Steamboat.

1873.

THREE TRIPS A WEEK.

International Steamship Comp'y.,

SUMMER ARRANGEMENT.

ON and after Thursday, August 28th, the splendid sea going steamers "NEW YORK," and "CITY OF PORTLAND" will leave St. John every MONDAY, WEDNESDAY, and FRIDAY morning at 8 o'clock, for Eastport, Portland and Boston, connecting at Eastport with steamer "Belle Brown," for St. Andrews and Calais.

Returning, leaves Boston every Monday, Wednesday and Friday morning at 8 o'clock, and Portland after noon train arrives from Boston, same day for Eastport and St. John, until further notice.

No claims for allowance after Goods leave the warehouse.

Freight received on Tuesday, Thursday and Saturday only, up to 6 o'clock, p. m.

H. W. CHISHOLM, Agent.

aug 28

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 29th 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 "EMPRESS," AND THE Windsor and Annapolis Railway.

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

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.

june 5 39 Dock street.

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 at Gagetown 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.

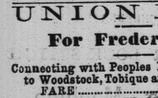
may 5 glb tel nws fmn 39 Dock street.

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.

ap 28 nws fmn tel 39 Dock street.

ANCHOR LINE

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.

Alsatia,	Castalia,	India,
Assyria,	Caledonia,	Iowa,
Anglia,	Columbia,	Ismailia,
Alexandria,	Elysia,	Italia,
Australia,	Ethiopia,	Scandinavia,
California,	Europa,	Sidonia.

In addition to the steamship "SYRIAN," which will be despatched from Glasgow, the 23rd, and Liverpool, the 25th July, the proprietors of the "Anchor" Line, with a desire to afford ample accommodation for the fall shipments, have arranged to put on the berth the following splendid steamships, which will be despatched for Halifax and St. John, N. B., as below, (unless prevented by unforeseen circumstances.)

S. S. "ALEXANDRIA."

FROM GLASGOW. FROM LIVERPOOL.
Tuesday, Aug. 19th. Saturday, Aug. 23d.

S. S. "ISMALIA."

FROM LONDON.....Saturday, August 30th

S. S. "ASSYRIA."

FROM GLASGOW. FROM LIVERPOOL.
Tuesday, Sept. 2nd. Saturday, Sept. 6th

To the above sailing dates we beg to call the attention of importers, and we beg to solicit their full st patronage.

The steamships named are well known in this trade, and are provided with excellent accommodations, both for steerage and cabin passengers.

Parties desirous of sending for their friends should make application for tickets at once, which can be furnished by the Agents here.

PASSAGE:

Cabin	13 guineas
Intermediate	8 do
Steerage	30 dollars

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

APPLY TO

HENDERSON BROS.....Glasgow
HENDERSON BROS.....London
HENDERSON BROS.....Liverpool
T. & S. DEWOLF & SON.....Halifax
or here to
SCAMMELL BROTHERS, 5 and 6 South street.

june 30 St. John, N. B.

EXPRESS LINE.

Steamer "Othesay."

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.

s2 d a

EXPRESS LINE!

Evening Steamer for Fredericton.

THE STEAMER "OLIVE" will leave Indiantown for Fredericton TO-MORROW, Friday Evening, 5th inst., at 4 o'clock, and will continue to run, leaving Indiantown for Fredericton every Monday, Wednesday and Friday evening, at 4 o'clock; returning, will leave Fredericton on alternate days, at same hour until further notice.

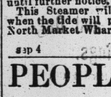
This Steamer will come through the Falls when the tide will permit, and will lay at the North Market Wharf to receive freight.

E. LUNT, 41 Dock street.

sep 4

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 7 6 3m

Steamer City of St. John.

The Shortest and Cheapest Route to Parrsboro, Windsor, Halifax Londonderry, Maitland, Chiverie and Oak Point.

Through connection with Nova Scotia Railway to Halifax

Through rates of Fares and Freight:—Fare to Halifax, $3.00; Fare to Londonderry and Maitland $3; Fare to Parrsboro and Windsor, $2.00. Fare to Chiverie, $3.00.

☞ Freight less than by any other Line.

THE Steamer "City of St. John" will leave her wharf at Reed's Point, on TUESDAY Evening next, Sept. 9th, at 12 o'clock, for Parrsboro and Windsor, connecting with Windsor and Annapolis Railway to Halifax, and with Steamer Hiram Perry, Jr., for Londonderry, Maitland, Chiverie and Oak Point.

