

Chignecto Post.

Sackville, N. B., May 30, 1878.

The Politics of the Hour.

Since the Hon. Mr. McQueen has "cut" the Government, there are no public issues before the country, because there appears to be a general desire to abrogate that gentleman from the consequences of those Governmental sins, for the commission of which he has profited so little. We did intend at this time to throw a little light on some of the misdeeds, great and little, of the Government, for which Messrs. SMITH, PICKARD and HUMPHREY refused them their support, but since Mr. McQueen has placed himself outside the Executive pale, we will not exact from him his defence of measures, for which he is both constitutionally and morally responsible. No principle or measure being at issue, the people are called to select the best men. We will not discuss the question who are and who are not the best men. We would be sorry to dissect the personal character of any of our candidates—to enter into their private lives and business and drag their personal affairs and reputation before the public for electioneering purposes, and we trust the campaign will pass without any display of newspaper reputation stabbings.

It is desirable that the people should elect men who will take some decided stand on the question of Maritime Union. There are certain local interests at Fredericton opposed to it, but the people of the Province generally are strongly in its favor. There is no obstacle, financial or other, that stands in its way. These small Provinces adjoining each other, with the same people, language, history, customs, laws, and interests in every way, ought to find no insuperable difficulty in uniting. The child's play governments of Germany—some of them possessed of only a few miles of territory and a few thousand people, were not more calculated to excite ridicule than our three governments for a people who altogether do not amount to the population of a third rate city.

The present Parliamentary buildings at Fredericton are becoming too old for much longer service, and the Government in asking for plans, has taken the initial steps to erect new ones. This will bring Maritime Union to the front as a living issue in the next house.

The present agricultural management is a burlesque. We can see no possible impropriety in the agricultural people disposing of a \$10,000 grant; they may not be considered bad judges of their own interests. If there must be a Secretary of Agriculture, we think the position would be best filled by some young practical farmer. During the past few years this department has been at a complete standstill; still there never was a time when a greater need existed for progressive action. For the purposes of collecting and disseminating information about agricultural statistics, chemistry of the soil, &c., it is perhaps half a century behind Ontario or any of the neighboring states. Beyond auditing the accounts and preventing an illicit trade in boar pigs (vide Sunbury Co.) and advertising the moving machines of Gossitt Bros., we do not know that it has done any thing the past year. A plank in the Carleton Co. Convention platform was the establishment of a model farm. It is nearly thirty years since Prof. Johnston, in his celebrated report, made the same suggestion. He recommended it to be located at Sackville, and in some way connected with the Male Academy here. Very much more can be said in favor of such a proposal than thirty years ago. Sackville, with every possible advantage for such an establishment.

The late Government has been playing fast and loose with the Railway subsidy act. Hon. Mr. Fraser in his Railway subsidy act speech estimated that the Province, besides providing efficiently for all other services, could grant subsidies on 300 miles of railway to the extent of \$5,000 per mile. Three lines actually were subsidized, the Elgin, St. Martin & Upper and Grand Southern, in all say 150 miles, when the Government policy was suddenly reversed, and they refused to make any more grants although other sections of the country were clamoring for railway extension. The Miramichi Valley, the Central, the Cape Tormentine, and Richibucto, the Kent Southern, and others, were equally entitled to Government aid as those that received it. A policy made-to-day to be reversed to-morrow is perilous and contemptible. A broad, comprehensive and lasting railway scheme that shall do all sections of the country justice without impoverishing the Provincial treasury for the benefit of one or two districts, and that shall lay the foundation of a railway system on which this and future generations will build the superstructure, is a scheme that demands the earnest attention of our public men. We trust that some of the new blood this election will bring out in Western Canada, will develop some statesmanlike policy.

The Baccalaureate Address will be delivered by David Allison, Esq. L. D., Superintendent of Education of Nova Scotia, at the Methodist Church on Sunday evening. The approaching separation of Dr. Allison from the Institutions will render his parting address full of interest, not only to the academic community but to the people of Sackville, who for years past have been profited both mentally and morally by his eloquence and generous enthusiasm.

