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 28th instant. Returning, leave Boston every Tuesday, at 12 noon, via Yarmouth. This steamer connects at Yarmouth with steamer M. A. Starr, for Shelburne, Liverpool, Lunenburg and Halifax, and with Dominion Line of Coaches for Liverpool and intermediate places.

Fare to Boston $6; Yarmouth $4.00.

For further information apply to

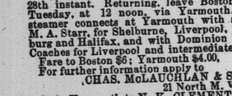
CHAS. McLAUCHLAN & SON, 21 North M. Wharf.

Or in Yarmouth to N. K. CLEMENTS, or in Boston JOHN G. HALL & CO., 64 Chatham street. mar 18

Steamer City of St. John.

CHANGE OF DAY.

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



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

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

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

ENOCH LUNT, 41 Dock street.

amy 17

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 and 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 "TYRIAN," which will be despatched from Glasgow, the 23rd, and Liverpool, the 26th 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 from 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
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 fullest 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. A. S. DEWOLF & SON	Halifax

or here to

SCAMMELL BROTHERS, 5 and 6 Smyth street.

June 30 St. John, N. B.

EXPRESS LINE.

Steamer "Rothesay."

FOR FREDERICTON.

FARE.....$1.50

onnecting 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 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.

THE Steamer "City of St. John" will leave her wharf, at Reed's Point, on TUESDAY Evening next, July 22d, at 9 o'clock, for Parrsboro and Windsor, connecting with Nova Scotia 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 19

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.

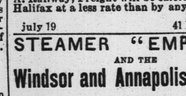
☞ No freight received morning of sailing.

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 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., on morning of sailing.

GEO. F. HATHEWAY, Agent.

may 5 glb tel nws fmn 39 Dock street.

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 27th 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.

COLD BROOK

Rolling Mills Company,

OF THE DOMINION OF CANADA.

CAPITAL, - - - $1,000,000

With power to increase.

Incorporated by Special Act of Parliament.

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

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

VICE-PRESIDENT—JAMES DOMVILLE, M.P.

DIRECTORS:

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

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

BANKERS:

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

Incorporated with powers of manufacturing Bolts, Screws, Nails, Spikes, Axes, Axe Iron, 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 Britannica,
3,000 Concha,
3,000 Regalia,
2,000 Parragas,
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.

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

june 21

Layer Raisins.

100 BOXES GOOD LAYER RAISINS, at $1.50 each, to close the lot.

W. I. WHITTING.

July 11

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

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

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

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

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

No. 12—[Passenger accommodation] will leave Painsec at 6.20 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 5.10 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 12.05 noon.

Nos. 24 & 26—[Freight and Passenger Accommodation] will leave Pictou at 6.00 a. m., and be due in Halifax at 2.35 p. m.

No. 27—[Petitcodiac Freight] will leave Petitcodiac at 7.00 a. m., and be due in St. John at 1.30 p. m.

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

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

Nos. 31 & 33—[Shediac Passenger and Freight Accommodation] will leave Point DuChene at 10.30 a. m., and be due in St John at 7.45 p. m.

Nos. 32 34 & 36—[W. & A. R.] are due in Halifax at 11.00 a. m., 6.45 p. m., and 8.25 p. m.

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

Nos. 37 & 39—[Truro and Moncton Freight and Passenger Accommodation] will leave Truro at 9.30 p.m.. and be due at Moncton at 8 10 a. m.

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 21tf 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., t. 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:—

Every Machine guaranteed to give satisfaction or the money refunded.

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

Easy terms for payments or large Discounts for Cash.

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

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

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

ap 16

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

Reindeer Flour.

Daily expected ex schooner Jasper:

500 BBLS. REINDEER FLOUR. For sale low to arrive.

june 16 HALL & FAIRWEATHER.

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

MRS. GEO. WATERBURY'S

Celebrated Dinner Pills,

A SURE REMEDY FOR

Indigestion, and all Bilious and Liver Complaints.

Made by her daughter, MRS. E. H. LESTER.

Sold by Druggists generally.

THE above PILLS having stood the test over forty years, and being prepared with great care and study, nothing cheap or impure being tolerated in their composition, are perfectly suited to administer to the most delicate constitution. They never reduce the patient; no cessation from business or any unusual change is ever necessary. They never render anyone more liable to take cold. Containing no dangerous drug, they act as kindly on the tender infant as the most delicate female, and infirm old age, upon the most vigorous and athletic system, exercising the most healthful influence on the whole system, invigorating the debilitated organs, building up the flagging nervous energies, imparting vigor to body and mind, and bringing every faculty into healthy play.

