

What's your linen?
Not Sunlight Soap!
No index!

SUNLIGHT SOAP
REDUCES
EXPENSE
Ask for the Octagon Bar

WANTED.

GENTS—We have a household necessity. A quick seller, large profits and excellent territory. Everybody needs it. No one else. Write for particulars. The H. Co., 207 St. James Street, Montreal.

WANTED—For general household use in small family. Apply to S. H. McEwen, by Telegraph Office.

WANTED—First or second class teacher for School District No. 2, Winklow, N.B. Apply to School Secretary, Ship, Winklow, N.B.

WANTED—Reliable man, 30 years of age, experienced in the lumber trade, to take charge of a small sawmill. Write now for full particulars. Stone & Wellington, Toronto, Ont.

LESSMAN WANTED—At once to represent "Canada's" Greatest Lumber, the famous "Sunlight" brand. Write for particulars. The H. Co., 207 St. James Street, Montreal.

WANTED—Reliable man, 30 years of age, experienced in the lumber trade, to take charge of a small sawmill. Write now for full particulars. Stone & Wellington, Toronto, Ont.

WANTED—Reliable man, 30 years of age, experienced in the lumber trade, to take charge of a small sawmill. Write now for full particulars. Stone & Wellington, Toronto, Ont.

WANTED—Reliable man, 30 years of age, experienced in the lumber trade, to take charge of a small sawmill. Write now for full particulars. Stone & Wellington, Toronto, Ont.

WANTED—Reliable man, 30 years of age, experienced in the lumber trade, to take charge of a small sawmill. Write now for full particulars. Stone & Wellington, Toronto, Ont.

WANTED—Reliable man, 30 years of age, experienced in the lumber trade, to take charge of a small sawmill. Write now for full particulars. Stone & Wellington, Toronto, Ont.

WANTED—Reliable man, 30 years of age, experienced in the lumber trade, to take charge of a small sawmill. Write now for full particulars. Stone & Wellington, Toronto, Ont.

WANTED—Reliable man, 30 years of age, experienced in the lumber trade, to take charge of a small sawmill. Write now for full particulars. Stone & Wellington, Toronto, Ont.

WANTED—Reliable man, 30 years of age, experienced in the lumber trade, to take charge of a small sawmill. Write now for full particulars. Stone & Wellington, Toronto, Ont.

WANTED—Reliable man, 30 years of age, experienced in the lumber trade, to take charge of a small sawmill. Write now for full particulars. Stone & Wellington, Toronto, Ont.

WANTED—Reliable man, 30 years of age, experienced in the lumber trade, to take charge of a small sawmill. Write now for full particulars. Stone & Wellington, Toronto, Ont.

WANTED—Reliable man, 30 years of age, experienced in the lumber trade, to take charge of a small sawmill. Write now for full particulars. Stone & Wellington, Toronto, Ont.

WANTED—Reliable man, 30 years of age, experienced in the lumber trade, to take charge of a small sawmill. Write now for full particulars. Stone & Wellington, Toronto, Ont.

WANTED—Reliable man, 30 years of age, experienced in the lumber trade, to take charge of a small sawmill. Write now for full particulars. Stone & Wellington, Toronto, Ont.

WANTED—Reliable man, 30 years of age, experienced in the lumber trade, to take charge of a small sawmill. Write now for full particulars. Stone & Wellington, Toronto, Ont.

WANTED—Reliable man, 30 years of age, experienced in the lumber trade, to take charge of a small sawmill. Write now for full particulars. Stone & Wellington, Toronto, Ont.

WANTED—Reliable man, 30 years of age, experienced in the lumber trade, to take charge of a small sawmill. Write now for full particulars. Stone & Wellington, Toronto, Ont.

WANTED—Reliable man, 30 years of age, experienced in the lumber trade, to take charge of a small sawmill. Write now for full particulars. Stone & Wellington, Toronto, Ont.

WANTED—Reliable man, 30 years of age, experienced in the lumber trade, to take charge of a small sawmill. Write now for full particulars. Stone & Wellington, Toronto, Ont.

