POOR COPY

Miramichi and the North Shore, etc.

THE QUEEN'S BIRTHDAY was generally observed as a public holiday in Chatham.

J. NICOL invites everybody to come and see his bargains in Boots and Shoes.

THE YACHT CLUB opened the sailing season on the Queen's Birthday.

J. NICOL has just received some specially nice lines in Men's Calf Shoes Laced Boots &c.—hand sewed.

THE LADIES' American Kid Buttoned Boots at J. Nicol's are daises for the money $1.50 a pair.

PERSONAL.—Post Office Inspector King and Mr. Frank Tuck of St. John were among our Queen's Birthday visitors.

SALMON are being caught in quite large numbers in the lower Miramichi, and shipments thereof are being made to the States.

TEACHERS' EXAMINATION for licenses will be held in Temperance Hall Chatham, beginning on Tuesday next, 31st inst.

DIPLOMA.—Mr. G. S. Flett's diploma, received from the Colonial and Indian Exhibition for his brick display, was on view in Chatham last week and attracted considerable attention.

THE LILLIE:—The N. B. Trading Co's tug, *Lillie*, made the run from St. John to Chatham in three and a half days, her actual running time being sixty nine hours.

MY STOCK is larger than usual this spring as I expected to run two Stores. Prospects are not bright enough for this and I have decided to sell very low in order to reduce stock. JAS. NICOL.

ADDED TO THE LIST.—John Fotheringham, Esq., has been appointed a weigher of hay and coal for Chatham in place of Mr. Stothart, resigned.

Mr. John Irving has also been added to the list of Constables.

ANTHRACITE COAL.—Mr. Gillespie has chartered the new Schr. Gazelle of 270 tons to load anthracite coal at Elizabethport. She will lie on at New York in about a fortnight and has room for about 50 tons of other freight for Miramichi. Arrangements for goods from New York here can be made with Mr. Gillespie.

ACCIDENT.—Mr. John Fraser of Chatham while driving his team on Saturday night from Mr. Edward Sinclair's Shipyard towards Newcastle, was violently thrown out, and some of the passengers—Shipwrights—fell upon him. Being a heavy man he was considerably injured and has since been confined to his bed. The cause of the mishap was the breaking of the king bolt of the wagon.

THE GREAT EVENT of the Queen's Jubilee will be the Jubilee number of the Montreal STAR, a superbly illustrated paper, of twenty eight pages and two artistic plate supplements. Those who have seen the advance copies say it is magnificent. Something that everybody will want and few can get. It is to be sent by mail for 25 cents. Graham & Co., Montreal, are the publishers.

THE MARITIME BANK.—Holders of Maritime Bank notes have been considerably exercised over the report that the liquidators had refused to accept the notes for accruing liability. When liquidator McLeod was spoken to on the subject this morning, he stated: "For the time being we have decided not to accept Maritime Bank Bills." When pressed for a reason, he replied that there was some doubt as to the number of notes in circulation. Mr. McLeod further stated that if the liquidators can see their way clear in a few days to accept the notes they will do so.—*Globe.*

TOTALLY DESTROYED BY FIRE.—The two storied frame house of Mr. W. J. Read, situated back of the railroad station at Fairville, was totally destroyed by fire, Saturday night. Mr. Read, who is employed in a mill at Chatham, was absent from home at the time. His children and father, who were asleep in the house, were awakened shortly before midnight by the neighbors, who had discovered the fire. They escaped in safety, but found it impossible to save any of the furniture in the upper story. The cause of the fire is unknown. The house was insured for $500 in the Queen company.—*Telegraph.*

THE LOST STEAMER:—By the loss of the Atlantic steamer, *John Knox*, of Glasgow, a large timber-carrying ship, on the 1st of May, in the South-west Island Channel, Newfoundland, there will be one cargo the less in the British market this spring. The *John Knox* was of 2,069 tons register, owned by Mr. N. McLean, of Glasgow, and bound from that port to Montreal. She was almost a new ship, having been built in Newcastle as late as 1883. The most terrible part of the news is, in the absence of full particulars, that out of about thirty people on board not one appears to have been saved.

BIG LOGS:—A gigantic redwood tree, says the *San Francisco Chronicle*, "was cut on the south fork of the Eel River, and sawed into 21 cuts, 4 of which were 16 ft. long, 12 were 20 ft. long, and 5 were 24 ft. long, making the total length 424 ft. An accurate tally at the mills showed that the 21 pieces furnished 79,736 ft. of surface lumber. The *Canadian Manufacturer* of April 15th tells us of a fir log cut on the Fraser River 24 ft long, 7 ft 4 in. diameter at one end, and 6 ft 2 in. diameter at the other, was recently cut into lumber at the Royal City Planing Mills, New Westminister, British Columbia, and made about 9,000 ft. of lumber. It must anyway have been tidy-sized timber to give these amazing results.

Launch of the John McLaggan.