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

☞ By a special arrangement with the W. & A. Railway, Freight will be carried to and from Halifax at a less rate than by any other Line.

E. LUNT, 41 Dock street.

sep 6

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

DAILY TRIPS.

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 7th inst., (until further notice) will leave her wharf, (Reed's Point), at 8 a. m., daily, (Sundays excepted) for DIGBY and ANNAPOLIS, connecting with 2.20 p. m. Train for Halifax and Way Stations. Trains arriving in Halifax at 8 24 p. m.

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

FARE—St. John to Halifax.....$4.00

☞ All Freight must be accompanied by Outward Certificates.

GEO. F. HATHEWAY, Agent.

June 24 tel nws glb frm 39 Dock street.

Ex S. S. Lady Darling.

REAL LACE COLLARS,
REAL LACE SETS,
WROUGHT MUSLIN SETS,
CAMBRIC COLLARS and CUFFS,
TAMBOURED LACE SCARFS,
POINT LACE COLLARS,
REAL THREAD LACES,
MALTESE VALENCENIES,
CLUNY and YAK LACES,
WROUGHT MUSLIN EMBROIDERY,
FRILLING, RUFFLING,
POINT LACE BRAID,
BLACK LACE FALLS,
GOSSAMER FALLS,
BLACK FIGURED NETS,
BRUSSELS NETS,
BLACK and WHITE MECKLINS.

Kid Gloves, &c.

WETMORE BROS.,

sep 6 67 KING STREET.

ELIXIRS, &c.

REED, CARNRICK & CO.,

ELIXIRS CARDAM COMP; Calisaya Iron and Bismuth; Pepsin, Pancreatin, and Lithia; Quinine, Strychine of Iron; Syrup Iodide of Iron, a most superior preparation Tincture Veratri Viride; Fluid Extracts Blackberry; Butternut; Ergot; Pareirabrava; Senna Quinine Pills, 1 gr.

CHEMICAL FOOD—A supply of this popular Tonic, prepared by the above celebrated Chemists, is also included in this invoice. It is kept put up as usual in 4 oz. 8 oz. and 16 oz. phials. Prices, 40c., 70c., and $1.20.

J. CHALONER, Cor. Kingand Germain sts.

aug 25

Langley Bitters.

A FEW BOTTLES of those celebrated BITTERS just received at HANINGTON BROS

sep 4

LANTERNS!

A LARGE LOT at C. G. BERRYMAN'S, bought low, and will be sold low.

BARLOW'S CORNER, 5 King street.

sep 5

PLUMS.

6 BOXES PLUMS just received.

MASTERS & PATTERSON, 19 South Market Wharf.

sep 2

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 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 & 8—[Pictou Passenger Accommodation] will leave Halifax at 6.15 a. m. and be due at Pictou at 12.15 p. m.

Nos. 4 & 7—[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 8.45 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. 23—[Truro Freight] will leave Truro at 6.45 a. m., and be due in Halifax at 1.20 p. m.

Nos. 24 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 6.00 a. m., and be due in Halifax at 1.35 p. m.

No. 27—[Petitcodiac Freight] will leave Petitcodiac at 7.40 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 a. m., and be due in St John at 8.55 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.

Nos. 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, 19th May, 1873. } may 21 dtf nnj

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 5.20 p. m. and 7.25 a. m.

Leave Bangor, Exchange street, 8 00 a. m and 3.35 p. m, and are due at Saint John at 6.5 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 12.00, 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 5. p. m.

Freight leaves Carleton at 9.15 a. m., and due here 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, Ast. Sup't. St. John. M. H. ANGELL, Supt., Bangor, M.

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

Intercolonial Railway.

LOCAL and THROUGH TICKETS over the Railway, and Connections may in future be procured on application to

Messrs. HALL & HANINGTON, AGENTS.

No. 51 Prince William Street.

ST. JOHN, N. B.

LEWIS CARVELL, General Superintendent.

Railway Office, Moncton, 28th August, 1873. } aug 28 2w

THE CELEBRATED

WALTHAM WATCHES,

All Grades,

WITH MANUFACTURER'S GUARANTEE

For sale low at

28 Germain Street.

GEO. H. MARTIN, Agent.

may 24

Iron, Rope, Canvas, Lead, &c.