WANTED—Reliable man, 30 years of age, experienced in the lumber trade, to take charge of a small sawmill. Write now for full particulars. Stone & Wellington, Toronto, Ont.

WANTED—Reliable man, 30 years of age, experienced in the lumber trade, to take charge of a small sawmill. Write now for full particulars. Stone & Wellington, Toronto, Ont.

WANTED—Reliable man, 30 years of age, experienced in the lumber trade, to take charge of a small sawmill. Write now for full particulars. Stone & Wellington, Toronto, Ont.

WANTED—Reliable man, 30 years of age, experienced in the lumber trade, to take charge of a small sawmill. Write now for full particulars. Stone & Wellington, Toronto, Ont.

WANTED—Reliable man, 30 years of age, experienced in the lumber trade, to take charge of a small sawmill. Write now for full particulars. Stone & Wellington, Toronto, Ont.

WANTED—Reliable man, 30 years of age, experienced in the lumber trade, to take charge of a small sawmill. Write now for full particulars. Stone & Wellington, Toronto, Ont.

WANTED—Reliable man, 30 years of age, experienced in the lumber trade, to take charge of a small sawmill. Write now for full particulars. Stone & Wellington, Toronto, Ont.

WANTED—Reliable man, 30 years of age, experienced in the lumber trade, to take charge of a small sawmill. Write now for full particulars. Stone & Wellington, Toronto, Ont.

WANTED—Reliable man, 30 years of age, experienced in the lumber trade, to take charge of a small sawmill. Write now for full particulars. Stone & Wellington, Toronto, Ont.

WANTED—Reliable man, 30 years of age, experienced in the lumber trade, to take charge of a small sawmill. Write now for full particulars. Stone & Wellington, Toronto, Ont.

WANTED—Reliable man, 30 years of age, experienced in the lumber trade, to take charge of a small sawmill. Write now for full particulars. Stone & Wellington, Toronto, Ont.

WANTED—Reliable man, 30 years of age, experienced in the lumber trade, to take charge of a small sawmill. Write now for full particulars. Stone & Wellington, Toronto, Ont.

WANTED—Reliable man, 30 years of age, experienced in the lumber trade, to take charge of a small sawmill. Write now for full particulars. Stone & Wellington, Toronto, Ont.

WANTED—Reliable man, 30 years of age, experienced in the lumber trade, to take charge of a small sawmill. Write now for full particulars. Stone & Wellington, Toronto, Ont.

WANTED—Reliable man, 30 years of age, experienced in the lumber trade, to take charge of a small sawmill. Write now for full particulars. Stone & Wellington, Toronto, Ont.

WANTED—Reliable man, 30 years of age, experienced in the lumber trade, to take charge of a small sawmill. Write now for full particulars. Stone & Wellington, Toronto, Ont.

WANTED—Reliable man, 30 years of age, experienced in the lumber trade, to take charge of a small sawmill. Write now for full particulars. Stone & Wellington, Toronto, Ont.

WANTED—Reliable man, 30 years of age, experienced in the lumber trade, to take charge of a small sawmill. Write now for full particulars. Stone & Wellington, Toronto, Ont.

WANTED—Reliable man, 30 years of age, experienced in the lumber trade, to take charge of a small sawmill. Write now for full particulars. Stone & Wellington, Toronto, Ont.

WANTED—Reliable man, 30 years of age, experienced in the lumber trade, to take charge of a small sawmill. Write now for full particulars. Stone & Wellington, Toronto, Ont.

THE STORY OF THE START OF NEW BRUNSWICK'S LUMBER INDUSTRY

Rev. Dr. Raymond Tells of the Getting Out of Masts for British Ships—Something About the First Lumber Operator Upon the River St. John.

W. O. RAYMOND, LL. D.

CHAPTER XXVII.

MASTS FOR THE ROYAL NAVY.

The enormous lumbering operations carried on upon the St. John river and its tributaries in modern times had their small beginning two centuries ago, when masts for the French navy were cut by order of the King of France. The war of the Revolution obliged the English government to look for a reserve of trees suitable for masts in the remaining British colonies. In the year 1779, arrangements were made with William Davidson to provide a number of masts at the River St. John.

