

land having been closed by a dam between it and the opposite mainland, the construction being similar to that of the breakwater, which consists of layers of breakwater and ballast confined by piling 10 feet distant and held together by cross ties, the height in places being 12 or 13 feet. Owing to the kind of soil, Mr. W. Alexander, Esq., was called in to view the locality in a canoe, and found that on the outside of the breakwater for some 400 feet, the sea had already filled in the most considerable, and formed a regular beach. The first construction carried the breakwater out some 500 ft. and constructed the dam already mentioned, the object of which is to prevent the sea flowing through the small gully, and add to the force of the tide flowing through the passage beyond the termination of the breakwater, which when dredged through the bar outside, it is thought by this means will be kept clear. The base of the breakwater is about 22 feet wide and was originally intended to build it on 2,750 feet, but it has been shortened to 1,700 ft. and the bar outside is to be dredged to a depth of 6 feet below low water mark, and to a width of 100 feet. The work was commenced in the Fall of '75 and discontinued in the Summer of '76. As high tide schooners and other vessels have easy access to the harbor through the "Gully" from the eastward, but at present vessels, or even fishing boats, arriving at the entrance in a gale at low tide are placed in a very dangerous position and would have to run a considerable distance for shelter. The fishing boats from Carleton, under such circumstances, would have to sail round by Miram, a distance of 60 miles, whereas, otherwise, they would have had both a shelter in the harbor and a short cut through it to their destination. Fishermen are also put to great inconvenience and loss by having to leave their fishing grounds, when the weather threatens, in time to sail the tide on the bar at Shipigan, or to shut out as already stated.

**THE PROPOSED RAILWAY.**  
The arguments urged in favor of a Railroad from Bathurst to Shipigan are—1st, the great importance of expedition, in the transit of mails and passengers passing over the Newfoundland route, which would reduce the sea voyage to four days between Ireland and that locality, with 30 hours thence to Shipigan. The route is stated to bring New York between 36 and 48 hours nearer London. 2dly, that it would be an advantage to the whole Province to have the main land in New Brunswick. 3rd, The local benefit which would result; the line being a feeder to the International would afford an outlet to the fishery products of the coast, consisting of herring, mackerel, cod, herring, smelt, and oysters, of which there would be large quantities. There would be from 5,000 to 10,000 barrels yearly of oysters, if they were properly fostered and protected by necessary regulations. From reference to exports, it could be shown that from 16,000 to 15,000 barrels of oysters might be exported from this section of the country, allowing oysters to be taken at certain seasons and of a certain size. It is also a question if some portions of the oyster beds should not be allowed to lie fallow for a number of years. 4th, From Pokemouche, Carleton, New Brunswick, and other settlements, with a population of 12,000, a considerable amount of agricultural produce, would be shipped, which would be apt to increase with the encouragement given by easy communication. As already stated, a line was run out some time ago, and no engineering difficulties presented themselves, but it is generally believed that a more feasible route would be found near the settlements, round the coast without making the line much longer. The country is generally level and there would be no heavy bridging. The terminus proposed was Marshall's point near the main entrance to the harbor. There is little doubt this 40 miles of railway will eventually be built, and railways, where there is anything doing at all, generally create traffic for themselves in the course of time.

**HOUSEHOLD EFFECTS, Carriages, Horses, etc., AT AUCTION.**  
To be sold at 10 o'clock at the late residence of Mrs. George Kerr, Chatham, on THURSDAY, the 1st of November next, commencing at 10 o'clock a.m.  
**Drawing Room Furniture,**—Consisting of Parlor, Sofa, Fire Stove, Mahogany Table and Chairs, Oil Painting, etc., etc., etc., and a large assortment of articles.  
**Dining Room Furniture,**—1 set of Parlor Chairs, Mahogany Arm and Backing Chairs, Table, Side Board, Wash Stand, Piers and Basin, Chiffonier, and a large assortment of articles.  
**1 HALL STOVE DRUM AND PIPE,**—1 CLOSET, 1 HALL TRAP, 1 UMBRELLA STAND, 1 HALL CASE AND DOOR MAT, 1 SIDE ARMOR, etc.  
**SILVER WARE,**—A large assortment of articles.  
**CHINA & EARTHENWARE,**—1 set of Parlor Chairs, Mahogany Table and Chairs, Oil Painting, etc., etc., etc., and a large assortment of articles.  
**Feather Beds & Blankets,**—1 Kidde Cleaner, 1 Flight Clock, Cooking, Square and Franklin Stove, etc.  
**KITCHEN FURNITURE,**—1 PEANUT, 1 SINGLE CARRIAGE, 1 WHEELBARROW, 1 COW, 1 HORSE, Car, saddle and Breeding, Collars, Brails, Traces, etc.  
**2 Sets Silver Plated Harness,**—1 DOUBLE BUZZ, 1 BUFFALO HORSE, 1 TRON HAY, etc., etc., etc., and a large assortment of articles.  
For particulars and Terms see small bills. A. D. SHERIFF, Auctioneer, Chatham, Oct. 17th, 1877.

