Steamboat.

1873.

International Steamship Comp'y.,

SPRING ARRANGEMENT.

ON and after the 24th inst., the splendid sea-going steamers "NEW YORK," E. B. Winchester, master, and "NEW BRUNSWICK," S. H. Pike, master, will leave Reed's Point Wharf every MONDAY and THURSDAY mornings at 8 o'clock, for Eastport, Portland and Boston, connecting at Eastport with steamer "Belle Brown," for St. Andrews and Calais.

Returning, will leave Boston every Monday and Thursday morning at 8 o'clock, and Portland at 6 p. m., after noon train arrives from Boston, for Eastport and St John, until further notice.

No claims for allowance after Goods leave the warehouse.

Freight received Wednesdays and Saturdays only, up to 6 o'clock, p. m.

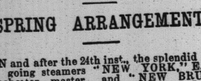
H. W. CHISHOLM, Agent.

mar 14

CLEMENT'S LINE.

Yarmouth and Boston Steam Navigation Company

LINE OF STEAMERS BETWEEN NEW BRUNSWICK, NOVA SCOTIA AND UNITED STATES.



A STEAMER of this Line having all the latest improvements for accommodation of passengers, state rooms, dining saloon, ladies cabin, etc., etc., on main deck, will sail as follows, unless prevented by unavoidable circumstances:—

Leave St. John for Boston, via Yarmouth, every Friday, at 5 p. m., commencing on the 28th instant. Returning, leave Boston every Tuesday, at 12 noon, via Yarmouth. This steamer connects at Yarmouth with steamer M. A. Starr, for Shelburne, Liverpool, Lunenburg and Halifax, and with Dominion Line of Coaches for Liverpool and intermediate places.

Fare to Boston $6; Yarmouth $4.00.

For further information apply to

CHAS. McLAUGHLAN & SON, 21 North M. Wharf.

Or in Yarmouth to N. K. CLEMENTS, or in Boston, JOHN G. HALL & CO., 64 Chatham street.

mar 18

Steamer City of St. John.

CHANGE OF DAY.

Through connection to Woodstock, Houlton and Canterbury, via St. Stephen, with the N. B. and Canada Railway, twice each week. Through Bills Lading to Woodstock, Houlton and Canterbury, signed at the warehouse of the steamer at Reed's Point.

UNTIL further notice, the Steamer "CITY OF ST. JOHN" will leave her wharf at Reed's Point, every THURSDAY and SATURDAY morning at 8 o'clock, for St. Stephen, calling at St. George and St. Andrews, and connecting with the N. B. and Canada Railway to Woodstock, Houlton and Canterbury, making a through and reliable connection. Returning from St. Stephen every MONDAY and FRIDAY morning, calling at St. Andrews and St. George. On every SATURDAY and MONDAY the steamer will call at L'Etang.

The above steamer connects every trip with the steamer "Cochituate," for St. George.

Freight [which must be plainly marked] received at the steamer's warehouse at Reed's Point, up to 6 o'clock, p. m., by the agent who is always in attendance.

ENOCH LUNT, 41 Dock street.

amy 17

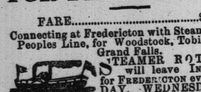
EXPRESS LINE.

Steamer "Rothesay."

FOR FREDERICTON.

FARE.....$1.50

Connecting at Fredericton with Steamers of the Peoples Line, for Woodstock, Tobique and Grand Falls.



STEAMER ROTHESAY will leave INDIANTOWN for FREDERICTON every MONDAY, WEDNESDAY and FRIDAY morning at 9 o'clock. Returning, will leave FREDERICTON every TUESDAY, THURSDAY and SATURDAY morning, at same hour until further notice.

☞ Through Tickets for PORTLAND and BOSTON for sale on board Steamer at a REDUCED RATE.

☞ Freight received at the Warehouse at Indiantown by a careful agent who is always in attendance.

ENOCH LUNT, 41 Dock street.

ap 23

UNION LINE

For Fredericton!

Connecting with Peoples Line of Steamers to Woodstock, Tobique and Grand Falls.

FARE.....$1.50.

STEAMER DAVID WESTON leaves INDIANTOWN for FREDERICTON TUESDAY, THURSDAY and SATURDAY, at 9 a. m. Returning, leaves FREDERICTON MONDAY, WEDNESDAY and FRIDAY, at 9 a. m.