It seems like writing history to record a ship launch in these days. At one time a ship launch on our river was of usual occurrence and was spoken of as a thing that happened in the natural course of business and enterprise. The name of Harley, Hawes, Muirhead, Mitchell and a number of others naturally come to our mind when we speak of the ship building industry on our river, but these all seem now to belong to another age. Their deeds were done when the most of us were boys. The business which was once in a flourishing condition has gradually dwindled down and died out. The cause was the introduction of new and greatly improved conditions in the carrying trade, which drove the wooden ships from the seas. When vessels began to be made of iron the wooden ship-building dropped wherever it was once strong. Every country felt the pressure on this business, and New Brunswick was no exception. Our Dominion government threw up all the possible legislative barriers to stave off as long as possible the inevitable result of great changes in the world's trade, but nothing could stop the decay of ship building. On the Miramichi where it was once so active the business has declined until to-day we have but one vessel building on the river—the three-masted schooner John McLaggan, owned by Mr. Edward Sinclair at the bridge, and which was launched—or nearly so—last Saturday evening about seven o'clock. The man who undertakes to build a ship now seems to be fighting against the natural course of trade. It requires extreme enterprise and a brave heart, besides constant attention. As Mr. Sinclair remarked in his own way on Saturday: 'To build a ship in these days a man has to light candles every morning to find his boots and then chase the hours all day for something he has little hope of catching until he is too tired to kneel at night and has to say his prayers on the broad of his back."

Mr. Sinclair's schooner has been building for about a year. When it was known she was to be launched on Saturday a large crowd went up from the town to see her off. While a large force of men under Patrick Desmond of Chatham were finishing packing preparatory to launching, the crowd interested themselves in inspecting the vessel. Her outline strikes the eye at once. Her hull, spars and model seem in every way to satisfy the critical eye. A closer examination reveals her strength and neat construction. She is constructed of the very finest material—birch bottom and plank, with timbers and top sides of juniper. Those competent to judge say she is without doubt one of the finest vessels ever built on the river. Her decks and waterways are of the best pine. Good workmanship is displayed on the cabin and forward house. Below decks great care seem to have been taken to make her strong and substantial. In her hold are several iron knees, and her deck beams, knees and general fastenings are of the first class order. Her pointers and breasthooks are very heavy, and all of juniper, including her ceiling. She is well strenghtened with heavy keelson The schooner is thee masted and of 238 tons burthen. Her three lower masts and bowsprit are of the finest white pine, the topmasts, jibboom and smaller spars being of spruce. Her rigging and blocks are in excellent order and her model would indicate she will be a speedy vessel. She was built by Patrick Desmond of Chatham. It was approaching seven o'clock when the final "rally" was given to send her off, By that time a large crowd had gathered including many ladies. Nobody knew what the name of the schooner was to be The owner had told no one but his little five year old daughter, who stood at the bow of the vessel, with a bottle of champagne which she was to break against the vessel and christen her as she began to move down the ways. At last the blocks were knocked from under and the posts chopped away, and with a creak and a lurch she was off. At her first motion the bottle was smashed and Miss Sinclair cried out "John McLaggan." Nearly everybody shouted and waved their hats as she began to move down the launchways, but their enthusiasm was soon chilled, for after running about twenty feet with increasing speed she gradually began to slow up. Slower and slower she moved until at last she stopped just as her stern touched the water. Standing, as it were, with "reluctant feet" where the shore and waters met, everybody looked sorry and disappointed. It will be remembered that the other vessel which Mr. Sinclair launched at this place also the John McLaggan, which was afterwards wrecked, stuck in the mud and was with great difficulty and expense got afloat. This one, however, though her sticking on the ways will incur a good deal of extra expense, is not in as bad a position as the former. She remained on her launchways until Monday evening when she was pulled off by a tug without much effort. She was unharmed in any way. In the water the beauty of her model seemed to come out more strikingly. She rested like a picture, a credit to her builder and the enterprise of her owner.—*Advocate.*

A Mail Carrier Libelled.

Whereas information has been sent to the Post-office Inspector (Mr. King) that the mails are conveyed in a very irregular manner between Doaktown and Newcastle, that the courier neglects his duty and in stead of making quick transit with the mails spends his time in drinking &c., along the road, we the undersigned do certify that, as far as has come under our observation, such is not the case, and also we consider the present courier competent in every respect.