**COAL.**  
100 TONS English Steam Coal for sale cheap. GUY, STEWART & CO., Chatham, Oct. 19th, 1877.  
**STEAM GUAGES**  
—REPAIRED AND TESTED TO—  
Government Standard Gauge By— J. M. RUDDICK, Chatham, Oct. 22nd, 77.

**BUSINESS NOTICE.**  
The "MIRAMICHI ADVANCE" is published at Chatham, Miramichi, N. B., every Thursday morning in time for despatch by the earliest mails of that day.  
It is sent to any address in Canada, the United States or Great Britain (Postage prepaid by the Publisher) for \$1.50 a year, or 75 cts. for 6 months. In all cases, to accompany the order for the paper.  
Advertisements are placed under classified heads.  
Advertisements, other than yearly or by the season, are inserted at eight cents per line (nonpareil) for thirty cents per line (per line) for each insertion.  
Yearly, or season, advertisements are taken at the rate of 100 Dollars per line per year. The matter is open secured by the year, or season, may be changed under arrangement made therewith with the Publisher.  
The "MIRAMICHI ADVANCE" having the large circulation distributed principally in the Counties of Kent, Northumberland, Gloucester and Westmorland (New Brunswick), and in Bonaventure and Gaspé (Quebec), among communities engaged in Commerce, Fishing and Agricultural pursuits, offers superior inducements to advertisers. Address—  
Editor "Miramichi Advance," Chatham, N. B.

**Miramichi Advance.**  
CHATHAM, THURSDAY, NOVEMBER 1, 1877.  
**The Minister of Marine and Fisheries in Northumberland.**  
Hon. A. J. Smith, Minister of Marine and Fisheries, accompanied by W. F. Whitcher, Esq., Commissioner of Fisheries, arrived at Chatham by the Express train on Tuesday morning of the present week, taking rooms at the Bowser Hotel. Although he is still busy with the work of the Fishery Commission at Halifax, he felt the importance of no longer delaying his intended visit to Northumberland for the purpose of meeting the officers of the Department and the fishermen, and of determining, by personal interview with them, the merits of the questions which had culminated in so much dissatisfaction during the present year. Notice of the time of his visit was very short, indeed, but fishermen, to the number of about fifty, came to town on word being sent to them the previous evening. The Minister was glad to see them all and lost no time in pushing his enquiries amongst them. A part of the forenoon and the whole afternoon was thus occupied, officers and fishermen alike being heard. Of the former the following were present—Inspector Venning, Overseers Hickson, of Bathurst, Perley and Wyse, of Chatham; Hogan of Newcastle, Russell of Lower Newcastle, Williston of Bay du Vin and Cushman of the Southwest.

We are not in a position, this week, to state results, positively, but we have good authority for assuring our readers that a new departure in fishery matters is to be taken. The Portage Island grievances, which were the first discussed seem to remain unsettled, because the evidence was rather against what many think is the possible state of the case. It was shown that swing nets were used, but it was claimed that, although they might exceed the lengths in fathoms that were licensed, they were not set outside the prescribed distance from the shore. Mr. Grant, representing the interests of those who claim to be injured by the undue use of swing nets in that locality, stated, on the authority of his brother, that the swing nets were set much further out from the shore than allowed by the officers, but Mr. Anderson, Mr. Morrison and others who were supposed to be interested in the nets complained, of contradicted this statement, and were supported by Overseer Russell, who, however, admitted that there was great difficulty in knowing exactly how far from the shore the nets were set.