☞ Through Tickets to WOODSTOCK, BOSTON and PORTLAND to be obtained on board Steamer at REDUCED RATES. Reliable agents always in attendance to receive Freight at Warehouse.

GEO. F. HATHEWAY, AGENT, 39 Dock street.

ap 28 nws fmn tel

STEAMER "EMPRESS," AND THE Windsor and Annapolis Railway.

FREIGHTS for Kentville, Wolfville, Windsor and Halifax, and intermediate Stations taken at greatly reduced rate

A careful Agent in attendance at Warehouse Reed's Point, between 8 a. m. and 6 p. m., daily, to receive freight.

☞ No freight received morning of sailing.

For Way Bills, Rates, &c., apply to

GEO. F. HATHEWAY, AGENT, 39 Dock street.

June 5

Atlantic Service.

The best route for

EMIGRANTS

To NEW BRUNSWICK.

REGULAR AND DIRECT

Steam Communication between Glasgow, Liverpool and St. John, N. B.

THE ANCHOR LINE OF TRANS-ATLANTIC STEAM PACKET SHIPS.

Alexandria,	Castalia,	Italia,
Anglia,	Columbia,	Olympia,
Assyria,	Elysia,	Scandinavia,
Australia,	Ethiopia,	Scotia,
Bolivia,	Europa,	Trinacria,
Britannia,	India,	Utopia,
Caledonia,	Iowa,	Victoria,
California,	Ismailia,	

We have much pleasure in announcing to Importers, that the first-class full powered Steamship "SCANDINAVIA," of the Anchor Line, will be despatched (unless prevented from unforeseen circumstances,)

FROM GLASGOW. FROM LIVERPOOL.
Wednesday, 11th June. Saturday, 14th June.

For Halifax and St. John, N. B.

Parties desirous of sending for their friends should apply for certificates at once, which can be obtained from the Agents here.

PASSAGE:

Cabin	13 guineas
Intermediate	8 do.
Steerage	6 do.

Freights taken upon favorable terms; and as a large quantity of dead weight will be required, we hope Importers will forward orders without delay.

No Bill of Lading will be signed for a less sum than half a guinea.

APPLY TO

HENDERSON BROS.	Glasgow
HENDERSON BROS.	London
HENDERSON BROS.	Liverpool
T. A. S. DEWOLF & SON	Halifax

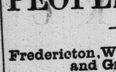
or here to

SCAMMELL BROTHERS, Agents "Anchor" Line.

may 23

PEOPLE'S LINE.

Fredericton, Woodstock, Tobique and Grand Falls.



ON and after Monday, May 5th, a Boat of this Line will leave Fredericton daily, [Sundays excepted,] at 6 o'clock, a. m., for the above named places and intermediate landings.

RETURNING—A Boat will leave Tobique every day, [Sundays excepted,] at 2 p. m., and Woodstock, at 8 a. m.

No Freight delivered until all charges on the same are paid.

All Way Freight must be prepaid unless accompanied by the owners, and will be at the owner's risk when left.

The Boat that leaves Fredericton on Saturday will run to Grand Falls while the water continues a sufficient pitch, provided sufficient Freight is offered.

This Line connects at Fredericton with the Union and Express Lines of Steamers for St John.

S. H. L. WHITTIER, AGENT.

Fredericton, May 5, 1873. may 10 3m

FOUR TRIPS A WEEK.

ST. JOHN TO HALIFAX.

Steamer "EMPRESS,"

For Digby and Annapolis,

Connecting with the Windsor and Annapolis Railway for KENTVILLE, WOLFVILLE, WINDSOR and HALIFAX.

With STAGES for LIVERPOOL AND YARMOUTH, N. S.

STEAMER "EMPRESS," on and after the 16th inst., (until further notice) will leave her wharf, (Reed's Point), at 8 a. m., MONDAY, WEDNESDAY, FRIDAY and SATURDAY, returning same days, for DIGBY and ANNAPOLIS, connecting with 2.20 p. m. Train for Halifax and Way Stations.

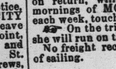
The owners offer the inducement to those wishing to enjoy a trip to Digby and Annapolis the privilege of ONE FARE, returning same day.

