Steamboat.

1873.

FOUR TRIPS A WEEK.

International Steamship Comp'y.,

SUMMER ARRANGEMENT.

ON and after Wednesday, July 2nd, the splendid sea going steamers "NEW YORK," "CITY OF PORTLAND" and "NEW BRUNSWICK," will leave St. John every MONDAY, WEDNESDAY, THURSDAY and FRIDAY mornings 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, Tuesday, 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.

The Boat leaving Boston on Tuesdays does not touch at Portland.

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.

July 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 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.

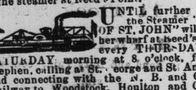
Or in Yarmouth to N. K. CLEMENTS, or in Boston JOHN G. HALL & CO., 64 Chatham street.

may 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.

may 17

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

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 "TYRIAN," 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 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	3 do.
Steerage	30 dollars

No Bill of Lading will be signed for 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

CAMMELL BROTHERS, 5 and 6 Smyth street, St. John, N. B.

June 30

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

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 20 3m

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 St. John at 7 a. m. and 6 p. m., daily, to receive freight.

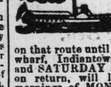
☞ No freight received morning of sailing.

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

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

June 5

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 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, 39 Dock street.

may 5 clb tel nws fmn

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 2.30 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, 39 Dock street.

June 24 tel nws clb frm

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, $3.0'.

THE Steamer "City of St. John" will leave her wharf, at Reed's Point, on TUESDAY Evening next, July 29th, 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.

July 26

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. Mairhead, 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, Rails 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

Gen. H. Cigars.

JUST RECEIVED—A few extra brands of Choice CIGARS, especially selected for customers and persons requiring a good article, and who do like a fine flavored Cigar:—

7,000 Ha Carolina Gen. 1st,
5,000 Britannias,
3,000 Conchs,
3,000 Regalia,
2,000 Partagas,
5,000 Ha. Fortuna,
1,000 Caliope.

From 20 brands you can select,
Of flavors rich and rare.
In prices LOW—some very cheap—
Come try a good CIGAR.

23 different patterns and styles Gen. MER. PIPES, some entirely new designs, ranging in prices from $3 to $10 each.

1 case M. D. C. CIGARETTS.

H. D. M'ARTHUR, Medical Hall, No. 46 Charlotte street, Opp. King square.

June 21

325 CWT. CODFISH. For sale at lowest market rates.

MASTERS & PATTERSON, 19 South Market Wharf.

July 28

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 3.30 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 & 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 10.55 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. 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 6.00 a. m., and be due in Halifax at 7 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 Du Chene 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 20 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 6.35 p. m., and be due at Truro at 5..0 a. m.

LEWIS CARVELL, General Superintendent.

Railway Office, Moncton, 19th May, 1873. } may 24 til unj

Intercolonial Railway.

EXCURSION RETURN TICKETS at one first class fare good ONLY for daily trains which leave 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 7.25 a. m.

Leave Bangor, Exchange street, 8.00 a. m. and 8.35 p. m., and are due at saint John at 6.25 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 12.00, 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 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

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 guaranteed with all the Latest Attachments.

Easy terms for payments or large discount 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

Pale Seal Oil.

THE Subscriber has on hand—7 bbls. Extra COLD DRAWN PALE SEAL, direct from St. John's, N. F., and of superior quality.

ALSO—ON HAND:

5 Bbls. Extra Whale Oil.

For sale by T. C. GEDDES, Railway Wharf, Point du Chene.

July 2

BRILLIANTINE.

THIS article, made by Lubin, is a beautiful preparation, and much used for Dressing False Hair, &c., and can be purchased at

HANINGTON BROS., Foster's Corner.

July 26

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.

may 7 JAS. L. DUNN & CO

COAL. COAL,

THE Subscribers are now landing a superior cargo of

Block House Mine

COAL.

This is the best New Mine Coal for House use that comes to this market.

For sale low while landing.

T. McCARTHY & SON, Water street.

July 4

LOBSTERS

54 BOXES, each 20 lbs., CANNED LOBSTERS. Received and for sale low by

BERTON BROS.

July 10

Pickles. Pickles.

50 DOZ. of MIXED PICKLES. For sale low at

M. FRAWLEY'S, 11 Dock Street

may18 frm

Bright Tobacco, 8's and 12's, & Dark Navy, Sweet 5's.

120 CADDIES and half-boxes of the above, just received and for sale at

M. FRAWLEY'S, 11 Dock street.

July 3 fmn

SILK GOODS.

A fine assortment of

BLACK GRO GRAIN SILKS!

SHARP & CO., 10 King street.

July 25

Cabbage, Tomatoes, Cucumbers.

