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The Evening Mercury

VOL. II. NO. 20.

GUELPH, ONT., CANADA, WEDNESDAY EVENING, AUGUST 12, 1868.

PRICE ONE PENNY

NEW BOOKS

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BOOTS & SHOES

ever offered to the public in this county, all of home manufacture, and at prices as low as the lowest. Penitentiary or Montreal made work, while the quality is infinitely superior. Encourage home manufacture. Do not send your money away to enrich Montreal or Toronto—at least before sending call and see my stock—all home manufacture.

The Store will be opened before the 1st of September for the sale of BOOTS and SHOES. The

Leather and Finding Business

as carried on by Mr. Gow, will be carried on by me and I would call the attention of the trade to the fact, that at all times I shall endeavor to have on hand a full supply of Leathers and Findings of every description. Toronto Prices.

Encourage home enterprise, and before purchasing elsewhere inspect my stock at the Wellington Boot and Shoe Manufactory, Wyndham Street, Old Post Office Block.

JOHN A. McMILLAN, Proprietor Wellington Boot & Shoe Manufactory. Guelph, 1st August. dw

Girls Wanted.

19 GIRLS wanted to work on the Silk Thread Sewing Machines. Apply between the 12th and 17th of August at the store lately occupied by PETER GOW, Esq., at Corbett's Old Block, Wyndham-st., Guelph. J. A. McMILLAN, Proprietor Wellington Boot & Shoe Manufactory. Guelph, 1st August. dwtd

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Guelph, 1st August. daw if

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FOR sale, a number of Cedar Posts. Apply to DENNIS COFFEE. Guelph—May 20th 1868. wtf

Evening Mercury.

OFFICE:.....MACDONNELL STREET.

WEDNESDAY EV'G, AUG. 12, 1868.

A horse ran away on the Market Square yesterday afternoon and made complete wreck of a cart attached to him. Nobody hurt.

BASE BALL.—The Union Base Ball Club, of Guelph, will play a return match with the Aberfoyle Club, on the grounds of the latter at one p. m., on Friday next.

Montreal is at length assured of the necessary additions to the water works of steam engine and pumping apparatus, so that a short supply of water next winter is no longer dreaded.

One hundred yards in ten seconds was the time made at the foot race in Windsor, on Thursday, between Richardson, of that place and Forbes, of Woodstock. Richardson won.

Our Minto correspondent writing on Tuesday says that a refreshing rain fell nearly all Monday night in that Township, which will be of the greatest benefit to the late crops.

REMOVAL.—Mr. J. A. McMillan commenced removing his stock, machinery, &c., from Fergus to Guelph to-day (Wednesday). He hopes to be in full working operation in his new premises in the early part of next week.

AT LARGE.—Peter Mahon was set at liberty on Tuesday afternoon, sentences having been found. The associates of his incarceration were free before him; they may now return peacefully to their avocations, and we hope, as the Lady of the Lake remarked, they will "dream of fighting fields no more."

HALIFAX HOTEL.—We direct attention to the advertisement of this hotel in another column. The "Halifax" is the largest and best hotel in the city. For parties travelling either on business or pleasure it is the place to go to, as the accommodation is first class, and the proprietor is particularly obliging to strangers, and always ready to give them every information about all points of interest in the city and its vicinity.

FATAL ACCIDENT.—On Wednesday morning last week, Joseph, son of Mr. John Lemon, fifth line, Guelph, had just taken a load of peas into his father's barn, and, by some means or other unknown, had been thrown or fell from the top of the load. He was found shortly afterwards, with one of his arms under the wheel of the wagon, and blood oozing from one of his ears, and quite dead.

CROPS IN QUEBEC.—The Montreal Herald says it is matter for congratulation to be able to chronicle that so far as the Province of Quebec is concerned the prospects of realizing a fair, if not a good harvest, are apparent. A greater breadth of wheat has been sown than formerly, and much of it is already safely housed. Oats, although not over a fair average, will largely exceed the yield of 1867. The same remarks apply to barley, but peas will be but a very small crop.

PIC-NIC IN LUTHER.—A Sabbath School picnic took place on Lot 20, con. 3, Luther, on Thursday, 30th ult. The attendance was very good, and the programme usual on such occasions fully carried out. There were good things to eat, and good things in the way of music by a choir, and able addresses by several rev. gentlemen and others to listen to. A collection amounting to \$8.50 was taken up, which sum will be spent to purchase rewards for the scholars belonging to the Sabbath School.

THE CRICKET MATCH.—The cricket match which was to take place yesterday between the Guelph and Hamilton clubs was unavoidably postponed in consequence of the rain, which it appears fell in the city in sufficient quantity to render playing disagreeable, if not impossible. The Guelph men arrived in the morning, and as nothing could be done they went to root like the turkeys with their heads to the storm, and hoped for "a brighter day to-morrow," which has luckily dawned upon them.