☞ All Freight must be accompanied by Outward Certificates.

GEO. F. HATHEWAY, AGENT, 39 Dock street.

June 5

GRAND LAKE.



STEAMER "MAY QUEEN" will leave for SALMON RIVER, on WEDNESDAY morning, the 7th May, at 8 o'clock, and will continue to run on that route until further notice, leaving her wharf, Indiantown, on each WEDNESDAY and SATURDAY morning, at 8 o'clock; and, on return, will leave Salmon River on the mornings of MONDAY and THURSDAY of each week, touching in at Garetown both ways.

☞ On the trip of Wednesday and Thursday, she will run on the west side of Long Island.

No freight received after 7.30, a. m., morning of sailing.

GEO. F. HATHEWAY, AGENT, 39 Dock street.

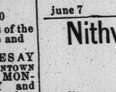
may 5 glb tel nws fmn

Steamer City of St. John.

The Shortest and Cheapest Route to Parrsboro, Windsor and Halifax.

Through connection with Nova Scotia Railway to Halifax

Through rates of Fares and Freight:—Fare to Halifax, $5,00; Fare to Parrsboro and Windsor, $2.00.



THE Steamer "City of St. John" will leave her wharf, at Reed's Point, on TUESDAY Evening next, June 10th, at 11 o'clock, for Parrsboro and Windsor, connecting with Nova Scotia Railway to Halifax.

☞ Passengers for Halifax will take the train from Windsor, immediately after arrival of steamer.

E. LUNT, 41 Dock street.

June 7

Nithvale Oatmeal!

Landing ex schooner Alice S., from Portland

100 BBLS.

Celebrated Nithvale Brand.

For sale by LOGAN & LINDSAY, 62 King street.

may 31

Mrs. Winslow's Soothing Syrup.

FREE FROM OPIUM.

Chemical tests, which were so accurate as to reveal one part morphine in 3,000 parts syrup, have been instituted upon the above preparation with decided failure to detect morphine or any other preparation of opium in it, therefore it may be considered certain that the medicine must owe its valuable properties to something else than opium. This information is taken from a London journal of the highest respectability.

Mrs. Winslow's Soothing Syrup is for sale in large or small quantities by

J. CHALONER, Cor. King and Germain streets.

June 9

CUSTOMS DEPARTMENT.

Ottawa, June 5th, 1873.

AUTHORIZED discount on American Invoices until further notice, 15 per cent.

R. S. M. BOUCHETTE, Commissioner of Customs.

M. H. ANGELL, Supt., Bangor, Me.

June 9 fri w t

St. John, N. B., May 5th, 1873. may 9

COLD BROOK Rolling Mills Company,

OF THE DOMINION OF CANADA.

CAPITAL, - - - $1,000,000

With power to increase.

Incorporated by Special Act of Parliament.

HEAD OFFICE, - - ST. JOHN, N. B.

PRESIDENT—HON. SIR FRANCIS HINCKS, K. C. M. G., C. B., Montreal.

VICE-PRESIDENT—JAMES DOMVILLE, M.P.

DIRECTORS:

Hon. A. J. Smith, M. P.
Hon. W. Muirhead, Senator.
G. E. R. Burpee, Vice-President E. & N. A. R
Adolphe P. Caron, M. P., Quebec.
Geo. McKean, Merchant.

Managing Director..JAMES DOMVILLE, M.P.
Superintendent of Works.....E. G. SCOVIL
Secretary.....JAS. SCOVIL

BANKERS:

Canada—BANK OF MONTREAL.
London—ALLIANCE BANK, (limited.)

Incorporated with powers of manufacturing Bolts, Screws, Nails, Spikes, Axes, Axe Iron, Nails and Railroad Iron; Ship Knees and Patent Tapered Iron, Nail Sheets, Boiler Plates, Rivets, Tools. Implements and Machinery; of Rolling Iron, and manufacturing, erecting, selling and leasing Locomotive Engines and Machinery, Rolling Stock, Stations, Storehouses, Elevators, etc., used and required by Railway Companies.

☞ ORDERS SOLICITED. ☜

OFFICE, - - - - 9 NORTH WHARF.

june 5

Railway

Intercolonial Railway

1873—Summer Arrangement—1873.