To Females, from the peculiar affections that attend them when they are arriving at maturity, and also at the decline, or "change of life," they are the best remedy and assistant that can be used.

What may seem almost incredible is the astonishing rapidity with which they cure diseases hitherto considered incurable.

Numbers of our first-class families keep them constantly on hand for the various ills of life, and swear by them implicitly.

They are sold with the understanding that they exceed their recommendation, and are the best Household Medicine extant. June 25

GREAT EXCITEMENT

IN THE

BOOT MARKET.

GRAND RUSH at E. H. LESTER'S Commission Warerooms.

2000 PAIRS BOOTS AND SHOES, assorted sizes, New Goods, selling at less than Manufacturer's prices, being Bankrupt Stock that must be sold this month.

E. H. LESTER, Commission Merchant, &c., 5½ foot of King Street.

June 14

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.

may28 frm 11 Dock Stree

Smoked Salmon.

ANOTHER lot of of choice SMOKED SALMON. For sale by

R. E PUDDINGTON.

July 14

10 BBLS BARNES' MIXED PICKLES At lowest rates by

MASTERS & PATTERSON,

june 17 19 South Market Wharf.

Ale and Porter.

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

For sale at lowest market rates at

M. FRAWLE'S,

July 3 fmn 11 Dock street.

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.

July 3 fmn 11 Dock street.

Water and Sewerage Debentures FOR SALE.

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

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

EDWARD E. LOCKHART,
WM. SEELY, } Comm's.
S. K. BRUNDAGE,

ap 18

J. F. SECORD,

DEALER IN

DRUGS, MEDICINES, Dye Stuffs, Paints, Oils, Glass & Putty,

PROPRIETOR OF

CUTT'S CELEBRATED LINIMENT,

Invaluable for Man and Beast.

Fisher's Anti-Ossific Ointment,

Warranted to cure BONE SPAVINS, RING BONES, SPLINTS and SWELLINGS

This Ointment should be kept in every stable, ready for use.

SEGEE'S PILE OINTMENT will cure the most obstinate cases. Immediate relief obtained.

Secord's Condition Powders.

SECORD'S DIARRHOEA SYRUP, a certain and speedy cure for all SUMMER COMPLAINTS in adults and children.

Bug & Moth Exterminator.

A full assortment of

Lamps, Chimneys, Shades,

KEROSENE OILS, &c.

ALL ON HAND.

J. F. SECORD, King Square.

July 15

PAPER HANGINGS!

Paper Window Shades,

CAMBRIC WINDOW SHADES.

Fresco Decorations,

FIRE BOARD DECORATIONS.

In NEW STYLES, and at LOW PRICES.

BLAKSLEE & WHITENECT. No. 11 KING SQUARE North Side.

July 22

Butter. Butter.

JUST RECEIVED:

12 Tubs CHOICE BUTTER.

J. S. TURNER.

July 21

Cave Canem.

"Five hundred dogs in this town," remarked Mr. Elias Cottrell as he contemplated from the curb stone a canine procession that was slowly developing into a wild tangle of abstract dog—"five hundred dogs" said he in slowly deliberate style, as if putting down his first stake for a problem in political economy, and getting ready for a grapple with statistics; and then he anded in the weary way with which one is apt to announce the discovery of some new social maladjustment—"and I suppose two hundred and fifty could do all the business."

It has been so always. Too many dogs. For there be dogs and dogs. Dogs of great moral worth, whose mission in life is to save children from drowning and have their memories enbalmed in books along with those of the good little boys who at a tender age rebuke gray-haired sinners for profanity, and then grow thin and white and interesting and fade away, leaving a good example; dogs of less moral worth, but greater market value, that lie on the porch in agricultural neighborhoods and make it pleasant for the wayfaring man; dogs with the abrupt precipitous nose that indicates an æsthetic nature, with a severe taste for the chaste and beautiful in art and nature—especially for the chaste—for a short distance; dogs that accompany the hunt, and dogs that hunt the company; dogs that lie in the lap of luxury clad in pink ribbon, and dogs that snuff around the still hearth of poverty for the square meal that never, never comes; dogs whose lines fall to them in pleasant places and whose pathway in life leads through flowery surroundings to first class sepulcher, and dogs that go through the world dodging sticks and stones and other discouragements, and at last, under the knife of the sausage-maker, enter into their rest. Then there is the poodle, which, cradled in luxury, but found astray by the low-born utilitarian, is diverted from the purely ornamental purpose of his life, and used at the end of a pole to wash windows with. Poodles, like men, are subject to reverses and liable to disappointment. There was the poodle owned by the lady who, as the story runs, sitting in a smoking car, reached over, and taking a cigar from a gentleman's mouth, threw it out of the window, remarking that if there was anything she hated it was a cigar. Some five minutes later the gentleman reached back, and taking the poodle by his lily white hair, "slung" him, so to speak, out of the window and into the surrounding country, remarking in bitter and unsmpathizing parody that if there was anything *he* hated it was a dog. It was a surprise to the lady; we may well imagine that. But who can paint the feelings of the dog? It's a world of uncertainties.