Just received per S. S. Acadia and Killarney, and by H. McBeath, from Liverpool, and steamers from Boston:

2395 BARS Refined Iron, 1/2 rds, well assorted;
160 tons Common Iron, 5/8 to 1 1/4 inch;
6 tons Metal Bolts, 5/8 to 1 1/4 inch;
9 bags Clinch Rings, 3/4 to 7/8, and 1 inch;
6 tons Lead Pipe, 3/4 to 1 1/4 inch;
4 tons Sheet Lead, in Rolls;
10 bales Hemp Canvass, No. 1 to 6;
660 fathoms Rigging Chain;
3000 yds Lawrence Duck, No. 2 to 6;
6 tons Manilla Rope, 1 1/2 to 4 inch.

For sale very low, by

aug 29 JAS. L. DUNN & CO

15 BBLS. DULCE, best quality. For sale by MASTERS & PATTERSON, 19 South Wharf.

aug 25

Cornmeal.

500 BBLS. BALTIMORE CORNMEAL
200 bbls. Marsh's do
July 11 W. I. WHITING.

IRON CLAD PAINT!

Superior to Red Lead. A Fire Proof.

5 TONS of the above PAINT just landing. Apply at once.

N. BEST, 63 and 65 Water street.

aug 22

Butcher's Mill Saw Files.

THOMSON'S AUGERS.

Ingot Copper, Ingot Tin, Nails, &c.

Just received ex Acadia, from Liverpool:

530 DOZEN BUCHER'S MILL SAW FILES;
1 case Thomson's Long Screw Augers;
2 tons INGOT COPPER;
2 " SPELTER;
20 bags Counterpunk Nails.

For sale low by T. McAVITY & SONS, 7 and 9 Water street.

aug 25

HALL STOVES, Self-Feeders.

WE have now on hand a large assortment of the best styles and make of SELF FEEDING, COAL-BURNING HALL AND PARLOR STOVES—The Gurney Base Burner—Little Dorritt—Alexandra—Alma—Emblem—Fireside—Gamet—Princess—Empire, &c. All in the latest styles of finish, and warranted to give satisfaction.

We will sell them at Wholesale Price, in any quantities.

HALL & HANINGTON, McLean's Building, Union street.

aug 25

Non-Freezing Pumps.

BUY THE SUBMERGED PUMP. It will not freeze in the coldest weather; will answer for a Force Pump as well, and will outwear any other make, being free from leather or composition valves.

W. H. THORNE, Agent.

aug 27

Blasting Powder.

ORDERS executed in large lots, at Manufacturers' Prices.

W. H. THORNE.

aug 27

ONIONS AND SWEET POTATOES.—Just received from Boston: 5 bbls. Onions, 2 bbls. Sweet Potatoes. For sale by

R. E. PUDDINGTON.

aug 29

FRUIT, FRUIT, FRUIT.—Just received from Boston: Pears, Peaches, Apples, Water Melons, Tomatoes, etc. For sale by

R. E. PUDDINGTON, 44 Charlotte street.

aug 29

SAW MAKERS' PLATE.

Ex Steamer Killarney:

JESSOP & SONS'

Best Web Steel!

400 SHEETS

MILL SAW PLATE!

FOR SALE LOW.

NORRIS BEST, 63 and 65 Water street.

July 31 St. John, N. B.

LITTLE GIRLS & BOYS'

BOOTS & SHOES

For the Pic-Nic!

WE have been making up a fine variety of BOOTS and SHOES, suitable for little Girls and Boys to go to the Pic Nics during the season.

For sale at

FOSTER'S SHOE STORE, Foster's Corner, Germain street.

July 28

NOVA SCOTIA APPLES.—Just received from Nova Scotia: A lot of Apples, for cooking. For sale by

R. E PUDDINGTON.

aug 9

JUST RECEIVED—4 bbls. COD LIVER OIL. For sale at market rates by

MASTERS & PATTERSON, 19 South Wharf.

aug 25

CHAMPAGNE.

25 CASES BEST STYRIAN DRY PALE CHAMPAGNE, quarts;
10 cases Best Styrian Dry Pale CHAMPAGNE pints;
5 cases Styrian MUSCAT CHAMPAGNE, qts
5 " " " " pts

aug 30 HILYARD & RUDDOCK.

Bridge Contract!

TENDERS will be received at the Office of Public Works, Fredericton, until TUESDAY, the 16th day of September next, at noon, for the

REPAIRS OF COCAIGNE BRIDGE,

in the Parish of Dundas, County of Kent, according to Plan and Specification to be seen at the office of Thomas Ervan, Esq., Cocaigne.

Each Tender to be sealed and marked "Tender C. B. Repairs," accompanied by a written engagement from two responsible parties willing to become sureties for the faithful performance of the contract.