COMMENCING ON

MONDAY, 26th May, 1873.

No. 1.—(Through Passenger Express) will leave Halifax at 7.30 a. m. and be due in Saint John at 8.30 p. m. This train will stop [between Halifax and Truro] only at Windsor Junction, Elmsdale and Shubenacadie; and [between Painsec and St. John] only at Booking Stations, except where it may be necessary to cross other trains or to put down passengers who may have got on board at Painsec and stations east and south of that place.

No. 2—[Through Passenger Express] will leave St. John at 8 a. m. and be due in Halifax at 8.50 p. m. This train will stop [between St. John and Painsec] only at Hampton, Sussex, Petitcodiac and Moncton; and [between Truro and Halifax] at Shubenacadie and Windsor Junction, except where it may be necessary to cross trains or to put down passengers who may have got on board at stations North and West of Truro.

Nos. 3 & 5—[Pictou Passenger Accommodation] will leave Halifax at 6.15 a. m. and be due at Pictou at 12.15 p. m.

Nos. 4 & 6—[Shediac Passenger Accommodation] will leave St. John at 7 a. m. and be due at Point du Chene at 12 45 p. m.

Nos. 7 & 9—[Freight and Passenger Accommodation] will leave Halifax at 11.30 a. m. and be due at Pictou at 8.15 p. m.

Nos. 8 & 10—(Freight and Passenger Accommodation) will leave St. John at 10.50 a. m. and be due at Point DuChene at 7.25 p. m.

No. 11—[Truro Freight] will leave Halifax at 3.30 p. m., and be due at Truro at 9.10 p. m.

No. 12—[Passenger accommodation] will leave Painsec at 4.20 p. m., and be due at Point DuChene at 5.00 p. m.

No. 13.—[Truro Passenger Accommodation] will leave Halifax at 5.15 p. m., and be due at Truro at 8.15 p. m.

No. 14—[Passenger Accommodation] will leave St. John at 2.00 p. m., and be due at Hampton at 3.10 p. m.

Nos. 15, 17 & 19.—(W. & A. R.) will leave Halifax for Windsor Junction at 8.00 and 5.45 a. m and 3.00 p. m

No. 16—[Petitcodiac Freight] will leave St. John at 2.45 p. m., and be due at Petitcodiac at 8 00 p. m.

No. 18—[Sussex Passenger Accommodation] will leave St. John at 4.40 p. m., and be due at Sussex at 6.40 p. m.

No. 20—[Truro Passenger Accommodation] will leave Truro at 6.00 a. m., and be due in Halifax at 9.15 a. m.

No. 21—[Sussex Passenger Accommodation] will leave Sussex at 7 00 a. m., and be due at St. John at 9 00 a. m.

No. 22—[Truro Freight] will leave Truro at 6.45 a. m., and be due in Halifax at 1.20 p. m.

Nos. 23 and 25—[Shediac Passenger Accommodation] will leave Point DuChene at 6 50 a. m., and be due in St. John at 12 00 noon.

Nos. 24 & 26—[Freight and Passenger Accommodation] will leave Pictou at 5.00 a. m., and be due in Halifax at 2 35 p. m.

No. 27—[Petitcodiac Freight] will leave Petitcodiac at 7.00 a. m., and be due in St. John at 1 30 p. m.

Nos. 28 and 30—[Pictou Passenger Accommodation] will leave Pictou at 1.45 p. m., and be due in Halifax at 7.30 p. m.

No. 29.—[Passenger Accommodation] will leave Hampton at 5.45 p. m., and be due in St. John at 6.55 p. m.

Nos. 31 & 33—[Shediac Passenger and Freight Accommodation] will leave Point DuChene at 10 30 a. m., and be due in St John at 7.45 p. m.

Nos. 32, 34 & 36—[W. & A. R.] are due in Halifax at 11.00 a. m., 6.45 p. m., and 8 25 p. m.

No. 35—[Passenger Accommodation] will leave Point DuChene at 3.20 p. m., and be due at Painsec at 4.00 p. m.

Nos. 37 & 39—[Truro and Moncton Freight and Passenger Accommodation] will leave Truro at 9 30 p.m., and be due at Moncton at 8 10 a. m.