But we dwell too long upon the abstract dog; and there is danger that we encroach upon the domain of the naturalist and the historian. Enter we now upon the consideration of the concrete dog, which lately disturbed the studies of Mr. Caleb Cushing and was dragged by the minions of the law before the Police Court of the District of Columbia. This was Fernando Wood's yellow dog. The story, even as told in the court brevities of the telegraph, is full of interest and not entirely destitute of pathos. Mr. Caleb Cushing is a man of the most varied acquirements. Familiar with all the modern languages, he reads with the greatest ease the Sanskrit and the Syriac; converses fluently in Hebrew and Greek, and speaks Chinese like a native. To him the inscriptions on the tea-chest and the fire-cracker are plain as a pikestaff, and Confucius in the original no mystery. His next door neighbor in Washington is Mr. Fernando Wood—or rather, to be more exact, during the Congressional recess—Mr. Fernando Wood's yellow dog. Mr. Fernando Wood's yellow dog seems to be a sort of night-blooming Sirius with a Peruvian bark; and his bark was on the C. C. To Mr. Caleb Cushing whiling away an hour or two at midnight with the Targum, or some light Chaldaic romance, Mr. Fernando Wood's yellow dog in the adjoining yard, stirred thereunto by some remorseful memory, put forth his mouth and lifted up a wail. It startled the rapt scholar like the cry of a Congressman who dreams that his back-pay has lapsed. And then the dog howled again, chopped it into a bark, broke it up into smaller barks, diversified it with a growl, contracted it, prolonged it, tried it on different keys, and for the rest of the night gave his whole mind to it; shedding it, as Mr. Matt Carpenter does his money, on the just and on the unjust. To the scholarly mind at midnight even the transient serenade of the bibulous has its exasperations. What, then, must have been the effect upon this eminent philologist of the midnight latrations of Fernando Wood's yellow dog? Picture the sage at his open window with the raised boot-jack, forgetting the affluence of his resources in all languages living and dead, addressing Fernando Wood's yellow dog in the simple, energetic eloquence of profane! This was no Geneva arbitration, no dusty tussle with Sir Alexander Cockburn. Here was Cushing—there was the dog—I sights and distances and a door-yard fence intervened, and though boots and bootjacks, and the folios of a statesman's library, and frequent sulphurous ejaculations filled all the ambient air, the aim of the great publicist had not improved with age, and the dog, lying perdu, howled on. It must have been a rude surprise to Fernando Wood's yellow dog, familiar as he is with recent legislation, to have had the Message and Accompanying Documents, the Patent Office Report, the Agricultural Reports, the Ninth Census and *The Congressional Globe* delivered to him in that rapid and somewhat unusual manner. Could his answering howl to the irate statesman be translated, doubtless he reminded him that the franking privilege had been abolished, and that this was in violation of law as well as against the peace. Imagine then the late antagonist of Lord Cockburn making replication with Vattel and Puffendorf and Wheaton, and other voluminous authorities, till Fernando Wood's door-yard was knee-deep in international law. But the contest was unequal. The dog knew no more law than necessity, and had no more regard for precedent than John I. Davenport; howled he still, and the night wore on.

Next morning Fernando Wood's yellow dog was summoned into the Police Court, and undertook to masticate the policeman who served the warrant. Mr. Cushing demanded $4,000 damages, which, under the circumstances, was little enough. And the Court ordered that the dog be killed or removed, and that $25 be deposited as security that it should be done. Possibly by this time the canine procession that moves toward that mysterious realm whence issues the American sausage has been enlarged by one yellow dog, lately the property of the Hon. Fernando Wood, and the nights of Mr. Caleb Cushing are no longer filled with music, or his neighbor's yard with bootjacks.

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