E. Sinclair, P M,	Michael Whalen,
M. Amos, P. M.	Patrick Birgen,
James S. Wilson,	Geo Dunphy,
Patrick Clancy,	John Forsythe,
Albert Bryington, PM	Mrs Chas Donalds PM
Jacob Layton,	James Moran, P M,
William Bryington,	Thomas S Moran,
J Miller, P. M,	James Fowler, P M,
Saml. Russell, L. V.	D Y Bamford, L V,
T. A. Clarke,	E Bamford, C C,
F H Jardine, P M,	John A McDonald,
Wm T Underhill,	Geo Edgar,
James Bean,	David Weaver,
Wm Cliff,	James Witherall,
John O'Brien,	Jas Sutherland,
Wm H Grindlav, P M	Geo Green,
John Mersereau,	J. Petre,
Mrs T. Hurley,	Thos Power,
John Weaver,	F Parks,
Samuel McElwee,	Rev Thos J Fitzgerald
John E Dunphy,	W Charles Hartt,
Dennis McCarthy,	Edward Gaynor,
Wm McLaggan,	P McLaggan,
Andrew Connors,	Wm McConnell,
Michael Hays,	Wm O'Brien,
R N Weeks,	Rev T G Johnstone,
R D Wilson,	Robert Arbo,
Thomas Wasson,	Edward Mersereau,
James Weaver,	Rev W M Edwards,
R D Robinson,	James Robinson,
Jas Robinson, Derby,	Thomas Parker, P M,
Scott Fairley,	John Moroney,

MR. EDITOR.—If you will allow me space in your valuable paper, I would like to make a few remarks with reference to the above complaints—The gentleman (excuse me Mr. Editor for calling him out of his name) who sent it, is unknown to me, but it is of no importance, as I do not consider him worthy of notice. But in justice to my employer, myself and the public generally, I must say that the man (I again ask men's pardon) is a mean contemptable and deliberate slanderer, as I think is clearly proven by the names of so many respectable and intelligent people that it is beyond dispute so, therefore Mr. Editor, for the present, I will leave the public to be their own judge of my conduct, and that of my traducer.—Thanking you, Mr. Editor, for favours granted. I remain yours truly,

CHARLES Y. FLETCHER,
Mail Courier.

Doaktown.

A SHORT SKETCH OF THE PLACE—ITS FIRST SETTLER—ITS BUSINESS MEN—THE NORTHERN AND WESTERN.

DOAKTOWN, May 14.—Thinking a short sketch of Doaktown would be of interest to the readers of your paper, I give it here. Nearly the first settler in Doaktown was Robert Doak, who, with his wife and family, in 1816 left Ayrshire, Scotland, to settle in Kentucky. The ship put into the port of Miramichi, driven there by the weather, and landed her passengers. Mr. Doak stayed in Newcastle and afterwards kept hotel at what is now known as Derby, and from there he moved up the river and took up a large tract of land and went into farming, and built what is now known as Harvey Doak's mill. There were no roads, but the river was used as a means of transit, and log houses were the best that could be had. Other members of the Doak family followed from Scotland and settled close by. In time a post road was cut through from Fredericton to Newcastle, and a post office established. The place was called Doaktown. Other improvements followed, such as a carding mill, a saw mill, churches, school house, bridge across the Miramichi river, etc., and last but not least, the N. & W. R. passes through the village. The company here erected a fine station and freight house, and a fine bridge in the place, A new steam saw mill has been erected this spring by R. Swim who also keeps store and farm. J. L. Murray keeps an excellent hotel where meals at all hours are served. Harvie Doak runs a saw, grist and carding mill, which is the best known and oldest establishment of the kind on the river. Samuel Freeze runs a shingle and clapboard mill and does good work. W. Swim lives on the opposite side of the river and is a very successful farmer. He represented this part of the county a few years ago in the legislature very creditably. Altogether Doaktown is a very pleasant place and is progressing finely. A new bridge is needed to replace the one carried away by the ice last spring. We hope to have it erected this summer. It will add greatly to our convenience.—*Gleaner.*

Spurgeon on Salvation Army Methods.

Mr. Spurgeon,s opinion of Salvation Army methods can be seen from the following on how to attract the congregation. Who will chide him for his keen strictures? He says: "A tremendous noise is one way of attracting a congregation; but whether or not it is one which Jesus and His apostles would have followed I leave to be decided by those best able to judge. The other day we read in an official report: 'Brass band better than ever; thirteen blowing salvation through their instruments.' If this be so, let them blow till all is blue; it is not for us to rail at sounding brass if it has indeed become a channel of salvation. Blow by all means. If any of you judge that this is your high calling, pursue it ardently; and if outraged humanity should pelt you with mud and rotten eggs, do not reckon that a strange thing has happened unto you. If you should also create about twice as much blasphemy as religious feeling, do not be surprised; if your course of action should bring ridicule on all religion, and educate the mob to the art of rioting, which they may use bye-and-bye with unexpected results, do not marvel. If you conceive this to be your line of usefulness, listen to no advice; reckon all who differ from you as your enemies; become martyrs; and go forward as good soldiers, so long as leather and brass hold out. Only be prepared for contingencies. Suppose the big drum and tamborine should cease to charm, what next? What else is to be done? Will you stand on your head? Hornpipes have been tried; will you try the tight-rope? I cannot suggest to you a novelty—since we have already heard of Brummangem bruisers, devil dodgers, converted clog-dancers, etc. No, I cannot continue the list for it must include several profane titles if it becomes at all complete, and, above all, and worst of all, it must needs contain blasphemous insults to the eternal and incommunicable name which arise out of the desecration of the word 'Hallelujah.' It only occurs to me to suggest the question, 'Might it not be possible to be a little less vulgar, and so to create variety without extreme exertion? It might be a novelty to some people to conduct a meeting in which there should be no slang—let it be attempted."