No. 38 & 40—[Moncton and Truro Freight and Passenger Accommodation] will leave Moncton at 6.45 p. m., and be due at Truro at 5.0 a. m.

LEWIS CARVELL, General Superintendent.

Railway Office, Moncton, 9th May, 1873. may 24 till June

Intercolonial Railway.

EXCURSION RETURN TICKETS at one first class fare good ONLY for daily trains which leaves St. John for Hampton and Intermediate Stations at 2 p. m. and Hampton at 5.45 p. m., will be issued at St. John and Rothesay during the months of June, July and August.

LEWIS CARVELL, General Superintendent.

Moncton, May 31, 1873. 3 mos

THE CONSOLIDATED

European and North American RAILWAY.

St. John and Bangor.

1873. SUMMER ARRANGEMENT. 1873.

ON and after THURSDAY, 8th day of May, until further notice, Trains will run as follows:—

Through Express, leave St. John, Ferry, daily, (Sunday excepted,) at 8.30 a. m., and 9 p. m., [Saturday excepted,] and are due at Bangor at 6.30 p. m. and 7.30 a. m.

Leave Bangor, Exchange street, 8 00 a. m. and 8.35 p. m., and are due at Saint John at 5.25 p. m., and 6.45 a. m.

Fredericton, Express, leaves St John at 8.30 a. m. and 4.30 p. m., arriving at Fredericton at 12.50, noon, and 8. p. m.; returning, leave Fredericton at 7.00 a. m., and 3.00 p. m., and due to arrive in St. John, at 10.25 a. m., and 6.25 p. m.

Freight leaves Carleton at 9.15 a. m., and due there on return, at 3.00 p. m.

Pullman Cars on all through trains.

Through Day Trains connect at McAdam with Trains of N. B. & C. Railway, and all Through Trains connect at Bangor with Trains for Boston, &c.

The 9 00 p. m. Through Night Train will connect with Steamers from Annapolis, Windsor and Annapolis Railway, and with Trains of Intercolonial Railway.

H. D. McLEOD, Asst. Sup't., St. John.

M. H. ANGELL, Supt., Bangor, Me.

St. John, N. B., May 5th, 1873. may 9

New Brunswick and Canada Railway and Branches.

ON and after MONDAY, May 12th, Trains will run daily (Sundays excepted) as follows:—Up Trains leave St. Andrews at 6.15 A. M., and St. Stephen at 10.15 A. M., for Woodstock and Houlton.

Down Trains will leave Woodstock at 8.30 A. M., and Houlton at 8.45 A. M., for St. Andrews and St. Stephen.

These Trains connect at McAdam Junction with Trains on European and North American Railway, for Boston, Bangor, Portland, St John and Fredericton.

HENRY OSBURN, Manager.

D. J. SEELY, Agent, Water st.,
St. John, N. B.

may 12

CARBOLINE GAS CO., ST. JOHN, N. B.

Light! Light!! Light!!!

THE above Company have opened an Establishment in this City for the Manufacture and Sale of CARBOLINE GAS LAMPS, which have been lately so successfully introduced into Nova Scotia.

THE COMPANY are now prepared to execute all orders for STREET LAMPS, LAMPS or CHANDELIERS, for Churches, Halls, Depots, Private Houses, &c., &c.

These Lamps require no chimney glass, are perfectly free from all smoke and unpleasant odour, warranted non explosive, and will give a light equal to coal gas.

All orders received and information given at the Show Rooms and Office of the Company,

Nos. 63 and 65 WATER STREET,

ST. JOHN, N. B

O. C. HERBERT, MANAGER.

may 13 3m

Pickles.	Pickles.
50 DOZ of MIXED PICKLES. For sale low at M. FRAWLEY'S, 11 Dock Street	
may 28 frm	

Sugar	Sugar.
20 BBLS. of BROWN and GRANULATED SUGAR. For sale low at M FRAWLEY'S, Dock Street	
may 28 frm	

J. W. MONTGOMERY

DIRECT IMPORTER,

IS showing, this day, a magnificent Stock of

Tea Green, Blue Brown & Drab

CRAPE CLOTH!

New Material for Ladies' Dresses.