A Trying Time.
Colonel Franklin was quite aware of the necessity of giving careful attention to the Indians at this juncture, for the Machias rebels threatened to destroy the "King's masts" and endeavor to get the Indians to harass the masts cutters and obstruct them in every possible way. In consequence Franklin sent the following letter to Pierre Thoma by James White, his deputy:

"Windsor, 28th November, 1779.
"My Brother—Mr. Davidson is now employed on the River St. John for the King's masts. I therefore request you will afford him and all his people every assistance and protection in your power."

"My Brother—I request and flatter myself if any party of Rebels or Indians should attempt to disturb Mr. Davidson that you and your people will prevent it, and if necessary take up arms for that purpose."

"My Brothers—The Governor of Nova Scotia sends to Major Studholme some presents for you; they are intended to encourage you to protect Mr. Davidson; receive them and be true to the trust that his Excellency reposes in you."

"My Brother—Major Studholme is your friend and your advocate and desires that all your faults may be overlooked and buried, therefore they are all forgot and will be thought of no more."

"My Brother—Present my best compliments to all the Captains, Councilors, and other Indians of the River St. John, and I do not forget their wives and children."

[Seal.]

"MICHAEL FRANKLIN."

The Indians promised to protect the workmen who were employed in cutting masts. Franklin soon afterwards sent a consignment of goods from Windsor to Fort Howe in the schooner Menagache, as a further inducement to them to protect Mr. Davidson's men in their work. In the letter accompanying the presents he says:

"Brethren—King George wants masts for his ships and has employed people to provide them on your river, depending on you to protect them in cutting them and conveying them to Fort Howe. The Governor sends you some presents, which Major Studholme will deliver you. They are intended to bind fast your promise that you will protect the Mast Cutters."

The presents were delivered at Aukpaque by James White and the masts were brought safely to Fort Howe. The first cargo of masts arrived at Halifax on 22nd November, 1780, in one of the navy transports.

Grew in importance.
The River St. John assumed an importance in the eyes of English statesmen it had not before possessed. England's power, then as now, centred in her navy, and the larger vessels required masts of such magnificent proportions that pine trees suitable for the purpose were rare. The rebellion of the old colonies having cut off the supply in that quarter the preservation of suitable trees in the remaining colonies became a matter of national concern.

As long ago as in the time of George I. the British parliament passed an act (A. D. 1722) prohibiting the cutting or destroying of White Pine trees 12 inches in diameter and upwards in the King's Woods in North America. In 1728 a further enactment prohibited the cutting of pine trees growing on lands granted to the crown. So great was the anxiety manifested by the British government for the preservation of trees suitable for masts, that in the grants made in New Brunswick at the close of the American war the words were inserted, "Savings and reserving nevertheless to us, our heirs and successors (i. e. to the Crown) all White Pine Trees." Under the regulations of parliament the Surveyor General of the Woods and his deputies had a legal right to seize all White Pine timber found in the possession of any one, although it might have been cut on his own land. It was the custom of the Surveyor of the Woods to grant licenses to the proprietors of lands to cut and take away pine timber as was "undoubtedly" for His Majesty's service and the standing of which was detrimental to cultivation; but this was only done after a previous inspection, and marking with the "broad arrow" such trees as were fit for the navy.

The enforcement of the regulations for the protection and preservation of White Pine trees was entrusted to Sir John Wentworth, Surveyor of the King's Woods in North America. He was a discreet and able man, of polished manners and amiable disposition, but the office he filled was by no means a popular one, and brought him into conflict not only with individual owners of the soil, but on one occasion, at least, with the Lieutenant Governor of New Brunswick.

Preserving Timber.
It was not many years after the establishment of the province when Lt. Gov. Carleton wrote the English Secretary of State, Lord Sandwich, that the duties of the surveyor of the woods have, or assume to have, authority to seize all the pine timber which they find in the possession of any one, though it may have been cut on his own ground. "I feel it my duty to submit it to the consideration of His Majesty's ministers whether it may not be expedient to relinquish these restrictions on private property, which have an evident tendency to discourage the advancement of cultivation and settlement in the province."