Owing to the Minister being called back to Halifax by telegram he was prevented from remaining as long as he, at first, intended and was, therefore, prevented from hearing a number of fishermen who came to Chatham yesterday to support Mr. Grant's side of the dispute, and we have no doubt that if those who take the proper steps a more thorough enquiry into the facts will be made and what is best, in view of all the circumstances, will be done. We really believe that this is the only matter on which both sides were not duly represented and that it will, not long, be allowed to remain an open question. Like some other disputed points in our fishery matters, it embraces conflicting interests between two localities and substantial justice cannot be done until both sides are fairly presented.

In reference to the Bass, Smolt, Gaspareux and other questions, on which the ADVANCE has differed from the Inspector and one or two other Officers of the Department, we might say a great deal, but are content, on this occasion, to refer very briefly to them. We have to congratulate not only the fishermen, but the general public and also those officers who have striven against an oppressive espionage and policy of detection on the part of associates, to perform their duty, on such results as are known as well as on the prospect of fairer and more intelligent treatment than they have heretofore received under the old regime.

The Minister has conceded the privilege to the smelt fishermen of using the bag-nets in their possession and will require that only those to be newly purchased shall be of the regulation mesh of 1 1/2 inches. The smelt nets are to be licensed without charge and each Overseer, in his own locality, will be empowered to settle disputes that may call for the intervention of a third party.

We have no doubt, whatever, that a satisfactory decision will be made in reference to the catching of bass in Napan in the spring of the year and that the special privilege accorded by the Minister last spring—and for the enjoyment of which Mr. Vanstone was so unfairly dealt with by the

Newcastle Police Magistrate and Overseer Hogan—will be made permanent.  
Respecting the use of gaspareux seines, the Minister did not express his decision, but we have no doubt that the unjust prohibition, which gave rise to so much dissatisfaction last spring, will be removed.  
The course pursued by Overseers Wyse and Hogan in going into the districts of other Overseers, issuing salmon licenses therein and otherwise interfering with fishery matters outside of their districts, was brought up and a justification was attempted by the first named officer, Mr. Hogan not being present, just then. The Minister was of opinion that such unauthorized exercise of power beyond their own districts was subversive of the discipline of the Department and he promised that care would be taken to prevent its recurrence.  
Overseer Wyse, becoming sensible of the fact that his course and position, as developed during the proceedings of the day, would justify his dismissal, forestalled the Minister by requesting that he be allowed to remain in office until the end of the year, when he would resign. Under the circumstances he may, therefore, be allowed to remain as Overseer, with powers considerably restricted.  
Matters of detail were not gone into to any great extent, owing to the Minister's stay being so short. It was however arranged that Mr. Henderson's seine, which was illegally used last spring—pursuant to advice to that effect by Overseer Wyse—and seized by the Inspector, be restored to him, he paying a fine of two dollars. Two bag-nets seized by Overseer Wyse last winter at Napan, one belonging to Mr. Brimmer and the other to Mr. Joseph Goodfellow—were restored to them without fine. Overseer Wyse explaining that they were not actually engaged in fishing when seized and that the owners were not responsible for the alleged fishing with them.

Respecting the charges made in connection with the Hatching House on the Northwest it transpires that the report of Mr. Wilmot, which did not reach the Minister until July, was an honest one, bearing out the charges. At the proper time, however, we shall, doubtless, refer more fully to that matter. At present we await the due publication of the Report, which we believe will show that Mr. Wilmot did not shrink from the unpleasant duty of officially exposing the gross misrepresentations of the work of that establishment, which were first brought to the notice of the Department last Spring, by the gentleman who has been so unparagonably responsible for those responsible for the present administration of fishery matters in the County.

It is only fitting to say, perhaps, that had we known the Minister could have been induced to visit the Miramichi without the ADVANCE saying so pretty hard things against him for not doing so, we would have refrained from resources to construct five charges against him which we made a short time ago. His visit has proved that he is desirous of administering his Department in the true interest of our people, and we think he went away at an early hour yesterday morning, feeling that he had not come in vain, nor yet a day too soon.