Per Steamer:

2 Bbls. CABBAGE, 3 crates TOMATOES, 1 bbl. CUCUMBERS.

J. S. TURNER.

July 21

Ale and Porter.

50 CASES PORTER, quarts and pints;
20 hds. ALE, do do, Allsopp's

For sale at lowest market rates at

M. FRAWLEY'S, 1 Dock street.

July 3 fmn

HOFF'S MALT EXTRACT!

Recommended by Eminent Medical Men

For Diseases of the Chest and Stomach, Loss of Appetite, Hoarseness, Coughs, &c.

COMMENDED BY THE

Emperors of Russia and Austria, Kings William, of Prussia, and Christian, of Denmark.

Agency for the Maritime Provinces,

H. L. SPENCER, Medical Warehouse, 20 Nelson street, St. John, N.B.

June 23

Ladies' Kid Button Boots

Only $4.25 a Pair,

At JACKSON'S, 32 King Street.

July 21

Cologne Water

THE Subscriber would invite the attention of purchasers to his Stock of COLOGNE and LAVENDER WATERS.

LUBINS' PERFUMES:
Atkinson's Triple Extract;
Piesse & Lubin's Fragrant Essences;
Rimmel's and Goswell's Choice TOILET VINEGARS;
And Bayley's Celebrated ESS. BOUQUET.

These articles are all made of the very best materials, and can be confidently recommended to the public. For sale by

GEO. STEWART, JR., Pharmaceutical Chemist, 24 King street.

July 26

Boys' Books.

JUST RECEIVED—Complete sets of Prof. James De Mille's and Oliver Optics' popular books for Boys.

Prof. De Mille's Books comprise the "B. O. W. O." series, viz:

1 The "B. O. W. O."
2 "The Boys of Grand Pre School;"
3 "Lost in the Fog;"
4 "Fire in the Woods;"
5 Picked Up Adrift.

Others in preparation.

The "Young Dodge Club" series, viz:

1 "The Seven Hills;"
2 "Among the Brigands."

Oliver Optic's works comprise:

"The Army and Navy Stories," "Riverdale Stories," "Young America Abroad," "Lake Shore Series," "Boat Club Series," "Starry Flag series," "Woodville Stories," etc

at McMILLAN'S, 78 Prince Wm. street.

July 26

Fruit Pressers

CREAM FREEZERS; WIRE COVERS; JELLY MOULDS; POLISHING IRONS; PLATED SADS, at

BOWES & EVANS, No 4 Canterbury street.

July 22

Cienfuegos Molasses.

NOW LANDING:

15 PUNS. NEW CROP MOLASSES, for sale low to close the lot.

HILYARD & RUDDOCK.

July 19

Guttenburg.

Landing this day ex Arinna, from New York:

500 BBLS. GUTTENBURG FLOUR For sale by

J. & W. F. HARRISON, 16 North Wharf.

July 8

RECEIVED BY LATE STEAMERS.

20 THOUSAND FLOUR AND GRAIN BAGS;
5 thousand Cotton Seamless Bags;
15 cases THREADS and DOESKINS;
10 bales GREY COTTON;
3 " PRINTS.
5 " cases Small Wares and Haberdashery

At Very Low Prices.

July 19 T. R. JONES.

Cornmeal.

500 BBLS. BALTIMORE CORNMEAL do.
200 bbls. Marsh's do.

W. I. WHITING.

July 11

Satin Hats.

D. MAGEE & CO. have placed a full line of sizes, in stock of medium and extra qualities SATIN HATS

ALSO:

DRAB SHELL HATS, of English, American, and St John manufacture.

HAT FACTORY AND WAREHOUSE, 51 King street.

July 15

Found Drowned.

[From the N. Y. Herald]

The pathetic interest which lies so often dumbly hidden beneath the frequent newspaper heading "Found Drowned" has been from time to time a theme for sad moralizing in poetry and prose. It was over the body of a wretched girl, freshly dragged from the River Thames, Hood was inspired to write "The Bridge of Sighs." The interest in that that case arose from the overshadowing, isolating curse of an outlawed, outcast career;—

Mad to life's history,
Glad to death's mystery,
Swift to be hurried,
Anywhere, anywhere
Out of the world.