Sir John Wentworth justified the enforcement of the regulations as a matter of national importance. He quoted the experience of New England where, after the restrictions of the surveyor general's office were removed, the mast timber had been so largely destroyed that it was scarcely possible to procure a cargo of large masts, and those that were to be had were held at enormous prices. Even if the government should grant all the land available for settlement, it did not follow, he argued, that the efficiency of the navy should be imperilled or the mast timber put into the hands of speculators; nor did he think that its preservation should be left entirely to the discretion of the owners of the soil.

Wentworth's representation to the Home Government proved effectual at the time; his deputies continued to range the woods, and many a tall, stately pine bore the marks of the "broad arrow"—that is, banded with black and tacked to the river's bank. It was not until the year 1811 that the reservation of White Pine trees was no longer insisted upon by the crown.

Became a Large Business.
The masting business was a very important one in the early days of New Brunswick. Vessels were built expressly for the trade, and, being of large size, and usually sailing under protection of a man-of-war, soon became the favorite passenger ships.

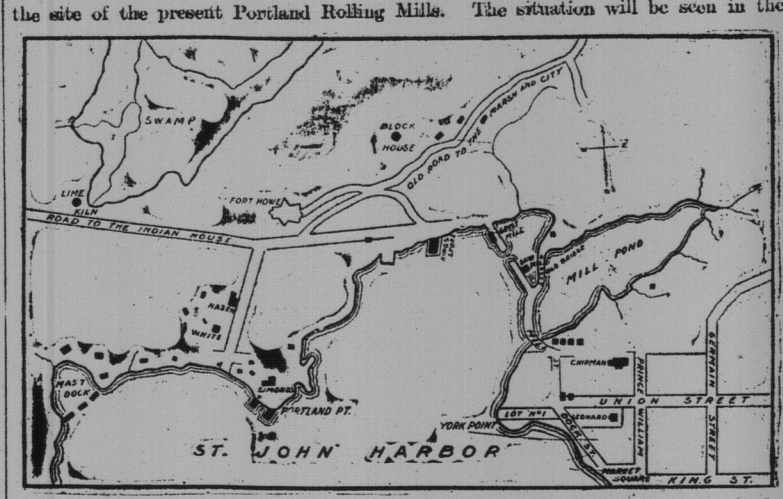
The development of the masting industry proceeded very rapidly after the arrival of the Loyalists, but even before that date it had attained considerable proportions. Sir Richard Hughes wrote to Lord Germaine on the 30th April, 1781, that upwards of 200 sticks of masts, yards and bowsprits had been cut, squared and approved by the King's surveyor at the River St. John in the course of the last full winter, and that one of the navy transports was then at Fort Howe loaded with a cargo of masts.

The year the Loyalists arrived, Captain John Munro, in reporting to General Halldane the state of settlement of the country, said:

"On the River St. John are the finest masts of spruce that I have ever seen. I saw at Fort Howe about six thousand pounds worth. Two ships were loading when I left that place. I suppose there were masts sufficient there to load ten ships."

The masts, spars, bowsprits and other timber, having been prepared in the woods by the workmen, were hauled to the water by oxen. Trees growing near the stream were "bowed out"—that is, banded with black and tacked to the river's bank. In the month of March it was customary for the King's surveyor to certify the number and size of the sticks that had been brought to the stream, "trimmed four-square and fit for rafting," and on receipt of the surveyor's certificate the contractor was at liberty to draw one-half of the money due on the fulfilment of his contract, from the naval storekeeper at Halifax. The masts were rafted and floated—or towed by sloops—to Fort Howe, where they were stored for shipment in the mast pond.

The mast pond was a little cove to the west of Portland Point, just east of the site of the present Portland Rolling Mills. The situation will be seen in the accompanying plan. It was closed and fenced in by the British government for the purpose of receiving the masts.



accompanying plan. It was closed and fenced in by the British government for the purpose of receiving the masts.