ALSO:

Blue, Black and Brown LUSTRES,

From 50c. per yard and up, with a very fine Stock of Plain

DRESS GOODS,

CHECKS and SHALLOWS,

All good and Cheap.

Wholesale and Retail.

2 KING STREET.

June 6 J. W. MONTGOMERY.

COAL. COAL.

THE Subscribers have now in Store, and are prepared to supply at market rates:

Best Old Mines Sydney Screened COAL;
Best Gowrie Mines Screened Coal
Best ORANGE HARD HOUSE COAL of Chestnut, Egg, Nut and Broken Lump size.

T. M CARTHY & SON, Water street.

feb 14

MACHINE OIL!

McLAUGHLIN & SANCTON,

Have in store—10 bbls. of the Celebrated

Globe Lubricating Oil,

Which they will guarantee equal to any in this market.

Also—25 bbls. No. 1 WEST VIRGINIA NATURAL OIL, at lowest rates.

McLAUGHLIN & SANCTON, Cor. Charlotte and Union streets.

pa 19

Hoop Skirt and Corset Factory, 79 KING STREET,

(2nd door above Waverly House.)

Sewing Machine Emporium

AND GENERAL AGENCY FOR

Mme. Demorest's Reliable Patterns

FOR LADIES', MISSES' AND CHILDREN'S

GARMENTS.

The best assortment of *SEWING MACHINES*, viz:—

THE LOCKMAN.
THE APPLETON.
THE HESPELER.
THE SINGER No. 2 MANUFACTURING.

Every Machine warranted well with Attachments.

Best terms for parents or large Discounts for Cash.

The best assortment of WOVEN CORSETS in Ladies' and Misses'. Over 3,000 to select from every size.

The best assortment of REAL and IMITATION HAIR GOODS, in Chignons, Braids, Curls and Switches, &c. BUSTLES, HOOP SKIRTS, MACHINE THREADS, MACHINE OILS, &c. &c.

DAVID MILLAR, 79 KING STREET, 2nd door above Waverley House.

ap 16

AMERICAN GOODS!

NOW LANDING:

5 CASES COTTON FLANNELS:
10 bales GREY DOMESTIC;
5 " Cotton Duck;
100 " Wadding;
50 " SEAMLESS BAGS;
1 case WIGAN;
2 cases Crayons;
20 " Felt Hats;
5 " NECKTIES.

And, 250,000 Paper Collars, in all new styles.

T. B. JONES & CO., Canterbury street.

June 7

WHEATMAN & SMITH'S Gang and Mill Saws!

JUST RECEIVED:

7 CASES

Of the above Celebrated make.

June 7 W. H. THORNE.

Cheese. Cheese.

50 BOXES CHEESE,

Landing this day ex steamer Glendon.

For sale by LOGAN & LINDSAY, 62 King street.

June 5

STEAM AND BLACKSMITHS' COALS.

We are now landing:

100 CHALDRONS Best Screened Joggins House and Steam COAL.

And have in Store:

30 Chaldrons Best Blacksmiths'

COAL.

T. McCARTHY & SONS, Water street.

may 13

Rice.	Rice.
10 SACKS of Ricetwill be sold low at M. FRAWLEY'S 11 Dock Street.	
may 28 frm	

GIN!	GIN!
50 HHDS, 50 qr-casks, 250 cases } HOUTMAN & CO	

For sale very low while landing from s Gatineau.

HILYARD & RUDDOCK, Robertson Place

may 28

Water and Sewerage Debentures FOR SALE.

WATER and Sewerage Debentures issued at the office of the Commissioners of Sewerage and Water supply, City Governments Building, Prince Wm. street, on written or verbal application.

Said debentures authorized by act of the Legislature of the Province of New Brunswick.

EDWA'D ELDERKIN, WM. SEELY, S. K. BRUNDAGE, } Comm'rs.

ap 18

The SCOTCH COLONY.

The Remarkable Lateness of the Season Deserting the Ponts—The Location of Lots and Roads.

NEW KINCARDINESHIRE, June 7.

