNTS!

CASH WANTED.

## Clearance Sale

—AT—

## C. A. BOWSER'S.

ALL GOODS MARKED

AT A

Tremendous Discount.

Call and Examine Stock.

april 12 } C. A. BOWSER.

## AUCTION SALE.

IN pursuance of a power of Sale contained in a certain Indenture of Mortgage and dated the 21st day of February, A. D. 1866, and made between Jas. Calhoun, Senior, of Hopewell, in the County of Albert (since deceased), of the one part, and Peter McLellan, of Hopewell, aforesaid (since deceased), of the other part: Notice is hereby given that for default of payment of the moneys secured by the said Mortgage the undersigned, Executors of the Will of the said Peter McLellan, deceased, will, for the purpose of satisfying the said moneys, sell at Public Auction, in the front yard of the Court House, at Hopewell, on SATURDAY, the 30th day of MAY next, at noon, All that lot or tract of marsh-land, situated on the Hill Dyke, so called, in Hopewell, aforesaid, in the said Indenture, described as bounded as follows, viz: Easterly, by land of the said McLellan; Southerly, by the Proprietors' Road, so called; Westerly, by lands of Mr. Gilbert and of Dr. Samuel Shaw, and Northerly, by land of said Shaw, containing 13 acres more or less; being the same lot of marsh heretofore leased for a term of years, not yet expired, by the Commissioners of Sewers for payment of dykes rates, due thereon.

The said Indenture of Mortgage was recorded in the Registry of Deeds for the County of Albert, in Libro K, folio 35, the 2nd day of March, 1866.  
THOS. McLELLAN, Executors of the Will of Peter McLellan, deceased, and A. R. McLELLAN, Jeter McLellan, Dated the 20th day of February, 1877.

## STRAW GOODS!

LADIES STRAW HATS & BONNETS;  
Ladies' French Chip Hats & Bonnets;  
THE NEW WING SIDE HAT;  
THE NEW DROOPING HAT;  
The latest novelties in High Crown Hats; Elegant French Flowers, in all the newest HANDSOME FEATHERS and FEATHER TRIMMINGS, in all the most Fashionable styles.  
Wholesale and Retail.

MANCHESTER ROBERTSON, & ALLISON,  
may 17 } ST. JOHN, N. B.  
SALT! SALT!  
6000 bags Coarse Salt; 800 bags Butter Salt.  
For sale by GEO. S. D'FOREST,  
may 17