Our Wealthy Men.

Much has been said in newspapers of men who have made large fortunes in comparatively a few years in various business industries. Many of these articles are written by correspondents of prominent newspapers, and copied into others of lesser note. Correspondents generally are seldom men of business qualifications and wrongfully picture these men and their business as a thing of accident: this is not the case with those we have met. We find that where men have made large fortunes by their own business talent and industry they chose with sagacity and forethought such businesses as would lead to success when handled with business judgment. No man has been brought before the public as an example of success both in wealth and magnitude of his business (outside of stock and railroad men) more prominently than Dr. G. G. Green of Woodbury, N. J. He is at the head of many large business industries, and yet comparatively a young man. When the fact that August Flower, for dyspepsia and liver complaint and Boschee's German Syrup, for coughs and lung troubles, has grown to a wonderful sale in all parts of the world, it proves that it was not an accident or spontaneous strike at wealth. His medicines are recognized as valuable and established remedies and the business has grown gradually and permanently during the last eighteen years on account not only of Dr. Green's abilities as a business man or his "good luck," but on the actual merits of the two preparations.—*Copied from the N. Y. Weekly Sun, of Dec. 22, 1886.*

The Lawyers Get It.

The case of Guy & Co., *vs.* Churchill & Sim, which has been reported by us in previous numbers, has developed a new point of interest to lawyers and also illustrating the inalienable right of the laborer to his hire. We find the following in the legal intelligence column of the *Timber Trades* journal of 7th inst.

GUY & CO. *vs.* CHURCHILL & SIM.

This action came again before Lords Justices Cotton, Lindley, and Bowen, on Wednesday, upon an application by Messrs. Irvine & Hodges, the plaintiffs' solicitors, for a declaration, under the Solicitors' Act of 1860, of their title to a lien for their costs upon the sum paid by the plaintiffs in respect of the costs of the trial before Mr. Justice Stirling, and ordered as the result of the appeal to be repaid to them. It will be remembered that the Court of First Instance dismissed the action with costs on the ground that the relief sought was based on fraud, which the plaintiffs had failed to prove, but the Court of Appeal, without entering into that part of the case, decided in the plaintiff's favour.

Mr. Pyke appeared in support of the application.

Mr. Muir Mackenzie, on behalf of the Official Receiver, stated that his only object was to do what was right for the general body of the plaintiffs' creditors, and the simple point he had to submit was that the fund in question was not money recovered or preserved in the suit, but merely money paid in respect of costs during the progress of the suit, and ordered eventually to be handed back.

Mr. Burton Buckley, Q. C., for the defendants in the action, took no part in the argument, as his clients were in the position of stakeholders merely,

Lord Justice Cotton said the application had in fact two objects; as to the first of which, namely, that the cost of the appeal should be paid to the solicitors who acted for the late plaintiffs, no difficulty arose, as it was not objected to. The other question was whether out of a sum of between £200 and £300 which on the appeal the Court ordered to be repaid by the respondent, who had been successful in the Court below, a certain proportion should be paid to the plaintiffs' solicitors to cover the difference between their solicitor's and clients' costs and party and party costs. The point was a nice one, and apparently a new one, but in his opinion it came within the principle on which the solicitor for a plaintiff in an action got a charge upon and ought to be paid out of any sum of money recovered by the action. The principle on which a solicitor got his costs out of a sum so recovered was that a plaintiff ought not to get the fruits of his solicitor's labors without paying the solicitor proper remuneration for those labors. Here the same solicitors acted for the plaintiffs upon the appeal, and it was contended by the trustee in bankruptcy that he was entitled to the sum recovered by their labors without paying them for those labors. The principle that had been acted upon before in cases not exactly like this, but analogous to it, justified the Court, in his opinion, in declaring that not only should the solicitors have paid to them the taxed costs ordered to be paid by the defendants, but that they should also have out of the sum to be repaid to the plaintiffs by order of the Court of Appeal the difference between the party and party and solicitor and client costs. Of course to ascertain the amount there must be a taxation as between solicitor and client, and the order would be that the difference, when ascertained, should be paid by the defendants to the present applicants, the balance being paid to the plaintiffs' trustee in bankruptcy.

Lords Justice Lindley and Bowen concurring the order applied for was made.

Newspapers in 1887.

Geo. P. Rowell & Co., of New York will issue on Monday, May 2nd, the Nineteenth Annual edition of their standard publication, the "American Newspaper Directory."

The new volume contains an exhaustive list of all Class Publications so admirably arranged that any one of the three thousand papers represented there can be readily referred to and all important facts concerning it, together with its circulation rating, easily obtained.