THE GORE BANK.—We have already published a synopsis of the report of the last annual meeting of the Directors of the Gore Bank. In that report it was stated that if it were considered advisable the three agencies at London, at Guelph and at Paris, could be closed, as no new business had for some time been transacted by these branches. We now allude to the subject for the purpose of informing those of our readers who may not be aware of the fact, that the Agency in this town is winding up its business, and will be closed as soon as that has been accomplished. We would wish those of our country friends who do not understand much about banking business not to be frightened if they happen to have any Gore Bank bills in their possession. Between an agency of a bank closing and a bank breaking there is a wide difference. The Gore is still able to redeem its paper but it was crippled by the failure of the Commercial Bank, and has found it necessary to contract its sphere of action.

Notes of a Trip to the Maritime Provinces.

There are many and diverse routes of travel now open to Canadians in search of health or pleasure. Those who dislike the fuss and fashion of American watering places, who grumble at the long hotel bills, even though payable in greenbacks, can select many places of interest in Canada where the holidays may be pleasantly spent in recruiting the physical powers, in laying in a good stock of health for the future, and in enjoying the splendid scenery which at almost every point attracts our attention and study. One of the newest—and which is yet destined to be one of the most favorite routes of travel in the Dominion, is the trip by the River and Gulf of St. Lawrence to the Maritime Provinces. We owe the opening up of this route to Confederation.

Previous to the Union there was very little intercourse between Canada and the Lower Provinces. Though sister colonies—owning allegiance to the same crown, and peopled by settlers from the same shores—there was very little intercourse and less trade between them. We in the west were but imperfectly acquainted with their resources, their capabilities or their progress, and they in turn were equally ignorant and equally indifferent in regard to ours. It is different now. Since Confederation the interests of the several provinces have to a certain extent become identical, and at least on our part in the west a laudable curiosity has been awakened to know all about our neighbors, and to make stronger the political tie by personal intercourse, by opening up trade which will be profitable all the way to the east and west, and thus make the Union one in reality as well as in name.

It was only last year that the St. Lawrence and Gulf Ports Steamship Company first placed their vessels on this route, and this season the travel and trade have so increased that they are obliged to procure larger steamers, in order to accommodate the public. At present there are two steamers on the route, one which leaves Quebec for Pictou, Nova Scotia, every Tuesday. In order to make the service more complete the Company have recently purchased another fine steamer from New York, which will be placed on the route. The Dominion government grants a subsidy for carrying the mails to Gaspé, the principal town on the Bay of Chaleurs, on the Miramichi River, and several ports of call in Nova Scotia. The writer took passage in the Gaspé, Capt. T. Connell, which sailed from Quebec on July 28th. This steamer is a new vessel of Clyde built, staunch and strong, an excellent sea boat, and commanded by a very experienced, careful and obliging captain. Although not large, she afforded very good accommodation for fifty passengers—our number on this trip—

and on the previous one the steward carried Quebec behind with all its baggage. Her cargo consisted mainly of flour, which is as yet the principal article of export to the Maritime Provinces. The trade in this important commodity is rapidly increasing, and though the Gaspé was loaded with it, she had to leave over 2,000 barrels on the wharf for the next steamer to carry.

THE SAIL DOWN THE ST. LAWRENCE

Is one of the most pleasant which could possibly be enjoyed. From the moment you leave Quebec behind with all its historic associations, until you reach the most easterly point of land, the scenery is ever varying and ever interesting. Before you have lost sight of the grim, weather-beaten battlements of Quebec citadel, you come in sight of the fortifications at Point Lévis, at which a large force of men, soldiers and civilians, are now at work, and around all around is dotted with the soldiers' tents, and rising to view you see the earthworks, behind which are to be mounted Armstrong guns of the largest calibre, which will sweep the river and completely protect the city above. On the north side of the channel is the beautiful island of Orleans, its shores dotted with picturesque little white cottages, with here and there a church, tin-covered roof and steeply give back the sun's rays with added splendour, while the green fields, interspersed with belts of wood stretch away back as far as the eye can reach. But the steamer soon glides swiftly past all these scenes of beauty.—She shakes herself clear of the maze of vessels which are lying at anchor in the river, or going into or leaving the port. Soon we pass

THE QUARANTINE GROUND

And Grose Isle, where lie the mouldering dust and bones of many an emigrant who left his native land full of hope and energy, with the prospect of a bright future before him, but who was destined never to have his hopes realized. As we proceed along the south shore, the river begins to widen, and the scenery on the north bank gets more dim and obscure. Still along the south shore the tourist never tires looking at the beautiful scenery which stretches out before him. At every few miles we pass villages with the unvarying white-washed houses and the big tin roofed church standing in the middle. And to make the panorama complete, in the intervening space we have neatly built farm houses surrounded by fields which stretch away up the slopes to a rougher back ground. The scenery in the Lower St. Lawrence from Quebec to Gaspé presents the same features, only as you near the Gulf the villages are more thinly planted, the farm houses are fewer and farther apart, and the farms dwindle down to respectable garden plots.