**Scottish Herring Fisheries.**  
In our issue of the 18th ult. we referred to evidence taken before the Imperial Commission—Messrs Frank Buckland, Spencer Walpole and A. Young—appointed to enquire into the condition of the Scottish Herring Fisheries, and said that it developed a number of facts of interest to our fishermen. We give below, some extracts from the evidence and, no doubt, our fishermen will find them both interesting and suggestive. The evidence published in the Northern Echo embraces a page and three quarters of that paper and, although there are differences of opinion manifested in reference to matters which we presume, in part, from their nature, remain open questions, yet there appears to be an entire absence of that spirit of opposition to fishermen's rights and privileges, the indulgence of which, in Canada, seems to be a constant source of irritation. This state of feeling, we are inclined to believe, arises from the fact that the principal officers are selected on account of their qualifications for the work they are expected to perform, the results being a practical study, on their part, of all the interests involved. This naturally leads them to enter fully into all the bearings of the fishery business and to arrive by a judicial, rather than a partial or prejudiced process, at the determinations by which their official acts and utterances are governed. They appear to keep in view the correct idea that the theory of governmental control of the fisheries, locally, is to secure the best possible results to the country through those engaged in that important branch of industry. In giving effect to this theory they seem to hold the balance evenly between protection of the fish, with a view to necessary reproduction, on the one hand, and protection of the fishermen from unnecessary governmental restrictions on the other. How much better does such a policy as this appear than that which is acted upon by many fishery officers, who seem incapable of appreciating what the purposes of their office are, and who, by their administration, publish open communications that perpetuate of fishermen non-protection of the fisheries. Having an abiding faith in the institutions of the country, however, we expect to live long enough to see a different feeling existing between officers and fishermen from that which has existed so long, and with much justice against many of the former. This is neither the time nor the place to suggest how the desired change may be brought about, however, so we will pass on to

the evidence taken before the commission. We first make extracts from the report of Capt. Samuel Macdonald, of the Fisheries Cruiser Vigilant.  
I have commanded the cruiser for about 20 years, and was 20 years in command of a revenue cutter, and had many opportunities of observing all the fisheries over the United Kingdom and Ireland. I have paid special attention to the herring fisheries, and have been in the fishery north of Scotland, and in the herring fisheries are as follows:  
I never remember that this season, in the Fifth of Firth and the Moray Firth there have been fallings off. It is supposed there have been a fallings off on the west coast, but the cause is not the scarcity of herrings, but the fact that the fishery is not prosecuted.  
There are several varieties of herring. They vary in size and appearance, according to locality. I believe the herrings are local. The principal cause of the failure last year, and this year was the weather, and there being a good season this year as regards weather, the catch would have been equal to any former. There are plenty of herrings in the fishery. It is legal to catch a uniform size in fish caught, it would be a great boon to the coming year to have a close time. There must be strictly enforced. You must have a close time on the east and west coast, but the cause is not the scarcity of herrings, but the fact that the fishery is not prosecuted.  
There are several varieties of herring. They vary in size and appearance, according to locality. I believe the herrings are local. The principal cause of the failure last year, and this year was the weather, and there being a good season this year as regards weather, the catch would have been equal to any former. There are plenty of herrings in the fishery. It is legal to catch a uniform size in fish caught, it would be a great boon to the coming year to have a close time. There must be strictly enforced. You must have a close time on the east and west coast, but the cause is not the scarcity of herrings, but the fact that the fishery is not prosecuted.

**INDICATORS OF HERRING.**  
The fishermen discover the whereabouts of herrings by indications of which, birds, and the appearance of the sea. Generally they go out on chance. I never saw a man or boy give the slightest assistance to the fishermen, and felt ashamed at the utter want of interest manifested by vessels said to be sent for the protection of the fishery. I have at times thought of resigning in consequence. Herrings are more or less scattered, and first, but gradually form themselves into a vast solid arm. You may have seen a herring net in the water, but it is not the fishing. Five hundred boats with a mile of netting each might catch more herrings than a thousand boats with 15 miles of netting each.  
In giving the above evidence of Capt. Macdonald we have omitted a few lines here and there relating to the harbor, but not deeming his remarks on those subjects of any special importance to our readers. Capt. Macdonald seems to be one of the most intelligent fishing officers in the British service. An idea of the esteem in which he is held may be partially gathered from the following which we take from the evidence of John Mackie Esq., editor of the Northern Echo.  
I think the early fishing disturbs and breaks up the shoals, and I would recommend that no nets should be shot till after sunset. There would be no difficulty in enforcing a law of this kind. It existed before, and was only broken by a few fishermen. Captain Macdonald's statement is again.  
Buckland—Where will you find them?  
Mr. Mackie—It would be difficult, but they could be got. I believe the fishermen of Scotland are under everlasting obligations to Captain Macdonald for his services in the herring fishery.  
We shall refer more fully to the evidence of Mr. Mackie and others in a future issue.