The Newspaper Directory will be used principally by Publishers, Advertisers and Advertising Agents, but the vast fund of information it contains makes it valuable to persons of almost every trade and profession. As a Gazetteer alone it is well worth the price charged, $5.00, for it fully describes every town in which a newspaper is issued, and few people care to know about any place where one is not.

The number of papers published in the United States, Territories (including Alaska) Canada is put at 15,420, an increase of 581 in one year.

The growth of newspapers in some of the Western States would be a matter of wonder, if it were not that this year is no exception to the rule. In Kansas the increase is 89 and in Nebraska 64; while the Keystone State shows a smaller advance of 35 and the Buckeye State of 39. Pennsylvania exhibits the largest increase in dailies, 17; Kansas in weeklies, 81, and New York in monthlies, 42. Seven States show a decrease: the most prominent instances being New Hamshire and Virginia, six each. The whole volume shows that great care has been taken to sustain its reputation as the most comprehensive work of the kind yet published, and to insure accuracy in every detail. Anything less than a complete compendium of American newspapers and periodicals would surprise those who are familiar with the former efforts of this firm, who are so well known as the oldest, largest and best known of all the American Advertising Agencies.

The Church Militant.

The Fredericton *Gleaner* says:—

"Mr. Geo. J. Bliss has determined to test in the courts the validity in the changes in the ritual made by the Rector of Fredericton in conducting services in the parish church. The parish church is supported simply by rents derived from lands granted by the crown to the church corporation, one of the grants being to provide for the rector's salary and the other for the maintenance of the church. Mr. Bliss has begun a suit in equity to restrain the corporation from using the rents derived from the last mentioned grant. He claims that to use the words of Lord Beaconsfield, the church corporations in accepting grants of this nature,—"enter into a contract with the state" and can be held to the performance of it in the same manner as private individuals can be compelled to perform their contracts. The bill, which is quite a lengthy document complains of the following changes and innovations, viz:—

"That at the beginning of the communion service, the rector kneels and prays privately.

"That in saying the Lord's prayer in the communion service he stands in front of the communion table with his back to the congregation instead of standing to the north end of the table.

"That he keeps a cross upon the communion table;

"That he has the response to the ten commandments chanted or sung when the communion is administered;

"That he turns and faces the communion table when saying the creed;

"And generally that he faces the communion table and with his back to the congregation at times when the rubric directs that he should stand in another position;

"That he allows the communion table to remain uncovered;

"That he wears unauthorized vestments;

"That he uses a mixed chalice in administering the communion.

"All of these changes Mr. Bliss claims are contrary either to the directions of the rubric, or to some express canon of the church, or to the established uses and practices of the church. Many of them have already been pronounced illegal by the highest courts in the empire. Application have been made to the judge in equity for an injunction pending the suit and the judge has directed notice to be given for the first Wednesday in Trinity term."

A Good Retort.

A subscriber brought to our office on Monday what he called a National Policy hen's egg. Its weight was 3½ ounces, length 7½ inches and circumference 6½ inches. Will some of our Grit friends beat this with their jug-handled free trade hens!—*Stratford Times.*

[That egg, Mr. *Times*, clearly exemplifies one of the certain dangerous and pernicious results of protection. It is an over-production and we will venture to say that the hen after laying that egg, experienced a season of depression bordering on a complete collapse. Free Trade, sir, is a system of normal and continuous production, regulated by the law of demand and supply, and a fair exchange of products. That big egg strained the source, or power of production of the hen; it glutted the market for the time by its bulk, and it was followed by several days of non production, hence, produced a disturbance in the supply market. You will perceive therefore, sir, that it produced a general trade disturbance—it disturbed the hen, disturbed the production, and then disturbed the supply.]—*Mitchell Recorder.*

LITTELL'S LIVING AGE.—The numbers of *The Living Age* for May 14th and 21st contain England and Europe, nineteenth Century; Madame de Maintenon, National; The call of Savanarola and The Imaginative Art of the Renaissance, Contemporary; The Empress Eudocia, Church Quarterly; Persia, and William Hazlitt, Macmillan's; Pastoral, Longman's; My neice, Educational Nurseries, and a Pauper Training Ship, St James'; Jewish Pauperism, The Permanence of National Character, and Spring, Spectator; with instalments of "Major Lawrence" and "Richard Cable," and poetry.

For fifty-two numbers of sixty-four large pages each (or more than 3,300 pages a year) the subscription price ($8) is low; while for $10.50 the publishers offer to send any one of the American $4 00 monthlies or weeklies with *The Living Age* for a year, both postpaid. Littell & Co., Boston are the publishers.

MARRIED.

At the Manse Wellington St on the 17th inst. by Rev. N. McKay Capt. Chas. Matthews of the Str St George to Mary Ellen, eldest daughter of Robert Stewart Esq. Elmsdale, Prince County, P.Ince Edward Island.

SHIP NEWS.

Port of Chatham.

ARRIVED.