Bellevue.

The Recent Discovery—Its Position.

A reporter from this office visited Taylor's village on Tuesday to ascertain the position of the discovery of the recent find of albiterite there for information of many stockholders and others interested in this prospect. "Big Bonanza." The exact spot is about four miles above Dorchester half a mile from the opposite side of the Memramcook. It is on the farm of one Beloni Burke. It is in the sub carboniferous series of fish bearing shales, which, commencing at Elgin, Albert Co., extend easterly to the head of Sackville, a distance of forty miles.

Mr. Burke stated how the discovery was first made. Said he: "Fifty years or more ago I was picking berries amongst the stumps over there, (pointing the place) and I saw this stuff on the ground. From that time to this, I have dug bushels of it. We wanted it for blacksmith use, but it burned up too quickly for that." Gesner in his report pronounced a bed of asphalt rock lying north of the Albert mine as a canal coal, and about forty years ago Mr. Alexander, a gentleman from Maine, sunk a shaft near the Memramcook at Taylor Village, exploring for it. Subsequently, after the discovery of the Albert mine, the company was formed which commenced their operations at Caledonia and Taylor Village for the purpose of distilling the oil from the asphalt rock, but after making large expenditures, the discovery of the mineral oils of Pennsylvania and Ohio killed the business commercially.

Twenty or thirty years ago, Mr. Steadman sank a little pit to the north of this spot (pointed out by Mr. Burke) to catch it there, and got a vein half an inch thick. He then sank a forty foot deep some 150 rods to the south to catch it there, and he found only two inches, when he abandoned it.

Why Mr. Steadman went from the deposit where it was largest and operated at a distance from where it was first found is, in the present light upon the subject, hard to determine.

Recently he (Burke) pointed out this place to Mr. Patrick, who cleaned out this hole last week and struck a vein about a foot thick. Being desirous of satisfying himself as to the real bona fide existence of a vein, a foot thick, your reporter obtained a shovel and commenced to clear out the hole which had been partially refilled. The day was hot and your reporter, though filled with ambitious designs, soon became aware that that cast iron back with hinges attached to a learned gardener recommends. Had he been a combined, double acting, back-swinging shovel and turnper, the task would have been brought to a glorious termination; as it was, the job was a failure. He did not see the vein in situ; but numerous lumps of albiterite, more or less large, were visible mixed with loose dirt. The two side walls of the fissure, or of the matrix, from which the albiterite had been taken, were at the widest part about two feet apart, diminishing until they approach each other to within a couple of inches, the local strata of the vein is north and south and the dip nearly vertical. The vein has been cleared out for about twelve feet in length and from two to three feet in depth, but has been partly filled up again with dirt. A most cursory examination would satisfy one that Mr. Burke had been feeding his blacksmith fire with albiterite from a vein about two feet at the surface, which may expand below into a ten foot pocket or contract to nothing. That has to be proved, and the company purpose putting machinery here at once to prove this vein.

The problem whether Albiterite will ever be discovered in sufficient quantity to justify working is interesting and important, and we hope the Albiterite will be crowned with success, not only in the interest of those who have invested in the enterprise, but for the general benefit of the country. Albiterite has been found in its native state at Sackville, and also in its native state at Sackville. Geologists are agreed that this substance was formerly a liquid similar to that obtained from the oil wells, which either by the action of heat or of the atmosphere has become solidified. That while in its liquid state, it filled the interstices of the rocks, wherever they were, and in the course of time became solidified. At the Albert mines the Albiterite is found in a fault in the rocks, where some of the strata has been conformed or crumpled, forming cavities or pockets, which were subsequently filled with the liquid. Mr. Hartley, who examined the Albert mines, not long prior to his death, discovered that there was no anticlinal axis there; that the appearance in the mine which indicated such was the case, was deceptive, as the rocks which were supposed to show the change of dip, only formed part of the fault, and that behind these rocks the strata on both sides of the fault had the same dip and strike.