**The Picnic Over.**  
The last of the Picnic has been held for this season and we are not to have any in the Maritime provinces. As soon as Mr. Mackie's promise to come to New Brunswick, and Nova Scotia in October, we heard the last of the intended raid of Sir John and Mr. Tupper, so the chieftains of both sides have "paired off," and will "let us alone." Perhaps the indignation of Dr. Tupper has had something to do with the non-occurrence of any more Picnics, and Mr. Mackie's illness, brought on by really hard departmental and other work, may have assisted in giving effect to a disposition on his part to "let well enough alone." We however, hope to hear the good leaders next year. At St. Thomas recently Sir John made one of those informal exhibitions of himself which, for a long time, caused his many friends and admirers to experience regret and disappointment. He was openly profane and otherwise unbecomingly in language. Such exhibitions when Sir John was leading the dominant party in Canada were regarded as by the crowd, but they now give rise to grave reflections among the people of all classes, who ask themselves, whether a gentleman so reckless of act and speech should be again allowed to get control of the affairs of the country.

**The "Times" on the Canada Pacific Railway.**  
A special despatch of 19th Oct. to the Toronto Globe says that the city Editor of the London Times in review of Sandford Fleming's book on the Canadian Pacific at length, recommends holders of Canadian Railway securities to read it, and says:—"Mr. Fleming's report, which is a most interesting and valuable contribution to the knowledge of the immense cost the line must involve. It is hopeless to make it a paying speculation within a reasonable period."  
The article concludes thus:—"The districts surveyed are without inhabitants, with some forbidding features, for which the most advanced and most enterprising of our Canadian financiers well-being is: How long can the existing Province of the Dominion bear the dead weight of such an undertaking as the Canadian Pacific? Judging by past experience at a moderate estimate we may suppose that a generation will elapse before the Canadian Pacific will pay its working expenses. It is worth Canada's while? Will it ever do any good to British Columbia or to Canada? We doubt it. At all events, it must be borne in mind that its construction means probably a burden of at least forty or fifty millions sterling added to the already heavy debt, before the line has been worked for five years."

**The Trade vs. Protection.**  
The London Times, referring to the trade relations between Great Britain and other countries—such as the United States, particularly, says:—"Since the advantages of Free Trade are admitted to be lessened by commercial restrictions on either side, and since the foreigner—that great unalloyed enemy with whom we are compelled to deal—shows no signs of being a convert to an enlightened trade policy, why should we not, it is urged, appeal to him in the only way he can understand? It is very anxious to sell his goods, for us, however unwilling he is to receive ours in return. It is of no use to tell him that Free Trade is twice blessed, that it blesses the consumer even more than the producer, and that he is only injuring himself by his endeavors to keep out goods which are cheaper and better than he can obtain at home. He is far too distrustful to be caught in this way. His natural suspicion is that we should not be thus anxious to make a convert of him, if we had not our own interest in view, and that, as between ourselves and consumers, interest is all on one side must be diametrically opposed to the interests of the other. But if we tell him plainly that we will receive his goods only if he will open his markets to ours, and that until he does this he will not be entitled to derive any benefit from our goods, he will be more than ready to convert himself, and make him reasonable in spite of himself."

We interpret the above as a hint, not only to the United States, but also to those Canadian politicians who are clamoring for a high protective tariff. If Sir John and Dr. Tupper are allowed to have their own way they promise, in the interest of the few manufacturers

in Canada, to adopt what they talk of as a retaliatory tariff, in order to "get square" with the United States; "while they seem to forget the many who are consumers—the farmers, mechanics, laborers etc.—upon whom they will, thereby, call to pay what will simply be a bounty to these manufacturing friends of theirs. If, in addition to making every man's food and clothing cost him more than it now does, they awaken the "retaliatory" feeling in Great Britain which the London Times refers to in the above, it is not difficult to understand, that Canada will lose rather than gain by Protection. We shall have a British tariff on grain, lumber, fish, cattle, etc., which will make us wish we had Protection alone. A protective tariff means a decrease in bread and clearing clothing for the people at large, in the interest of the few; it means restricted markets for the staple products of the country among ourselves, which is entirely opposed to that national development on broad principles, which is the great aspiration of every true Canadian.