There, a knowledge is assumed of the life quenched in the river; but how vain the guess work over the lives of those whose bloated, disfigured corpses are taken up daily from the waters that wash around Manhattan Island; that receiving such pitifully scant attention from those mismanned the "proper" authorities, are hurried away to the Potter's Field under the "open" verdict of the coroner's jury? Yet, each time that the eye, skimming over the morning paper, finds a scant paragraph beginning—

The body of an unknown man, much decomposed, was found in the East River, at pier—, by some boys who were playing near the water's edge—

* * * * * * *

there is a mystery that may never be cleared up—a life gone out that somebody mourns over, ignorant alike of the fate itself as of the how, the where the when of death. A passing sigh may be given by those who watch in vain for the return of one they love; but the world passes heedlessly by the slab at the Morgue where the dead reposes, and the corpse, horrible as it may seem, becomes a merchandise. In the pages of Dickens there is scarcely anything that makes the blood curdle like the scene at dusk on the Thames below London Bridge, where "Gaffer" Hexam and his daughter are towing down the stream the unrecognized body of John Harmon. The furtive search in the pockets of the dead, the boat of "Rogue" Riderhood gliding to the side of Gaffer's as one cormorant might come to another, and the muttered exclamation of "Rogue"—"Always in luck!"—are cumulations of horror upon horror's head. There the "luck" was with the waterside prowler in the reward paid to the finders of dead bodies in the river. Here, in New York, the "luck" is in the Coroner's fee, which he must make all haste to earn, if he has any regard for himself or his brother Coroners, with whom he must share at the end of the quarter as they must share with him. It is a ghastly business; but there is room for decency and conscientiousness in it, which would not leave a responsible position in a grade no better than the Thames "water-rat" or "mudlark" turning a penny and living on the human flotsam and jetsam of the river.

The case of the late *Herald* reporter, Mr. James W. Coulson, is one strongly in point. A week ago to-day he disappeared. On Saturday morning last his body was found in the East River, at Forty-Fourth street. It was bloated and disfigured beyond recognition, so far as the face was concerned. The body was brought to the Morgue, and Coroner Kessler immediately commenced operations by summoning a jury from among the patients of Bellevue Hospital. A letter and portion of an envelope were found in one of the pockets of the deceased, which when dried displayed the avocation and name of the unfortunate young man. It would be imagined that when this clew to identification was at hand the inquest would be adjourned, so as to let an inquiry be instituted into the facts. Nothing of the kind. It is alleged, indeed, that the Deputy Coroner thought this corpse seemed to be of a higher class than those usually "found drowned" (as if men were murdered or drowned by classes); but whatever truth there may be in it, Coroner Kessler saw to it that the corpse was only looked on as a respectable, inasmuch as it was a corpse that furnished an inquest. There were eleven corpses in all to be passed upon that "rather busy" Saturday, and a verdict of "death from supposed drowning" was made out, "name unknown," and Coroner Kessler passed on to the next. On Monday a reporter by accident saw the letter referred to in the Coroner's office, and at once discovered the identity of the unfortunate young man, which the sight of the body and clothes confirmed. This case proves a shameful neglect, if no worse, on the part of Coroner Keseler. Then, indeed, he made some show of an inquiry, but as our report will show it was as shamefully incomplete as could be. Is there a measure of gentility which a corpse must present to the Coroner before he can do any more than he did in the first instance with the body of James W. Coulson, or is it rather that; with an indecent, conscienceless haste, he would hurry any dead body to the Potter's Field, lest a lawful inquiry would interfere with hastily following his "luck" in other quarters? A man died at the Park Hospital, and his body was opened at the Coroner's order before it was cold. Is this brutality or that shameful neglect, or the indecent haste of both cases, what a Coroner is bound to exhibit? The body of A. T. Stewart, if similarly found, would most undoubtedly be treated in the same way if it had lain sixty hours in the water, and he had not been missed, as is very possible. The mystery of poor young Coulson's death is dark as ever. The Coroner made no attempt to unravel it. Murder lies in wait at dark corners and stalks in the open day; Mr. Coulson was last seen miles from where his body was found. No attempt has the Coroner made to trace him afterwards. This is a danger that lurks on the path of every citizen. The law does not, whatever its intention, prevent foul play before death. The Coroner, in his haste to add another inquest to his list, makes no effort to search out even the name of the dead; in the present case a direct clew was in his possession. We are prepared for much in the meting out of "Crowner's quest" law, but exhibitions of scandalous neglect, or worse, of this kind, are intolerable. The young journalist of wit and brain, whose body fell into the meshes of Coroner Kessler, is but a sad instance out of hundreds who disappear as mysteriously as if the ground opened and swallowed them. His profession alone brought about his recognition. A brother reporter, Mr. Slater, looked through the papers in the Coroner's pigeon-hole, and discovered he had lost a friend and his profession a promising man. The body at the pier, with the children playing in sight of it, is a moving picture, suggesting many thoughts of life and death—of hope in full flow—of hope cut short this side of the grave. It may have been murder, it may have been what men term accident that brought that body heaving and falling and swinging with the tide; but the Coroner had too much "luck" that day to ask or search out whose hope in life it was that had been so cut short, or how or when it had been done. This is something to ponder over with indignation when the information comes that another "unknown" has been "found drowned."

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