The weather for the present week has not been favorable to vegetation. Days and nights have been cold—the latter rather colder than the former; in consistence with common usage. Seed-time and every other process, excepting the progress of time, seems lagging and late. Old residenters with the load of a half century's active experiences assure us, who are colonists, of a truth that by and by something will happen, and then in a day or two something else will occur—to be followed by summer. Others comfort us with such crumbs of cheer as may fall from the fact that twenty-four years have passed since the last season so late as the present in this Province. Some slight consolation may be derived from our exceptional condition. We have come here in an extraordinary time and along with accompaniments unusual in the degree of 24 to 1. The burning and clearing, the planting or sowing of the portions of land that were to be cleared for the Colonists proceed regularly. All the tents are now clear of inhabitants, and the families who lodged in them have moved out and to their own homes. Families daily remove from temporary lodgings and proceed also inland so that very soon the bustle at the landing place and the store will have entirely disappeared. The root of the new settlement is north of the Muniac, nearly two miles from the St. John river. The road toward it joins the main road, east and west, near to Mr. Vrilleurn's farm, and by a sharp ascent, crooked and rugged, reaches the hill above the "Muniac" at nearly its highest point; sinks down to the stream to cross it, and re-ascends the opposite bank. Concerning the present condition of this road it may be proper to apply an old line respecting one highland road: "Had you seen this road before it was made." And if you had enjoyed this advantage of course you would be able to compare notes of the past and the present in your memory and to speak of progress. The single road branches into two—proceeding to the right and left—the former described as the Stonehaven and the latter as the Kintore road. These two roads form the settlement. The space between them is occupied by the grounds of settlers, in some places a narrow strip of more than a mile in depth. These farms in a country partly settled must be shaped into compliance with exigencies originating in the curves and elbows and inlets of former concessions, but in laying out new grants attention should be given to the obvious economy from the location of the dwelling house and offices near the centre of the land and efficiency in the matter should be chiefly sought. As in cutting down treess to form clearances on these grants a commencement must be made somewhere, and will naturally be made at the road the first log house will always be placed on the edge of the road, yet the holding may be a square, and a square will be more economically cultivated in after years than a long "rig" or strip of ground by 200 to 250 dollars annually and indeed more dollars, if the farm is to be properly cultivated, and it would be better and wiser policy to incur the expense of good laying out, charge the same on the farm and see that it is met by annual payments or in one sum then to shape into the farm an apology or reason for leaving one third of it uncultivated. The divisions and subdivisions of land can be made to much greater advantage on the ground than on paper. The earth cannot be fairly divided into circles, oblongs or squares of equal dimensions, and it cannot be advantageously tilled on any plan of that nature. All its surface is not of equal form or quality, yet, with due regard to its varying characteristics I suppose that the new settlement could be nearly equal in breadth and length to afford the best means of co-operation in business, educational and religious institutions. Thus two roads of nine mile each run parallel or nearly so, with a mile on each side, will occupy nine by four miles; three roads of six miles with the same breadth on each side would occupy the same extent of surface; but no part of the space would be so far from the centre as in the former division. The direction or flow of water, the rise and fall of the surface and many other matters must affect exact divisions, and render them impossible or prejudicial, without interfering with the general rule, which will have to be carefully considered and fixed as settlements proceed. Experience must be allowed to teach and not to spend its warnings in vain; for the proper marking out of future farms, townlands and towns, must deeply concern the future health, population and productive power of the country.

The settlers, as they get into order, evidently form improved and improving opinions of the country. It is impossible not to feel more satisfaction with land in an ordinary state of preparedness for cultivation than when under a load of snow, or turned into a swamp by a load of water. Persons coming from a land of early ploughing and seeding, where the climate and soil require longer time than here for their work, might well be somewhat startled to find that they could not sow in all May, whereas according to their practice

"The fields should all be green in May,
The birds should charm each grove,
The larks should sing, the lambkins play
And lasses be in love."