**The Exhibition Building in Fredericton Burned.**  
A fire was discovered in Fredericton about 12.30 on Tuesday morning in the Ticket office, near the track by Mr. Corbett, who was the first to discover the fire. The water would have saved the fine Exhibition building, but there was none handy, and the edifice was soon in flames. The fire spread to a small house opposite, owned by Mr. McLaughlin, and thence to Mr. Terrence's house on Saunders Street. The wind was blowing a hurricane from the west and the fire spread from burning embers alighting on shingle roofs. The residence of Mr. D. F. George, near the Cathedral, was at one time in danger, as were also the Park Barracks. So great was the alarm that owners of property repaired at once to their residence, and almost every house was manned, the parties having buckets of water. Great credit is due to the fire department under Chief Engineer Liggett and his assistant Mr. Hart.  
The Exhibition building which was destroyed cost \$40,000 and there was no insurance upon it, or on the two houses which were burnt. There was also a number of debts belonging to different people burned in the Exhibition building; and a barn and outshouses on Charlotte Street. Fredericton seems to have every reason to be thankful for a narrow escape.

**New York Shipping and Trade.**  
Advices of 23rd October from the New York Maritime Register office bring the following:—"Very free arrivals of grain from the interior, and resulting depression in prices, chiefly of Wheat, tend to stimulate the outward movement. A Liverpool enquiry has been reported for room for Grain on berth and charter, with rates, in this connection, quoted decidedly stronger, on a materially reduced offering of accommodation for early use. Several vessels yet to arrive have been placed under contract for the Grain Trade, mainly to land here, at full figures. Of the business of the week were a number of vessels for Grain, chiefly Corn, for Mediterranean ports. Speculative manipulation of Spring Wheat in the local market tended toward the close to impede export operations. The shipments of Barley hence to the United Kingdom have assumed important proportions already and give promise of further increase. Tonnage for Lumber and general cargo has been in comparative quiet request, and quoted as a rule, quite firm. Vessels for Petroleum have been in moderately active demand, but at rather easier quotations. Less call has been noted for tonnage for Cotton and Tobacco; and vessels for Naval Stores have attracted very little attention. Tonnage for Coal has been more freely sought after for the Coastwise trade. In the berth freight line, apart from Grain shipments, a fair movement has been reported in Cotton, Flour, Hops, Provisions, and other general cargo, mainly for British ports, with rates, at the close, quoted as favoring shipowners, who have been more confident in their views. The past week's clearance from the Gulf Ports Company will dispatch their first steamer from New York to Port Capello, Venezuela, calling at St. Thomas, St. John Porto Rico and La Guaira, Venezuela, about the middle of December."

**QUEBEC AND GULF PORTS S.S. Co.**—The contract for conveyance of mails between Quebec and the Gulf Ports Company will dispatch their first steamer from New York to Port Capello, Venezuela, calling at St. Thomas, St. John Porto Rico and La Guaira, Venezuela, about the middle of December.  
A SAN FRANCISCO despatch of 28th ult. gives the following:—"Private letters from Japan state that the recent secret negotiations between England and Japan, and Russia and Japan, embrace the following results, viz. England insists on sharing all Japan's advantages in opening Cores, and Japan reserves to concede. Russia consents to support Japan's refusal to any extension, if Japan will waive her claim to a northern port of entry and choose one further south in the island of Honshu."  
A SCENE of great enthusiasm and of open-handed liberality, such as perhaps has never before witnessed in these Provinces, took place at the new Methodist Church opening at Moncton, on Sunday. Rev. Dr. Ives of New York, whose fame as a liquidator of church debts is almost world-wide, preached. It is said that this reverend gentleman has raised subscriptions to liquidate debts on no more than hundreds of churches. The success of his appeals to the higher and better feelings of the congregation may be gauged by results. Only \$5,300 was asked to pay off the debt. The congregation reported at once with a subscription list of more than nine thousand dollars, and later additions to the list on the same day raised the total to \$10,480, amount to pay off the debt, pay for a \$1,700 organ that has been ordered, and leave a balance for furnishing.—Post.