The First Lumber Operator.
A few words now concerning William Davidson, who may be said to have been the first man to engage in lumbering on the River St. John. Mr. Davidson came from the north of Scotland to Miramichi in 1764, the same year that James Simonds and James White established themselves at the mouth of the River St. John. Cooley, the historian of the North Shore, tells us that at the time of Davidson's arrival the abandoned houses of the French had been destroyed by the Indians, and our Scotch immigrant found himself the only white man in a vast and desolate country. If this be so he did not long remain solitary, for the next year a grant of 100,000 acres on the south side of the Miramichi was made to him and John Cort. Mr. Davidson was a resolute and energetic man. He prosecuted the fishery, and about the year 1773 built the first schooner launched upon the Miramichi. At the time of the Revolutionary war the Miennas were so hostile and troublesome that he removed with his family to Magalloway, where he became the purchaser of two lots of land near the head of Oromocto Island. His associations with James Simonds, Wm. Hazen and James White were not of the pleasantest kind. In consequence of purchasing some land at Morrisania (below the present city of Fredericton) the title to which was in dispute, he became involved in litigation with James Simonds, and the result was a suit in the court of chancery which proved rather costly to both parties. As regards Messrs. Hazen and White there was, as we shall presently see, a lot of trouble arising out of the masting business in which both parties were actively engaged.

"This was probably the first suit of the kind in the Province of New Brunswick. Elias Hardy was Davidson's attorney and Ward Chipman appeared on behalf of James Simonds."

MARRIAGES.
GARR-WALKER—At the residence of Mrs. D. Walker, February 7, by Rev. Wm. C. A. Smith, M. A., M. R. C. S. (N. B.), and M. Steele Walker, of Beekwith, Cumberland county, eldest daughter of Mr. and Mrs. Walker.

DEATHS.
ARMSTRONG—On the 9th inst., at her residence, Main street, Fairville, N. B., wife of Mr. Armstrong, aged 71 years.

CLERKE—In this city, on Feb. 8th, at a short illness, Mrs. Frances, widow of Mr. Robert and Margaret Clerke, leaving a father, sister and three sons.

COLEMAN—In this city, on Feb. 8th, at a short illness, Mr. Charles L. Coleman, aged 27 years, leaving a wife and three children.

COLEMAN—In this city, on Feb. 8th, at a short illness, Mr. Charles L. Coleman, aged 27 years, leaving a wife and three children.

COLEMAN—In this city, on Feb. 8th, at a short illness, Mr. Charles L. Coleman, aged 27 years, leaving a wife and three children.

COLEMAN—In this city, on Feb. 8th, at a short illness, Mr. Charles L. Coleman, aged 27 years, leaving a wife and three children.

COLEMAN—In this city, on Feb. 8th, at a short illness, Mr. Charles L. Coleman, aged 27 years, leaving a wife and three children.

COLEMAN—In this city, on Feb. 8th, at a short illness, Mr. Charles L. Coleman, aged 27 years, leaving a wife and three children.

COLEMAN—In this city, on Feb. 8th, at a short illness, Mr. Charles L. Coleman, aged 27 years, leaving a wife and three children.

COLEMAN—In this city, on Feb. 8th, at a short illness, Mr. Charles L. Coleman, aged 27 years, leaving a wife and three children.

COLEMAN—In this city, on Feb. 8th, at a short illness, Mr. Charles L. Coleman, aged 27 years, leaving a wife and three children.

COLEMAN—In this city, on Feb. 8th, at a short illness, Mr. Charles L. Coleman, aged 27 years, leaving a wife and three children.

COLEMAN—In this city, on Feb. 8th, at a short illness, Mr. Charles L. Coleman, aged 27 years, leaving a wife and three children.

COLEMAN—In this city, on Feb. 8th, at a short illness, Mr. Charles L. Coleman, aged 27 years, leaving a wife and three children.

COLEMAN—In this city, on Feb. 8th, at a short illness, Mr. Charles L. Coleman, aged 27 years, leaving a wife and three children.

COLEMAN—In this city, on Feb. 8th, at a short illness, Mr. Charles L. Coleman, aged 27 years, leaving a wife and three children.