May 12—bk Ella, Andersen, Norway, bal, Geo Burchill & Sons.

23—bk Konoma, Thompson, Liverpool, general cargo, W S Loggie.

23—Hvedorn, Anderson, Norway, bal J B Snowball.

Port of Newcastle.

ARRIVED.

May 19—bk Norden, Anensen, from Norway for Geo Burchill.

23—bk Capenhurst, Burnley, Liverpool, for D & J Ritchie.

Ossuna, McKay, do do.

CLEARED.

19—bk Atlantis, Forbes, for Dublin.

21—bk Borzone, Desmond, for Larne.

23—bg King Cosrl, Hansen, for Belfast

23—bk Patriot Queen, Harper, for Larne.

New Advertisements.

NOTICE.

The undersigned will not be responsible for bills contracted without a written order.

Mary Caulfield.

TO-LET.

The Northerly half of the Loudoun House, and use of barn if wanted, possession 1st Sept., next, or sooner Apply to

Chatham, 18th May '87. MRS. LOUDOUN.

Northern & Western Railway Company of New Brunwick.

THE Annual Meeting of the Northern & Western Railway Company of New Brunswick will be held at the Secretary's Office, Queen Street, Fredericton, on TUESDAY the 7th Day of JUNE next, at 2.30 p. m., pursuant to Bye-law.

Geo. F. Gregory,
May 12th 1887. Secretary.

WEIGH SCALE.

THE LETSON WEIGH SCALE is now again ready for the weighing of Hay, Coal etc. Its central situation and prompt attention given, will make it convenient to the public.

John Fotheringham,
6-16. LESSEE.

Northumberland Co. Liberal Association.

The annual meeting of this association will be held in their rooms at Chatham, N. B., on Thursday the 16th day of June, 1887, at 8 p. m., for the purpose of electing officers for the ensuing year, and the transaction of ordinary business.

JOHN FOTHERINGHAM, Wm. KERR,
Secretary. President.

FRESH FISH! FRESH FISH!

By steamer "MIRAMICHI" from Escuminac three times a week

Fresh Salmon,
Herring, Shad,
Bass, Cod

and all kinds of FRESH AND SALT FISH in their season at

Wm. Fenton's

Card of Thanks.

I beg to thank the firemen and other citizens, also the railway employees and workmen, who assisted in saving property and preventing the further spread of the fire at Chatham Railway station on last Thursday night.

J. B. SNOWBALL.

MIRAMICHI

STEAM BRICK WORKS.

The subscribers are now carrying on the business of

BRICK MANUFACTURING

on an extensive scale.

They are located near a siding of the Intercolonial Railway. All orders attended to promptly. Brick delivered f. o. b. cars, or at wharf. Address all orders to

G. A. & H. S. FLETT.
Nelson chi, N. B, May 2, 1887

MOLASSES.

Landing Ex Brig "Harquert" from Cienfuegas.

32⁰ Puns. } Choice New Molasses
30 Tierces }
20 Bbls. }

or sale low from the dock.

GEO. S DEFOREST.
13 South Wharf,
St John, N B

$75 A MONTH AND EXPENSES TO AGENTS Write immediately and secure this offer Particulars free. GRAY & CO., St John, N. B

MIXED PAINT.

CHOCOLATE BROWN, a regular Linseed Oil Paint, ready mixed for House painting, inside and outside, durable and good finish, only 80cts per gallon. Discount for quantities.

JOHN J. MILLER.
Newcastle, N B

Boiler and Steam Flue Covering.

EDWIN ELLIS & COMPANY, Manufacturers and sole contractors to Her Majesty's Government and British Admiralty, London—non-conducting hair felts for covering boilers and Steam Pipes, practically indestructable, ½, ¾ and 1 inch thick, Prices 7½, 8 and 8½ cents per square foot, also used by Upholsterers and Carriage Makers, for Padding and Cushion Making. A consignment for sale by the Agent.

JOHN J. MILLER,
P. O. Drawer 365,
Newcastle, N. B.

General Business.

TO BUILDERS.

TENDERS addressed to the undersigned and marked SCHOOL TENDER, will be received up to 12 o'clock, noon, of

Saturday, 28th May inst.,

for the erection of a School House of Brick or Wood on the grounds belonging to the Highland Society in Chatham.

Plans and specifications to be seen at the office of the subscriber.

The Building Committee do not bind themselves to accept the lowest or any tender.

WILLIAM MURRAY,
for Building Committee.

Chatham, May 14th, 1887.

The time for receiveing above Tenders is extended to June 4th

MIRAMICHI
Steam Navigation Co'y.