**"It's Only a Cough"**  
has brought many to untimely graves. That is a Cough! The lungs or bronchial tubes have been attacked by a cold; nature sounds an alarm bell, telling where the disease lies. Wisdom suggests, "Try WINTER'S BALM OF WILD CHERRY," it has cured, during the last half of a century thousands upon thousands of persons. As long as you cough, there is danger, for NEXT MORNING MCKENZIE'S BALM OF WILD CHERRY will be in your hands, and you will be glad to give satisfaction to all favoring him with their patronage.  
All well promptly and neatly done. Chatham, Oct. 26th, 77.

**W. W. OLIVER, WATCHMAKER AND JEWELER,**  
Opposite Mr. Muirhead's Store, CHATHAM, N. B.  
Desires to inform the inhabitants of this place and vicinity, that he is prepared to execute all orders for  
**FINE WATCH REPAIRING.**  
—180—  
Clocks, Jewellery, Spectacles, and Watchmaking. Mr. Oliver has had a large experience in the above business in the principal cities of the United States and has the celebrated Watch Works of America at his disposal.  
All well promptly and neatly done. Chatham, Oct. 26th, 77.

**IMPORTANT FRENCH SCHOOL BOOKS.**  
To all members and ex-members of the WORKING MEN'S Benevolent Association, of Chatham, N. B.  
In accordance with resolution passed at last Monthly Meeting, all Members and ex-members of the above Association, who will again assist Members upon payment of their arrears, and who are desirous of contributing to the NEXT MORNING MCKENZIE'S BALM OF WILD CHERRY, will be glad to give satisfaction to all favoring him with their patronage.  
SAMUEL WADDLETON, PRESIDENT, JOHN COLEMAN, SECRETARY.