FATHER POINT.

The first place we called at was Father Point, the eastern terminus of the telegraph, and the signal station where the ocean steamers and inward bound vessels are met, and from whence their arrival is telegraphed to all the western cities. Unfortunately we were in a thick fog when we reached this point, so that we had no opportunity of seeing the place. A gun fired from our vessel brought out a sail from shore, and having transferred a few of our passengers and some freight, we again started on our course down the river. The great difficulty in the navigation of the St. Lawrence is from fog. It usually comes on suddenly, enveloping everything in a thick curtain from whence you can see no outlet. When a vessel gets caught in one of these fogs its officers have to exercise the greatest care, and very often they have to anchor and lie to till it clears off. Luckily, we soon

got out of this fog bank, and the vessel was again under full head of steam, ploughing her way down the river.

GASPE BASIN.

Early on Thursday morning we rounded Cape Gaspé, the most easterly point in Lower Canada, a bold bluff headland, ramparted by precipitous rocks. It is a lonely spot. Around the cape and for many miles back and along the river the hills which here reach a considerable height, are covered with trees, which however are dwarfed by the poor soil and inhospitable climate. On rounding the cape the steamer makes for Gaspé Basin, a fine sheet of water many miles wide at the entrance but which gradually narrows till it is reduced to the proportions of a creek. The sail up this Basin is delightful. On the north shore the slopes are dotted with the fishermen's cottages, surrounded by little patches of grain and vegetables, while on the water you can count dozens of boats, the men hauling in one line as fast as they throw out another, and in nine cases out of ten a good sized fish at the end of it. We know no healthier or prettier watering place than this remote corner of the world, and some day it may be Gaspé Basin will become as fashionable a resort as Caccagna or Tadoussac. Having left the mall at the quiet little village at the head of the Bay we steamed out again, and soon passed a wonderful arch rock which stands out some distance from shore, another port of call further south. This rock rises sheer out of the water to a height of more than a hundred feet, and its flat top is covered with hundreds of cormorants and sea gulls. A huge natural arch stands at one side of this stupendous rock, which has been formed by the ceaseless action of the waves or by some long past volcanic agency. Soon we pass the beautiful island of Bonaventure, from four to five miles long and about a mile wide. It is inhabited solely by fishermen, who also cultivate most of the land, which is of excellent quality. The face of the island on its western side forms one unbroken and gentle slope to the water edge, but on the eastern side it presents a range of rugged and precipitous cliffs which dash back with defiance the stormy waves of the Atlantic. The sea for miles around was dotted with fishing boats, the men being engaged in the cod or mackerel fishing. Farther out to sea we counted at one time more than a hundred boats, all with a short distance of each other. These we were informed were American boats engaged in the mackerel fishery.

THE MIRAMICHI.

From this point we steamed on, across the mouth of the Bay of Chaleurs for the Miramichi River, in the northern part of New Brunswick. We reached the Miramichi Bay by Thursday night, but as mouth of the river is shoaly, the navigable entrance narrow, and to add to the danger a thick fog had settled down on the water, our captain prudently cast anchor till morning. Indeed nothing could exceed the care exercised by Capt. Connell, who with every desire to make the best possible time had always due regard to the safety of the lives and property entrusted to his charge. The steamer crossed the bar early on Friday morning, and we soon had an excellent view of the banks on either side. The land is generally level or gently undulating, and along the river, judging from the appearance of the crops, is well cultivated. The staple grain crops are oats and barley, scattered in any wheat, and to the north of this or any of the other Maritime Provinces. But the fresh, green color of the grass and other crops was refreshing to look on compared with the parched, withered appearance of the fields in Canada. Fishing, lumbering and shipbuilding are the three great branches of industry on which the people depend for their prosperity, but the latter within the last few years has dwindled down to almost nothing. All along the banks of the river we could see deserted shipyards, which in former days were busy seats of industry. The lumbering business is still extensively carried on however, and as we proceeded up the river, we passed some very large saw mills, which turn out millions of feet of lumber every year, most of which is taken off the wharves by vessels from the old country. We unloaded part of our cargo at Chatham, an apparently brisk little town, of about three thousand inhabitants. Proceeding further up the river we stopped some time at Newcastle, the County Town of Northumberland, and the residence of the Hon. P. Mitchell, Minister of Marine and Fisheries, who took passage in the Gaspé for Halifax, to meet Sir John A. Macdonald and his party.