The Steamers "NELSON" and "MIRAMICHI" will run daily on their respective routes, from this date as follows:—

STR. "NELSON"
CAPT. THOS. PETERSEN.
WILL LEAVE

Chatham.	Nelson.	Newcastle
for Douglastown, Kerr's Mill, Newcastle and Nelson.	for Newcastle Kerr's Mill, Douglas'n & Chatham.	(Park's Wharf) for Kerr's Mill, Douglastown and Chatham.
SOLAR TIME	SOLAR TIME	SOLAR TIME.
7 a. m.	7.40 a. m.	8 00 a m
9 a m	9 40 a m	10 00 a m
11 a m		12 00 a m
2 p m	2 40 p m	3 00 p m
5 p m	5 40 p m	6 00 p m

carrying freight and passengers between the points named.

RATES OF PASSAGE.

Single fare between Chrtham, Newcastle, or Nelson or vice versa, 25c. Return Tickets issued on board at 30c. Card Tickets, good for 20 or 25 Trips, issued at the rate of 12½ cents a trip.

STR. "MIRAMICHI"
CAPT. DEGRACE—

will, on and after Monday 23rd May, leave Chatham for points down river, viz, Black Brook, Lapham's, Oak Point, Burnt Church, Neguac, Bay du Vin and Point aux Carr daily, Sunday (expted) at 9 a m calling at Escuminac on Mondays, Wednesdays and Fridays, carrying Passengers and Freight as usual between points named.

EXCURSION DAYS.

Tuesdays, Thursdays and Saturdays will be excursion days, when the "Miramichi" will land excursionists, in parties of ten or more at any available point on the down river route.

No charge will be made for bringing such parties from any point on the "Nelson's" route, or returning them thereto same evening, the excursion tickets for the whole trip, at 60cts being procured on board the "Nelson"

T. DESBRISAY. Manager.

SHERIFF'S SALE.

To be sold at PUBLIC AUCTION on Saturday the 14th day of May, next, in front of the Registry Office in Newcastle, between the hours of twelve noon, and five o'clock, p. m.

All the right, title and interest of John Flett in and to all those several pieces, parcels or lots of land and premises situate, and described as follows:—

All that certain piece or parcel of land and land covered with water, situate, lying and being in the Parish of Nelson, County of Northumberland, on the south side of the Miramichi River opposite Beaubears Island and abutted and bounded as follows: commencing on the northerly side of the Queen's Highway at the upper or westerly line of that part of lot number 41 conveyed by Elizabeth Hewison to William Flett and known as the Fraser property, thence westerly along the said Highway 39 Rods, thence northerly at right angles with the said Highway to the Channel of the said River, thence easterly down stream following the said Channel until it meets a prolongation of the upper or westerly side line of the said Fraser Property, and thence Southerly along the said line to the North side of the Queen's Highway, being the place of beginning, being the same lands and premises conveyed to the said John Flett by Jabez B Snowball by Deed dated the 5th day of February, 1870: together with the Wharves, Blocks, Mills, Chimneys, Slips, Ways, Waters, Easements and erections, standing or being upon or in front of the said premises, and the Steam Engines, Boilers and machinery of any nature and kind contained in any of the mills and buildings thereon.

Also, all that other certain piece or parcel of land situate, lying and being in the Parish of Nelson and County aforesaid on the South side of the Miramichi River and abutted and bounded as follows; on the lower or Easterly side by lands in the possession of Mrs. William Flett, on the upper or Westerly side by lands owned and occupied as a Farm by Thomas W. Flett, in front by the Miramichi River and extending southerly or in rear to the full extent of the original grant, being the same lands and premises presently occupied by the said John Flett and on which he resides containing 130 acres more or less, save and except that part of the said land conveyed to Thos W. Flett by the said John Flett by Deed dated the 18th day of January A. D. 1883.

Also all that other piece or parcel of land situate in the said Parish of Nelson on the South side of the Miramichi River conveyed to the said John Flett by George Flett by Deed bearing date the Seventh day of December, 1867 and therein described as follows:—Bounded on the Westerly side by lands owned by Alexander Saunders, on the Easterly side by lands owned by John Harley in front by the rear line of lots fronting on the South West Branch of the Miramichi River, and in rear by ungranted lands, known as the half of the Lot numbered Two in a plan made by David Sadler in the survey of said Lot, as by reference to the said Deed will more fully appear.

Also all that other certain Lot or parcel of land situate, lying and being in the Parish of Nelson aforesaid, on the South side of the Miramichi River and described in a certain Indenture from Alexander Flett to the said John Flett bearing date the 27th day of July A D 1881 as follows.—Commencing at a Balsam Tree standing on the northerly boundary of the Dalhanty Road and on the westerly boundary line of the lot now owned by Thomas Ambrose and running northerly along the said westerly boundary of the said Thomas Ambrose lot, 74 chains to a Pine tree, thence by the magnet of the year 1881 south 72 Degrees and 30 minutes west eleven chains and twenty-five links to a maple stake on the easterly boundary of lot now owned by George Flett, thence southerly along said boundary 74 chains to the northerly line of the Dalhanty Road, thence along the northerly line of the said road eleven chains and twenty-five links to the place of beginning containing 83 acres more or less as by reference to the said Indenture will more fully appear.