This discovery is important. It proves to the certainty of a demonstration that the mineral is not a local deposit, but extends East of the Petitoctid River, and it points to the probability of its existence throughout the entire length of the Albiterite or shale formation—which extends from Elgin, A. C., in the West, forty miles in an easterly course through the northern part of the parish of Sackville. Should it so exist in quantity, what an *edorado* of nature is here laid up for provision for the future, if not the present generation! What thriving towns and villages, new centres of population and hives of industry will this not set in motion!

About a mile and a half west from this spot is the new Beliveau shaft; West of which again some six miles is the old Albiterite mine. The find is on the rear of Mr.

Burke's farm in a gorge between the double ridge of hills that here separate the Memramcook from the Petitoctid River; the district in the immediate vicinity of this view is much disturbed, and although nearly as elevated as at the Albert mine, it possesses the same broken character.

Our Highways.

Roman Road-makers—Macadamizing—Roads in Jersey—Good Drainage—Essential—Narrow Road-beds.

The Romans were the first and best of road-makers whereof the world holds record. As they pushed their conquests, they extended their roads. Gibbon says that the Roman capitals in Asia Minor, Syria, Egypt, &c., were connected with each other and with the Eternal City by public highways, which issuing from the Forum at Rome traversed Italy, penetrated the Provinces and were terminated only by the frontiers of the Empire. The distance of the great Wall of Antoninus in Scotland, to Jerusalem, was 3740 miles, and these roads were divided by mile stones and ran direct from city to city. Mountains were perforated and bold arches thrown over the most rapid streams. The middle of the roadway consisted of a layer of sand, gravel and cement and was paved with large stones, or in some places near the capital with granite. Remains of these stone causeways, surviving the ravages of fifteen centuries may yet be seen in France and Britain. These roads facilitated the marching of the legions, and it was easy to travel along them a hundred miles a day; relays of horses being always kept at post houses, five or six miles apart.

It is safe to say that England had really no Roads from the days of the Roman Empire, until the Macadamizing process was adopted at the beginning of the present century. The road making consisted of leveling paths, and filling up ruts and holes with stones gathered from the adjacent fields. The result was that vehicles were jolted over rough roads, which were all the time becoming more and more rough owing to the larger stones working up to the surface.

Mr. McQueen and the College Bridge. To the Editor of "Chignecto Post." DEAR EDITOR.—As the time is fast approaching when we will be called upon to choose our representatives for the House of Assembly, and for the hon. Mr. McQueen has placed himself before this constituency for re-election, it is only right that the electors should be acquainted with his past policy, that they may be in position to judge whether or not he is worthy of their future confidence. With this object in view, your correspondent herein purports giving an account of an affair which occurred within his knowledge, in relation to the construction of a bridge over the Memramcook.

The bridge, now being built over that river, is located in a position where it will accommodate but a small proportion of the residents in the vicinity who would have been benefited by it had it been placed farther up the river. This location was chosen through the influence of Mr. McQueen, who, probably in view of another election day, acted upon the advice of the magnates of our shire; though, what imaginary good Dorchester Corner may derive from a bridge at that particular spot we cannot see.

After this matter has been settled to the minds of Mr. McQueen and a very few others, came the grand move by which he had calculated to win the hearts of the French voters in a body, as well as quell the murmurings of those whom the location of the other bridge had dissatisfied.

With this commendable view, Mr. McQueen, in the name of the Government, began to make overtures to the Roman Catholic clergy at Memramcook for the construction of a bridge across the river at a point opposite their Chapel; a part of the expense to be borne by them and their parishioners.

The bait took. For a while the man who would do so much for them was second only to Peter Landry in the estimation of the people of Memramcook and vicinity, and their share of the cost was subscribed with great alacrity; but just at that point their pleasant delusion came to an untimely end. Mr. McQueen failed to carry out his part of the programme, the scheme collapsed, and the confidence of the French people in that gentleman is somewhat shaken.