COLEMAN—In this city, on Feb. 8th, at a short illness, Mr. Charles L. Coleman, aged 27 years, leaving a wife and three children.

COLEMAN—In this city, on Feb. 8th, at a short illness, Mr. Charles L. Coleman, aged 27 years, leaving a wife and three children.

COLEMAN—In this city, on Feb. 8th, at a short illness, Mr. Charles L. Coleman, aged 27 years, leaving a wife and three children.

COLEMAN—In this city, on Feb. 8th, at a short illness, Mr. Charles L. Coleman, aged 27 years, leaving a wife and three children.

COLEMAN—In this city, on Feb. 8th, at a short illness, Mr. Charles L. Coleman, aged 27 years, leaving a wife and three children.

COLEMAN—In this city, on Feb. 8th, at a short illness, Mr. Charles L. Coleman, aged 27 years, leaving a wife and three children.

COLEMAN—In this city, on Feb. 8th, at a short illness, Mr. Charles L. Coleman, aged 27 years, leaving a wife and three children.

COLEMAN—In this city, on Feb. 8th, at a short illness, Mr. Charles L. Coleman, aged 27 years, leaving a wife and three children.

COLEMAN—In this city, on Feb. 8th, at a short illness, Mr. Charles L. Coleman, aged 27 years, leaving a wife and three children.

COLEMAN—In this city, on Feb. 8th, at a short illness, Mr. Charles L. Coleman, aged 27 years, leaving a wife and three children.

COLEMAN—In this city, on Feb. 8th, at a short illness, Mr. Charles L. Coleman, aged 27 years, leaving a wife and three children.

COLEMAN—In this city, on Feb. 8th, at a short illness, Mr. Charles L. Coleman, aged 27 years, leaving a wife and three children.

COLEMAN—In this city, on Feb. 8th, at a short illness, Mr. Charles L. Coleman, aged 27 years, leaving a wife and three children.

COLEMAN—In this city, on Feb. 8th, at a short illness, Mr. Charles L. Coleman, aged 27 years, leaving a wife and three children.

COLEMAN—In this city, on Feb. 8th, at a short illness, Mr. Charles L. Coleman, aged 27 years, leaving a wife and three children.

COLEMAN—In this city, on Feb. 8th, at a short illness, Mr. Charles L. Coleman, aged 27 years, leaving a wife and three children.

COLEMAN—In this city, on Feb. 8th, at a short illness, Mr. Charles L. Coleman, aged 27 years, leaving a wife and three children.

COLEMAN—In this city, on Feb. 8th, at a short illness, Mr. Charles L. Coleman, aged 27 years, leaving a wife and three children.

COLEMAN—In this city, on Feb. 8th, at a short illness, Mr. Charles L. Coleman, aged 27 years, leaving a wife and three children.

COLEMAN—In this city, on Feb. 8th, at a short illness, Mr. Charles L. Coleman, aged 27 years, leaving a wife and three children.

COLEMAN—In this city, on Feb. 8th, at a short illness, Mr. Charles L. Coleman, aged 27 years, leaving a wife and three children.

COLEMAN—In this city, on Feb. 8th, at a short illness, Mr. Charles L. Coleman, aged 27 years, leaving a wife and three children.

COLEMAN—In this city, on Feb. 8th, at a short illness, Mr. Charles L. Coleman, aged 27 years, leaving a wife and three children.

COLEMAN—In this city, on Feb. 8th, at a short illness, Mr. Charles L. Coleman, aged 27 years, leaving a wife and three children.

NO STEAMER TO P. E.
I. FOR THREE WEEKS;
NO MAILS FOR WEEK

Railways Blocked by Snow Drifts—
Legislature Opening Postponed a Second Time.

Charlottetown, P.E.I., Feb. 13.—(Special.)—The severity of one of the worst winters in the memory of the oldest inhabitant has at least the morning when a thaw set in after a succession of snow storms with the temperature frequently below zero, that paralyzed trade, blocked roads, delayed mails, postponed meetings and emphasized the sense of isolation and interrupted commercial intercourse with the mainland.

It is now three weeks since the winter steamer crossed and one week since the mail reached the city.