Also, all that other certain piece or parcel of land situate, lying and being in the Parish of Nelson, aforesaid bounded on the upper or westerly side by lands owned by Enoch Flett, on the lower or easterly side and in rear by lands owned by Thomas W Flett, and in front by the Miramichi River, known and distinguished as the Water Mill property and containing two and a half acres more or less.

Also all the other lands, tenements, hereditaments and premises of the said John Flett whatsoever and wheresoever situate in the said County of Northumberland.

The same having been seized by me under and by virtue of several Executions issued out of the Supreme Court and Northumberland County Courts of the said Province against the said John Flett.

JOHN SHIRREFF,
Sheriff &c,
Sheriff's Office, Newcastle, 24th January, 1887.

The above Sale is postponed to Saturday the 28th day of May, instant, then to take place at the hour and place above named.

Dated Newcastle, this 14th May, A. D. 1887

JOHN SHIRREFF,
Sheriff.

DENTISTRY.

G. J. SPROUL
DENTIST.
OFFICE IN BENSON BLOCK
(OVER BANK OF NOVA SCOTIA)
CHATHAM, - - - N. B.

BARREL HOOPS.

—FOR SALE—
4,000 Shaved Sucker ASH Barrel Hoops.
J. W. FLETT,
Nelson, May 12

AUCTION.

I am instructed by J. A. Flett to sell at Public Auction at his store in Nelson, commencing on

Wednesday, June 8th

at 9 o'clock a. m.

His entire stock of STAPLE and FANCY DRY GOODS, Read-made CLOTHING, HATS, Gentlemen's Furnishing Goods, Boots and Shoes, Crockery, Glassware,

Groceries, Provisions, Etc.

Also 3 handsome Extension Chandaliers, complete, Counter scales, etc.

TERMS:—All sums of $10 and under, cash, over that amount, 3 months, on approved joint notes.

GEO. STAPLES,
Nelson, May 3, 1887. Auctioneer.

GENERAL BUSINESS.

STR. "NELSON."

To My Chatham Patrons:—

I have a very fine stock of FURNITURE now on hand, the largest and only thorough furniture store in the county, and all goods sold VERY CHEAP.

Handsome PARLOR SUITS from $36.00, BEDROOM SEOTS. all hardwood, from $20.00, CHAIRS, TABLES, WHAT NBED LOUNGES, MATTRESSES, IRON BEDSTEADS, WOOD STEADS, and everything required to furnish your house. TT

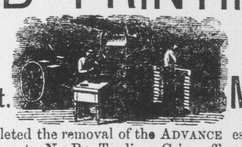
"A GOOD OFFER."

On all purchases of $10.00 and up to $20,00, freight paid per steamer Over $20.00, freight and passage both ways FREE.

B. FAIREY, Newcastle.

JOB - PRINTING

LOWER Water St.



Chatham, MIRAMICHI

Having completed the removal of the ADVANCE establishment to the building next N. B. Trading Co's. office, Lower Water Street, we are now prepared to execute all kinds of

BOOK AND JOB - PRINTING

in first class style. This establishment was the only one in the Province in a position to enter into competition with the city offices at the

Dominion Centennial Exhibition

at St. John, where it received a

—MEDAL AND DIPLOMA—

for "Book and Job Printing" and "Letter-Press Printing." This is good evidence of the fine character of its work.

We have also, constantly on sale a large line of blank-forms such as:—

RAILWAY SHIPPING RECEIPTS.
FISH INVOICES, (newest form.)
MAGISTRATES' BLANKS.
DEEDS AND MORTGAGES.
SUPREME AND COUNTY COURT BLANKS.
SHERIFFS' BLANKS.
TEACHERS' AGREEMENTS.
SCHOOL ASSESSMENT FORMS.
ETC.; ETC., ETC.

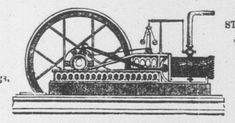
Send along your orders.

Chatham N. B. D. G. SMITH.

Miramichi Foundry AND MACHINE WORKS

CHATHAM, MIRAMICHI, N.B.

Malleable Iron, Steam and Water Pipe, Tees, Elbows, Reducers, Union and other Couplings, Globe and Check Valves,



STEAMSHIPS, TUGS, YACHTS, LAUNCHES BARGES, Etc., Built and Repaired.

General Iron and Brass Founders, Mill and Steamboat Buiders.

Manufacturers of Steam Engines and Boilers, Gang and Rotary Saw Mills, Gang Edgers, Shingle and Lath Machines, and Well-Boring Machines for Horse and steam power.

Pond's Wisconsin Patent Rotary Saw Carriage a Specialty.

ESTIMATES FURNISHED. CORRESPONDENCE SOLICITED.

WM. MUIRHEAD, Proprietor. GEO. DICK Mechanical Sup.

Removing are you?

SPRING HOUSE CLEANING!

SUTHERLAND & CREAGHAN, NEWCASTLE

are MO