The bridge which to them was to become so great an accommodation became a veritable "pona asinorum." Though perhaps Mr. McQueen was actuated by the best of motives, we cannot but think, in considering the above mentioned facts, that the whole concern was but a very clever electioneering job. If this be so, and we think so, no intelligent person can come to any other conclusion, that the man capable of so much double dealing, is not worthy of the confidence of the constituency whom he asks to place him in a position of trust and responsibility! JUSTICE. Dorchester, May 28, 1878.

On Friday, 24th inst., the schooner "Laura C." Captain Bedford Harper, master, was sailing down the Bay Verte, when, at 11 o'clock, the Captain observed a boat full of water. He examined the boat, and in it he found the body of a man. Taking the boat in tow, he immediately returned, and gave the body in charge of Ed. C. Gooden, Coroner, who held an inquest on the same day. The jury was composed of C. A. Rea, Wm. Wells, Amos Gooden, Thos. E. Wood, Samuel C. Oulton.

When found there was a wound between the left temple and ear. The left eye was much swollen and was closed, and some chaffing on the left side of the head. As the wound was bleeding when brought ashore, it gave the impression that the man had been foully dealt with, but this supposition was afterwards disproved. The boat had a hole in her bottom—a plank about twenty inches long had been stove out. The man was young, only about 26 years, stout and hearty looking; weighed 210 lbs., and was 6 ft. 1 in. tall. He was light complexioned, had wavy sandy locks and side whiskers of a mossy color. He wore a homespun plaid shirt and black twilled pants and twilled drawers.

The inquest commenced in the morning, but as there was no clue to the origin of the affair, it was adjourned till afternoon. At 4 o'clock a vessel with flag at half mast came in, bringing Capt. Sheppard Allen, testimony cleared up the mystery.

The following witnesses were sworn—Captain Bedford Harper, Leonard Polly, Louis Allen, Frank Gooden, Captain Sheppard Allen, master of schooner "Lydia." Capt. Allen of the "Lydia" identified the body as that of William Henry McKay, a seaman who had shipped on board the "Lydia." He stated that on Thursday afternoon last, 23rd inst., the "Lydia" had come to anchor at a half a mile off Cape Spear. The captain, crew and passengers, numbering eight in all, landed. The captain sent two men back, in the boat found, to the "Lydia," one of them being the deceased, the other being a French boy, the name of which he leaves. The last the captain saw of them, they were making for the vessel and were about half way out. He did not miss them until the next day (Friday), when he went on board and found they had not appeared. He reached the shore, and Dr. Chandler testified that the wounds were only flesh ones, and not sufficient to cause death.

The jury brought in a verdict of "accidental death by drowning." The body was buried on Monday in the Bay Verte cemetery. He leaves a wife and one child at Crapaud, P. E. I. The fate of the boy Charley is unknown.

The whole cause of the catastrophe was the rotten state of the boat. It was so rotten that it had been stove out probably by a boat hook. It was so much decayed that the plank had broken off square to the timbers without splintering. The boat had had a sail on, and they were steering with an oar, when seen.

About 4 o'clock p. m. on Thursday, Capt. John Allen was sailing into Cape Spear, and he noticed a water logged boat. He bore down to take it in tow, but finding that difficult, he blowing freely at the time, and observing no one in it, he abandoned it, so that probably these men met their death within an hour or so after leaving land.

It is rumored that Nathaniel Strang, a man hired with Mr. G. W. Allen, at Cape Spear, was plunging a field on Thursday afternoon, when he saw the boat sail off shore. A squall passed over, and on looking again, it had disappeared, but he thought he saw a boat with a man standing in it. He directed Mr. Allen's attention to it, but the latter could see only what appeared to be a log, the men having probably in the meantime disappeared.