Old farmers would rather have an early than a late year, and all parties would be pleased to see an improvement in the weather, although for the last week it has in no manner hindered the operations of the settlers until Wednesday. Several of them have purchased, others have rented, farms on the St. John, and they are not all in New Kincardineshire, who came over with the new colony and are now busily engaged in the province. Several farms in the neighborhood of the settlement are in course of being extended by the clearance of land hitherto left by the owners under timber. The son of one Scotch farmer, who has travelled over a considerable part of the United States, and passed a winter in Canada, looking for a farm having read a notice of New Kincardineshire in some of the United States papers came here this week and has decided to take a farm and remain. A few more families may immigrate during the current year, but they are very unlikely to be numerous. Immigration for agricultural objects into any part of the Canadian dominion is restricted to the spring months, and a large addition will be made to this settlement in May, 1874, and little will be done until that date. Indeed we need schools; we have no church or building for religious purposes, even our business matters require organization; we have not a blacksmith ready for work—and many similar wants require to be supplied. Like all other communities the people here must endeavor to supply themselves; but the winter can be fully employed in that way without any further influx of immigrants. Although spring has been late fields and trees will make rapid progress now. The aspect of the country has greatly changed within a few weeks. All the new settlers here are perfectly contented with their changed life and one gentleman having heard the reverse passed through a part of the settlement to-day and was alike gratified by the improvements made around the cottages and plots and the cheerfulness of the people.

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For Sale Low before Spring arrivals.

41 QR-CASKS Pinet Castillon & Co., 3 hhds. do. do., 3 qr casks Geo Sayer & Co.
BRANDIES—1870 and 1871;
40 cases Hennessey's Brandy;
48 " Coran Brandy;
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150 cases Dunville Whiskey;
150 " Jas. Stewart's SCOTCH WHISKEY, [pints and quarts;]
11 qr casks Old SHERRY WINE;
10 " Jas. Stewart's Scotch Malt Whiskey;
13 " Bernard's Scotch Ginger Wine;
60 cases [pint flasks] Old Irish Whiskey;
50 M GERMAN CIGARS, assorted;
60 pipes ALE and PORTER, in pints and quarts.

The above goods are offered at lowest market rates, to make room for new importations.

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Cotton Duck and Manilla Rope.

By recent arrivals from Boston:

43 BALES LAWRENCE DUCK. No 2 to No. 9;
74 coils best Manilla Rope and Tow Lines;
10 coils MANILLA BOLT ROPE, assorted sizes;
2 brls. COTTON SALT TWINE
45 gross Patent BRASS GROMMETS, No. 5, 6 and 7.

For sale at lowest market rates.

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A LOT of No. 1 CLYDE PIG IRON, now landing, at lowest market price.

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WALTHAM WATCHES,

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may 24

BANKING HOUSE OF JAY COOKE & CO., No. 20 Wall Street.

NEW YORK, May 27, 1873.

THE Northern Pacific Railroad Company having determined to close its 7 30 First Mortgage Gold Loan at an aggregate not exceeding thirty million dollars, and thereafter to pay no higher rate of interest than 6 per cent. on further issues of its bonds, *the limited remainder of the 7 3-10 loan is now being disposed of* through the usual agencies.

As the bonds of this issue are made receivable in payment for the Company's lands at 110 they are in constant and increasing demand for this purpose, and will continue to be after the loan is closed—a fact which much enhances their value and attractiveness as an investment.

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WILLIAM WILSON, - - Proprietor.

THE Subscriber, having leased the above well-known House on Prince William street and furnished it throughout, is now prepared to accommodate PERMANENT AND TRANSIENT BOARDERS on the most favorable terms.

This House is finely situated—being near the International Steamboat Landing and convenient to the leading public and business offices, churches and places of amusement—with a full view of the Bay and Harbor, and is eminently adapted for a first class Hotel. A few Permanent Boarders can now obtain board with choice rooms.

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Window Dressing, in

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ON and after December 1st, the price of Board will be ONE DOLLAR AND TWENTY-FIVE CENTS per day.

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Two or three Students at same time, each,	10.00
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oct 26

READ THIS.

HAMPTON, KING'S Co., May 29, 1849.

DEAR MADAM.—For many years I have been afflicted with Indigestion, which brought on many other complaints. I could not keep anything on my stomach, suffering much from the sick headache and extreme weakness. Indeed I was so very weak as to be unable to attend to the duties of my family, being obliged to go to bed frequently during the day. This all my neighbors can testify, for I was not able to walk to my nearest neighbor's. I applied to several physicians, but received only temporary relief; but since I commenced making use of your excellent Dinner Pills, I have experienced a remarkable cure, for which I assure you I feel very grateful.

Yours respectfully, MRS. ELIAS PRINCE.

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