The Chief Commissioner does not bind himself to accept the lowest or any tender.

W. M. KELLY, Chief Commissioner.

Department of Public Works, Fredericton, Aug. 28th, 1873 } aug 30

BRIDGE CONTRACT.

TENDERS will be received at the Office of Public Works, Fredericton, until

THURSDAY, the 25th day of September proximo,

At Twelve o'clock noon, for the

ERECTION OF A BRIDGE

Over the Tracadie River,

in the County of Gloucester, according to designs and specifications to be seen at the said Office and at the Office of John Young, Esq., Tracadie. The work to be completed on the first day of August, 1874. Each Tender must be sealed and marked "Tender for the Tracadie River Bridge," and enclose a written engagement from two persons whose responsibility may be satisfactory to the Government to become sureties for the faithful performance of the contract. The Chief Commissioner does not bind himself to accept the lowest or any Tender.

W. M. KELLY.

Department of Public Works, Fredericton, 27th Aug., 1873. aug 28

A DAY IN SARATOGA.

Sights, Scenes and Springs—The Waters and the Imbibers Thereof—The Hotels, etc.

[FROM OUR OWN CORRESPONDENT.]

SARATOGA SPRINGS, N. Y., Sep. 1.

"Saratoga Spring Water! *only* five cents a glass!"

I was very busy wiping coal dust and cinders from my eyes while seated in a car of the Saratoga and Rensselaer lightning express train a few days ago when I was aroused by the above exclamation from a small boy. To turn round, place a five cent nickel piece in the outstretched and dirty palm before me and quaff the contents of the tumbler were but the work of an instant. It was agreeable to the taste, and as we were rapidly approaching the famous watering place it suddenly occurred to me that a sojourn there of a day or two would be an agreeable tonic to a tired and travel-stained New Brunswicker. Hastily gathering up a limited amount of baggage, as the train thundered up to the station, I descended from the car and found myself amid a scene of confusion and uproar perfectly indescribable. Fashionable loungers of every variety were promenading the platform, hackmen were vociferating and gesticulating for their particular hotels with a vehemence truly alarming had it not been characteristic. I listened, and could distinguish Congress Hall, Grand Union, Clarendon, Waverley, Columbian, Continental, Arlington, Everett; and every possible name under the sun that could be bestowed on a hotel was yelled out in a mixed jargon of English, Scotch, Irish, German, French and every other known language, the whole forming a linguistic compound that would have delighted the ears of a bedlamite.

But I have one desire and that is to taste of "the waters": my thirst must be quenched. My ambition is to taste of all the fountains that well up their life-giving waters in this far-famed locality,—to condense in a series of drinks—*multum in parvo* ones—all their remarkable qualities, to give renewed life and vigor to my sluggish blood and feel it bounding to my temples and coursing and tingling to my very toe nails. Animated with this impulse I seek instinctively the nearest spring—Congress—and await my turn to be served. Here is a picture. I stand a moment to view the stream of life ebbing and flowing. (This is figurative.) The *elite* and unwashed, the fat and lean, the lame, the blind, the halt, come up, drink their quota, gauged according to their several capacities, and depart. Here is an aged cripple coming. Now I shall witness a miracle. I watch the result of his potations with a lively and intense interest. He drinks one, two, three, four, five brimming tumblers. After that I ceased to count, contented to watch the play of that man's features. I expected to see the crutches spinning in opposing directions, but they did not, and to my intense wonder the man ambled away at the same pace in which he came to the spring. But there *was* a miracle. *The man didn't burst.*

There is a principle of cause and effect to everything. Disappointed in the effect (the cure I mean), I looked closely for a cause. Its absence was soon apparent. There was no angel about who made it a specialty to go down and trouble the waters. The only living being within the pale was a boy who served the water.

"THE ONLY RECOMPENSE THAT THESE BOYS RECEIVE IS THE GRATUITIES GIVEN BY STRANGERS."

Verily these urchins, if they do not place their hopes on a higher reward—that promised to the dispensers of "the cup of cold water"—must come out very often at the small end of the horn. But if there was no angel to go down into the water there were lots of them "hovering round." See that one come, extend her delicate jewelled hand, bend her swan-like neck and imbibe several consecutive glasses of the sparkling water, and then depart with a placid and serene countenance. See that man of rounded form, cast in the Pickwickian mould, a Congressman, I dare say, but no angel, come up, and raising the glass to his lips, barely taste it, and then depart with an expression of disgust. He doesn't like it, probably, because he can't steal it. Here comes a long, angular, dyspeptic individual, with white tie and intensely solemn features, the very man that would bore a congregation. Notice his measured sips. They don't seem to satisfy him. He pours some of the water on his hands, and looking longingly down *into* the pool, silently folds his robes about him and departs. He is evidently a Baptist.