**GENERAL BUSINESS.**  
**FINGERING YARNS!**  
AT  
**J. B. SNOWBALL'S.**  
Received by last mail's steamer via Halifax.  
One Case of SCOTCH FINGERING YARNS, 1/4 and 1/2 lb. in White, Black, Greys, SCARLET, ALSO—WHITE and SCARLET "44" and "48" "50" "52" "54" "56" "58" "60" "62" "64" "66" "68" "70" "72" "74" "76" "78" "80" "82" "84" "86" "88" "90" "92" "94" "96" "98" "100" "102" "104" "106" "108" "110" "112" "114" "116" "118" "120" "122" "124" "126" "128" "130" "132" "134" "136" "138" "140" "142" "144" "146" "148" "150" "152" "154" "156" "158" "160" "162" "164" "166" "168" "170" "172" "174" "176" "178" "180" "182" "184" "186" "188" "190" "192" "194" "196" "198" "200" "202" "204" "206" "208" "210" "212" "214" "216" "218" "220" "222" "224" "226" "228" "230" "232" "234" "236" "238" "240" "242" "244" "246" "248" "250" "252" "254" "256" "258" "260" "262" "264" "266" "268" "270" "272" "274" "276" "278" "280" "282" "284" "286" "288" "290" "292" "294" "296" "298" "300" "302" "304" "306" "308" "310" "312" "314" "316" "318" "320" "322" "324" "326" "328" "330" "332" "334" "336" "338" "340" "342" "344" "346" "348" "350" "352" "354" "356" "358" "360" "362" "364" "366" "368" "370" "372" "374" "376" "378" "380" "382" "384" "386" "388" "390" "392" "394" "396" "398" "400" "402" "404" "406" "408" "410" "412" "414" "416" "418" "420" "422" "424" "426" "428" "430" "432" "434" "436" "438" "440" "442" "444" "446" "448" "450" "452" "454" "456" "458" "460" "462" "464" "466" "468" "470" "472" "474" "476" "478" "480" "482" "484" "486" "488" "490" "492" "494" "496" "498" "500" "502" "504" "506" "508" "510" "512" "514" "516" "518" "520" "522" "524" "526" "528" "530" "532" "534" "536" "538" "540" "542" "544" "546" "548" "550" "552" "554" "556" "558" "560" "562" "564" "566" "568" "570" "572" "574" "576" "578" "580" "582" "584" "586" "588" "590" "592" "594" "596" "598" "600" "602" "604" "606" "608" "610" "612" "614" "616" "618" "620" "622" "624" "626" "628" "630" "632" "634" "636" "638" "640" "642" "644" "646" "648" "650" "652" "654" "656" "658" "660" "662" "664" "666" "668" "670" "672" "674" "676" "678" "680" "682" "684" "686" "688" "690" "692" "694" "696" "698" "700" "702" "704" "706" "708" "710" "712" "714" "716" "718" "720" "722" "724" "726" "728" "730" "732" "734" "736" "738" "740" "742" "744" "746" "748" "750" "752" "754" "756" "758" "760" "762" "764" "766" "768" "770" "772" "774" "776" "778" "780" "782" "784" "786" "788" "790" "792" "794" "796" "798" "800" "802" "804" "806" "808" "810" "812" "814" "816" "818" "820" "822" "824" "826" "828" "830" "832" "834" "836" "838" "840" "842" "844" "846" "848" "850" "852" "854" "856" "858" "860" "862" "864" "866" "868" "870" "872" "874" "876" "878" "880" "882" "884" "886" "888" "890" "892" "894" "896" "898" "900" "902" "904" "906" "908" "910" "912" "914" "916" "918" "920" "922" "924" "926" "928" "930" "932" "934" "936" "938" "940" "942" "944" "946" "948" "950" "952" "954" "956" "958" "960" "962" "964" "966" "968" "970" "972" "974" "976" "978" "980" "982" "984" "986" "988" "990" "992" "994" "996" "998" "1000" "1002" "1004" "1006" "1008" "1010" "1012" "1014" "1016" "1018" "1020" "1022" "1024" "1026" "1028" "1030" "1032" "1034" "1036" "1038" "1040" "1042" "1044" "1046" "1048" "1050" "1052" "1054" "1056" "1058" "1060" "1062" "1064" "1066" "1068" "1070" "1072" "1074" "1076" "1078" "1080" "1082" "1084" "1086" "1088" "1090" "1092" "1094" "1096" "1098" "1100" "1102" "1104" "1106" "1108" "1110" "1112" "1114" "1116" "1118" "1120" "1122" "1124" "1126" "1128" "1130" "1132" "1134" "1136" "1138" "1140" "1142" "1144" "1146" "1148" "1150" "1152" "1154" "1156" "1158" "1160" "1162" "1164" "1166" "1168" "1170" "1172" "1174" "1176" "1178" "1180" "1182" "1184" "1186" "1188" "1190" "1192" "1194" "1196" "1198" "1200" "1202" "1204" "1206" "1208" "1210" "1212" "1214" "1216" "1218" "1220" "1222" "1224" "1226" "1228" "1230" "1232" "1234" "1236" "1238" "1240" "1242" "1244" "1246" "1248" "1250" "1252" "1254" "1256" "1258" "1260" "1262" "1264" "1266" "1268" "1270" "1272" "1274" "1276" "1278" "1280" "1282" "1284" "1286" "1288" "1290" "1292" "1294" "1296" "1298" "1300" "1302" "1304" "1306" "1308" "1310" "1312" "1314" "1316" "1318" "1320" "1322" "1324" "1326" "1328" "1330" "1332" "1334" "1336" "1338" "1340" "1342" "1344" "1346" "1348" "1350" "1352" "1354" "1356" "1358" "1360" "1362" "1364" "1366" "1368" "1370" "1372" "1374" "1376" "1378" "1380" "1382" "1384" "1386" "1388" "1390" "1392" "1394" "1396" "1398" "1400" "1402" "1404" "1406" "1408" "1410" "1412" "1414" "1416" "1418" "1420" "1422" "1424" "1426" "1428" "1430" "1432" "1434" "1436" "1438" "1440" "1442" "1444" "1446" "1448" "1450" "1452" "1454" "1456" "1458" "1460" "1462" "1464" "1466" "1468" "1470" "1472" "1474" "1476" "1478" "1480" "1482" "1484" "1486" "1488" "1490" "1492" "1494" "1496" "1498" "1500" "1502" "1504" "1506" "1508" "1510" "1512