Mr. GAVIN RAINNIE, who has held responsible positions on the Government railways in this Province almost ever since we had a railway, has resigned his position of trackmaster on the demand of Mr. Brylages. The resignation of Mr. Rainnie (who no person doubts is a most able and competent man) is charged of so absurdly childish a character, as to strengthen the rumor that his real crime is *Conservation*—the object of the railway autocracy being to intimidate other employees on the line, nearly all of whom are known to be affected with the same disease in a more or less rank form. If the I.C.R. is going to be run as a political machine to aid the Grits at the coming elections, and if an attempt is really being made to strike terror into the breasts of Conservative employees, it is right that the country should know it.

PEDWASH ITEMS.—The following officers were appointed for the ensuing three months at the last meeting of the Reform Club held on Friday evening last: Angus McDunnell, President; Dr. McIntosh, Rev. J. M. Sutherland, A. W. Black, Vice-Presidents; Albert Black, Secretary; Dixon Lowndes, Assistant Secretary; Fred Brown, Marshal. Also a large number of ladies and gentlemen were appointed as Executive and Visiting Committee. The Club is in a flourishing condition and purpose soon to start a Reading Room. The Queen's Birthday was celebrated by the firing of guns at day break, and closed in the same way. An old cannon that has been in use for many years finished its career in the evening by bursting.

BURTON'S BRITISH BRICKS.—Mr. D. Douglas, with his untiring zeal, is pushing work along at the Port Phillip stone quarries.—A Dr. Macintosh has located here, and so far has no reason to regret it.

LIEUT.-COL. TURNBULL, of Quebec, has been authorized to raise a regiment of Royal Canadian Hussars.

Bay Verte Tragedy.

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Advertisements This Day.

MAY 9th, 1878.

Goods for the Million.

OUR SUMMER STOCK is now complete—1 direct importation from London, Liverpool, Manchester, New York and Boston, and of chief parts of trade in our Dominion—and comprises Fancy, Simple and Ornamental Goods for Households.

GROCERIES—The best quality of Sugar, Molasses, Tea, Tobacco, and all the smaller articles, at the Lowest Prices.

GOODS for House Builders, Painters, and for Furnishing. Full Assortment.

GOODS for Farmers, Mechanics and Manufacturers, to meet the wants of all at this season.

Our Stock, in Mourning Goods, contains Choice Selections.

Our Stock is the LARGEST we have ever held. Don't fail to come and see it, and get prices, it will pay.

J. L. Black.

Tobacco. Tobacco.

JUST RECEIVED: 73 Boxes and Caddies CHOICE HIGH GRADE TOBACCO.

For sale by the Box lower than can be laid down from any market.

J. L. Black.

Garden Seeds!

Full Stock Garden Seeds, FOR SALE CHEAP.

J. L. Black.

White Lead and Paints.

JUST RECEIVED: 1 Ton WHITE LEAD; 1200 LBS. COLORED PAINTS; FOR SALE VERY LOW.

J. L. Black.

Per "Scandinavian" FROM LONDON.

73 PACKAGES CHOICE TEA; 2 Cases COLEMAN'S MUSTARD; 5 Cases COLEMAN'S STARCH; 5 Cases BOILED LINSEED OIL; 5 Cases RAW DO. DO.; 31 Cases MANILLA ROPE.

We offer rare bargains in Tea of choice quality.

J. L. Black.

Cheap Seeds!

We have just received, and offer at very Low Prices:

250 BUSH. ONTARIO TIMOTHY SEED (45 lbs. per bush); 60 Bush. N. B. TIMOTHY SEED; 30 Bush. NORTH N. RED CLOVER; 2 Bush. ALSKA CLOVER; 100 Bush. WHITE DULCH CLOVER.

We will sell this seed cheaper than can be laid down from any market. Inquire price before buying.

J. L. Black.

SPRING CLOTHING!

\$1,500 VALUE! Superior Quality and Style.

GENTS OVER-COATS & RUBBER COATS; BODY COATS; PANTS & VESTS;

SUITS FOR YOUTHS, & SUITS FOR BOYS.

Handsome, Good and Cheap.