SHELDIAE AN PICTOU.

After retracing our course down the river and clearing the bar, our steamer directed its course for Shediac. We passed through the straits of Northumberland, which divide New Brunswick from Prince Edward Island. Sometimes the straits are pretty rough, but on this trip the weather was calm, and the steamer ploughed her way through the water with scarcely a wave to ruffle its surface. Indeed all through the trip the weather was most favorable. Not a single passenger was sick for an hour, and every meal was punctually attended to with appetites sharpened by the invigorating sea breeze. We reached Shediac, or rather Point du Chêne, early on Saturday morning, for the town of Shediac is situated three miles inland from the point to where the European and North American Railway extends, which connects it's place with St. John. Here a number of our passengers, who were proceeding to St. John, left us, and our steamer's course was then directed to Pictou, where we sailed for the present on sea voyaging. All along the south shore between these two points the land presented the same appearance. No bold headland rose to attract the stranger's eye. From our point of observation we could see nothing but wide stretches of forest with intervening spots of cultivated land. To the north east lay Prince Edward Island, but too far off for us to discern anything save the dim outline of its shores. We reached Pictou on Saturday evening after a most pleasant voyage of four days, and left the Gaspé, after bidding a kindly good bye to its excellent and obliging Captain.

[TO BE CONTINUED.]

THANKS.—We have to thank Mr. M. Brennan for a mess of new potatoes, which considering the poor crop of early potatoes, are large and of excellent quality. Mr. Brennan is generally earliest in the market with his vegetables, but this season has been a trying one to gardeners.

BY TELEGRAPH

Despatches to the Evening Mercury.

(BY ATLANTIC CABLE.)

Vienna, August 11.—The Emperor Francis Joseph has written a letter to his Minister of War, urging him to hasten on the appointment of native Hungarian officers to command Hungarian troops, in accordance with the provision of the Bill which has just been passed by the Legislative Chambers at Pesth.

London, August 11.—Late advices from Shanghai report that the disturbances caused by the Mantchoos on the Amoor river have ceased, and at last accounts the country was quiet and trade on the river unobstructed.

Paris, August 11.—Adah Isaac Menken the American actress, died to-day.

Pesth, August 11.—Prince Alexander Karsgeorgewitch has been seized with serious illness. Since his imprisonment here, he has received information from Belgrade that his estates in Servia have been confiscated by the Government.

Paris, August 11.—Accounts from Rome represent that the number of desertions of foreign Volunteers from the Papal service is daily increasing. The bourse closed quiet; rentes 70 1/2.

Belgrade, August 11.—The insurrectionary movement in Bulgaria has been suppressed by the Turkish troops, and the proclamation establishing it in a state of siege in the province has been revoked. The Turkish Government charges Prince Charles, of Roumania, with secretly inciting and promoting the revolt.

London, August 11.—Despatches from Paris report that the students assembled in large numbers near the Sorbonne and created a tumult. They were dispersed by the police who made several arrests.

The Minister of Customs has under consideration the prevention of the importation of cattle from the Western States, because of the disease reported to have broken out among them.

American Despatches.

Chicago 11.—The Marshall of Hudsonville, Crawford Co., Ill., last Friday, accompanied by a posse, made an attempt to arrest a gang of four robbers. The robbers fired upon them, killing one of the posse, whereupon the Marshall and his men rushed upon the soundrels and killed all of them.

New York 12.—Times Washington special says the letter of instructions from Secretary Schofield to General Buchanan is intended to be applicable to all of the Military Committees in the recently admitted States, and settles at once and for all time any doubt regarding the course of the administration in recognizing the governments of these States. In fact, by this act the President has virtually given the control of these States into the hands of Secretary Schofield, who is a pronounced supporter of the Congressional reconstruction policy, and of Grant and Colfax. The few Congressmen who remain here, with many prominent radicals, agree that one of the most important results of the promulgation of this letter will be that Congress will not re-assemble in September. Mexican news states that the whole State of Vera Cruz was in rebellion, the leaders being men of influence.

PULSINCH FALL SEED WHEAT FAIR.—The semi-annual seed wheat fair, for the sale and exchange of fall wheat, of the township of Pulsinch, will be held at the village of Morrison on Saturday the 23rd of August, when liberal prizes will be awarded for the 1st, 2nd, 3rd and 4th best samples exhibited.

GORE BANK.—Mr Edward Martin was elected President of the Gore Bank on Tuesday, in place of Mr. E. Irving, resigned, and the vacancy among the Directors was filled up by the appointment of the Hon. Samuel Mills.