The Cape Traverse branch has been blocked for one week and the main line six days. All available engines and snow ploughs together with as many snow shovellers as possible to work with advantage have been fighting the drifts to at least clear one day and blocked as badly as ever the next. The men, exhausted by their exertions, frost bitten, their faces stung by drifting snow have refused work and operations have been hunched up till the storms have abated.

In one case a train only made half a mile in two days. Today all trains left at noon, they cleared up to dark ten miles only. If a severe frost succeeds this thaw before the line is cleared, traffic may be suspended for days.

The opening of the legislature, which was postponed from last week till tomorrow, is again postponed, also a mass meeting to discuss the question of winter communication and a steam ferry between the cape.

Four men have walked from Cape Traverse to the city, thirty-eight miles, over an unbroken wilderness of deep snow.

There are forty passengers at Cape Traverse waiting for trains to start or to come to move out.

Chief Engineer Ferguson, of the steamer Stanley, called from Georgetown to Picton by Cape Traverse after a terrible experience, driving from the stalled train. He expects to cross to the mainland tomorrow.

A hockey match between the Abegweit and Ramblers is to take place at Amherst on Feb. 21.

Stephen B. Andres of Amherst Expired on the Road to Home.

Sackville, N. B., Feb. 10.—(Special.)—While driving from Baie Verte towards Amherst this afternoon, Stephen B. Andres, a well-known manufacturer of Amherst, expired in his pangs.

The home continued on its way until met by several persons who made the gruesome discovery that the driver was dead. The body was taken to the home of Milledge Elms.

Mr. Andres was a man about 35 years old and leaves a wife and grown up sons. He was well known in Westmorland and Cumberland counties.

Deceased was a native of Troy (N. Y.), and came to Dorchester (N. B.) when a young man, moving later to Amherst, where he has since resided, carrying on an extensive business in stone and marble works. He was well known throughout the surrounding country, and was very highly respected. His wife and four children survive him. The children are William B., associated with him in business; Mrs. Chapman, wife of James Chapman, Amherst; George A., of Brookfield (N. J.), and Lloyd, of Newark (N. J.).

FOREIGN PORTS.
Antwerp, Feb. 8.—Said, stmr Mount Temple, for Halifax and St. John.

Boston, Feb. 10.—Said, stmr Concordia, from Boston via Cape Cod; Lancaster, from London; said, stmr Edward H. Cole, from London; said, stmr John A. Martin, from New York; said, stmr John A. Martin, from New York.

Boston, Feb. 10.—Said, stmr John A. Martin, from New York; said, stmr John A. Martin, from New York.

Boston, Feb. 10.—Said, stmr John A. Martin, from New York; said, stmr John A. Martin, from New York.

Boston, Feb. 10.—Said, stmr John A. Martin, from New York; said, stmr John A. Martin, from New York.

Boston, Feb. 10.—Said, stmr John A. Martin, from New York; said, stmr John A. Martin, from New York.

Boston, Feb. 10.—Said, stmr John A. Martin, from New York; said, stmr John A. Martin, from New York.

Boston, Feb. 10.—Said, stmr John A. Martin, from New York; said, stmr John A. Martin, from New York.

Boston, Feb. 10.—Said, stmr John A. Martin, from New York; said, stmr John A. Martin, from New York.

Boston, Feb. 10.—Said, stmr John A. Martin, from New York; said, stmr John A. Martin, from New York.

Boston, Feb. 10.—Said, stmr John A. Martin, from New York; said, stmr John A. Martin, from New York.

Boston, Feb. 10.—Said, stmr John A. Martin, from New York; said, stmr John A. Martin, from New York.

Boston, Feb. 10.—Said, stmr John A. Martin, from New York; said, stmr John A. Martin, from New York.

Boston, Feb. 10.—Said, stmr John A. Martin, from New York; said, stmr John A. Martin, from New York.

Boston, Feb. 10.—Said, stmr John A. Martin, from New York; said, stmr John A. Martin, from New York.

Boston, Feb. 10.—Said, stmr John A. Martin, from New York; said, stmr John A. Martin, from New York.