J. L. Black.

Shelf Hardware!

JUST RECEIVED: TABLE AND POCKET CUTLERY; FORKS AND SPOONS; SCISSORS, HAZARDS, &c., &c.

FOR SALE LOW.

J. L. Black.

Iron and Steel.

JUST RECEIVED: 20 Tons Iron and Steel, Including Full Assortment and Sizes required for Carriage Builders, and for general use.

Lowmoor, Norway & Swede Iron BEST AMERICAN TYRE STEEL; SPRING STEEL; BLISTER STEEL; CAST STEEL.

J. L. Black.

Barbadoes Molasses

Just Arrived per Sch. "Lena," Will be sold Low while Landing.

M. WOOD & SONS.

Advertisements This Day.

MAY 9th, 1878.

Park Hotel.

FRED. A. JONES, (Of the late Barnes Hotel.) PROPRIETOR.

JEWELRY, WATCHES, CLOCKS, &c.

WEDDING RINGS, made to order at W. TREMAINE GARD'S.

FINE GOLD and Silver Watches and Jewelry at W. TREMAINE GARD'S.

Orders from the Country solicited. Jewelry Made and Repaired and Satisfaction Guaranteed, at

W. TREMAINE GARD'S, 78 King Street, St. John, N. B.

AUCTION.

HOUSE FOR SALE

THE HOUSE at the Academy Lane, recently occupied by John McLean, will be offered at Public Auction on

Saturday, June 1st, 1878, at 3 p. m., at the premises.

Terms made known at our

J. L. BENT, Auctioneer.

Special Notice!

To meet the demands of our numerous customers, we beg to announce that, we have added to our

Slipper and Larrigan Factory the necessary Machinery for the Manufacture of Men's, Women's, Misses', and Children's

Boots & Shoes, In all the Leading Styles.

By continuing, as in the past, to use first quality of material, we are merit a liberal share of public patronage in our new branch of business, as well as a continuance of public favor in our old business.

VINCENT & MCFATE, 240 Union St., St. John, N. B.

BEFORE buying or renting a Cabinet or Parlor Organ, be sure to send for our latest Catalogue and Circular, with new Styles and reduced prices. It contains much information. Sent FREE.

MANSON & HAMILTON ORGAN CO., Boston, New York, and Chicago; or, G. C. FAWCETT, Upper Sackville, N. B., sole and exclusive Agent for Western Canada.

Oxford Woollen Mills!

WE beg to call the attention of our numerous customers, and the general public, to the fact that we are now thoroughly prepared to accommodate all persons who wish to exchange wool for cloth or yarn.

Having lately added to our machinery a NEW SPINNING MULE of the most approved make and latest patents, we are enabled to produce anything ever before introduced, and cost one thousand dollars when set up, and the yarn produced by it is unequalled by any other machine. We have also on hand the largest and best assortment of

TWEEDS

ever manufactured in the Maritime Provinces, including the patterns which took prizes at the Provincial, Centennial and Australian Exhibitions, and are now on exhibition at Paris. Together with our HOMESPUNS, SHIRTING FLANNEL, BLANKETS, WOMEN'S WAIST AND YARNS, &c. Customers are enabled to get almost everything they require in our line, without waiting for it to be manufactured. All orders will receive prompt and careful attention. Highest cash prices paid for wool.

OXFORD MANUFACTURING CO. Oxford, N. S., May 26, 1878.

NOTICE.

THE Co-Partnership heretofore existing between the subscribers under the name, style, and firm of

The Ambrose Warehouse Company, was dissolved on the 15th May, instant, by mutual consent.—Mr. W. M. Sleep, resigns from the firm.

W. M. SLEEP, J. E. PURDY, C. H. BENT.

Amherst, May 15, 1878.

CARD.

REFERRING to the above, the business lately conducted by THE AMBROSE WAREHOUSE COMPANY will hereafter be carried on under the same name by the undersigned.

J. E. PURDY, C. H. BENT.