I might go on for hours and depict the various phases of humanity as they went down to the pool, but space forbids, although it is a subject I would like to dwell upon. My turn came at last. Here is my experience: Drank a glass of Congress water; felt first-rate, drank another, felt a sense of fullness. A small boy came along and put a pamphlet in my hand. This told of the wonderful virtues of the Columbian Spring water, near at hand. Sped there instantly and took a glass and a half. Felt no better but rather worse. Consulted my guide book which pronounced the waters of the Hathorn Spring the *ne plus ultra* of beverages. Went there on a hasty trot and crowded in three-fourths of a glass, which completed my measure of capacity. Took a stroll in the park adjoining—a very beautiful place, but for some reasons could not enjoy its beauties. Sat down on a bench, and afterwards rolled over on the grass in spite of a warning poster to the contrary. Had a strange uneasy feeling. Felt sort of hypochondriacal. At one time I imagined myself a soda fountain, and at another a bag of wind. Finally thought I was a mineral spring with the water spouting up like the great Geyser of Iceland. More prosaic than poetry about the latter. In a short time was restored to my usual composure.

If I might venture to advise your readers who intend to visit Saratoga at some distant day, let me say to them that it is best to begin to imbibe the water in moderation, and be particularly careful at first not to mix drinks, or they will rise up in speedy judgment.

Before I had been at the Springs twenty-four hours I could drink two or three glasses at a time with ease and comfort.

Saratoga is a remarkable place. It is pleasantly situated, on a succession of rolling hills which relieve the monotony of a dead level which it appears when viewed from a short distance. Near the central part of the village in a low and very beautiful valley, nature has established a vast mineral reservoir where she prepares solutions of various mineral and medicinal compounds with such a subtlety of combination as to set the chemist's art, even Geo. Stewart, Jr., of the Pharmacopoly, completely at defiance. There are a dozen springs in this Valley of Life within a few rods of each other and as many more in the country about.

I have said that Saratoga is a remarkable place. So it is. The village numbers about 8,000 of a population and in the height of the season its floating population is sometimes nearly double that number. When the season is over the village relapses into an obscurity almost as effectual as that of Pompeii. Buried in their obscurity the inhabitants devise those well laid schemes to make the goose lay as many golden eggs as possible. (The goose would have been killed long ago but for the rare virtue of "the waters.") From a habitual use of mineral substances their consciences (?) have become petrified. Awakened from their lethargy by the warmth of summer, they take on themselves the habits of the leach and fixing themselves to the butterflies of fashion they cry, Give! Give! until gorged with the almighty dollar, the cold winds of autumn compel them to relax their hold, and they sink into their usual winter torpor, and so on *ad infinitum*.

The hotels of Saratoga are the ornaments of the place, and they are fitted on a scale of magnificence that probably outstrips anything in the world. The principle ones are in operation are Congress Hall, Grand Union and the Clarendon, with a host of lesser lights, and the brilliant throng that daily and nightly fill their magnificent saloons and promenades, their extensive piazzas and lawns afford a panorama of gayety and fashion that is fascinating to the observer.

The new hotel now being built is the largest in the world. Some idea of its vastness may be obtained from its dimensions. It covers an extent of nearly five acres, with a lawn inside covering an area of three acres, or a space considerably larger than King's Square. About five millions of bricks will be used in its completion. Its entire frontage is 942 feet. It is five stories high, surmounted with a fine mansard roof. The piazzas will be high, wide and airy, the outer ones 23 feet wide, the interior 19 feet. Their combined length is 2,768 feet, of which 1,500 feet are full three stories in height. There are in this hotel 1,112 rooms, of which 768 are lodging rooms; private parlors, 65; public parlors, 6, with twelve halls on the first floor; a ladies' grand parlor 86x52; gentlemen's parlor 40x52; grand dining hall 212x54; grand saloon 52x40; lady's reception room 30x52.

And now, lest I weary a too indulgent editor and readers, I will close. Spending Sunday in Saratoga, I alternate between the springs and churches all day. In the latter texts like the following prevail, showing that the ministers are slightly tainted with the desire to "draw," "Ho! ye that thirst," etc.

On Monday I depart for quieter rural scenes more in consonance with my tastes and habits. ARGUS.

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