General Intelligence.

By the wreck of the Yarmouth bark *Manitoba*, at Penzance, on the 31st ult., Capt. Durkee's wife and two children, as well as four of the crew of the vessel were drowned. Mrs. Durkee was a daughter of Joseph Crosby, Esq., of Lake George in the township of Yarmouth.

B. B. Moses Esq., of Hebron, Yarmouth County, while returning home from Deerfield on Saturday last was thrown from his waggon, owing to the horse running away, and almost instantly killed. A son of the deceased was also thrown from the waggon, which came in contact with a pile of wood, but he was not seriously injured.

Fatal Accident in Cornwallis.—The Kentville *Star* says:—A boy named Joseph Scofield, about seventeen years of age, was accidentally killed on Baxter's Harbor Mountain, Cornwallis, on the 30th ult., by a tree falling on him while chopping in the woods.

The Lunenburg Railway Survey.—The railway survey parties have surveyed the route between Bridgewater and Gold River via Mahone Bay, and found the ground exceedingly favorable for a line of railway. A branch line has also been surveyed from Mahone Bay to Lunenburg which, we are informed, can be constructed at small cost as there will be very little cutting or filling.—*Bridgewater Farmer.*

Fire Last Night.—About half-past eight o'clock last night a fire broke out in the upper story of the old wooden building in Hurd's Lane known for many years as Lindsay's match factory, at present owned by Mr. James Lindsay and used by Mr. Simon F. Barss as a match factory. Some persons residing in the vicinity burst the doors open and brought out some of the stock and materials from the first floor and also a small portion from the upper floor. Meanwhile an alarm was sounded and the firemen assembled. The inflammable materials in the building caused the fire to spread rapidly, and soon the whole upper story was in flames. Fortunately, the supply of water in that part of the city is copious, and the wind being light the firemen were able to work to advantage, and the flames were confined to the one building, which, though not burned down, was nearly destroyed. Mr. Barss lost considerable stock. There was no insurance on the building or its contents.—*Chronicle 12th inst.,*

Albert Railway.—The proposed branch Railroad to Hopewell is now the exciting topic, (Free Schools considered settled.) Mr. Smart, the builder of the St. Stephen Branch, proposes to put in working order a 3 ft. 6 in. road for $14,500 per mile. The Province and County of Albert have already arranged for $12,000 per mile—balance to be raised by stock list, to which about $50,000 is already subscribed; $100,000 more is likely to be taken. If the Government favour this line, as has been expected, it will no doubt be built, and be found very useful.—*Tribune.*

Terrific Powder Explosion.—Five powder mills belonging to the Miami Powder Co., located between Xenia and Yellow Springs, on the Little Miami Railroad, Ohio, exploded Monday morning. Five men were killed and another is missing, supposed to have perished. The ground is strewn with timbers and debris for half a mile around. At Yellow Springs thousands of windows were demolished. Spring field was considerably shaken, sending the inhabitants into the streets in great alarm.

Fatal Accident.—On Tuesday last Mr. James W. Christopher, of Brookfield, in this County, son of Geo. P. Christopher, Esq., left home for the meadows with his horse and sled to bring home a load of hay; but not returning at the time expected, Mr. Zenas McLeod, a neighbor was requested to find out the cause of delay. he had proceeded about half way to the meadows when he found the horse standing with the load of hay, but no sigas of Mr. Christopher. Mr. McLeod went as far as the meadows but no finding him anywhere there retraced his steps to the load of hay and looking under the sled saw the lifeless body of Mr. Christopher so jammed there that the sled had to be unloaded to get his body from under it. Mr. McLeod succeeded in doing this and conveyed the body to his home. Mr. Christopher was about 30 years of age and unmarried.—*Liverpool Advertiser.*

Another Railway Monoply.—It is broadly stated in the United States papers, and not denied, that the Pennsylvania Central Railway has secured the control of the E. & N. A. Railway in Maine, and will control the lines reaching to Halifax. The same road has secured lines extending from San Francisco to New York, and is arranging for supplying the lines between New York and Portland and Bangor. It is claimed that, when all its connections are perfected, the Grand Combination will reach from Halifax to San Francisco, and include more miles of Railroad than any other Corporation on the face of the globe. If the Pennsylvania Central has really a hold on Western Extension in Maine, it has probably made sure of controlling the same line in New Brunswick; but it remains to be explained how the lines from St. John to Halifax, now owned by the Dominion Government, are to be brought into the combination.—*St. John Tribune.*

Amherst Literary Club.—President Allison, of the Wesleyan College, Sackville, N.B., delivered his lecture on "Reading" to a large and appreciative audience on Tuesday evening last.—From the well-known ability of the learned gentleman, who has on previous occasions lectured for the Club, pretty high expectations were formed of the lecture, which, we hardly need say, were fully realized.

C. J. Townsend, Esq., who presided, tendered the thanks of the Club and the audience to the learned lecturer for his highly interesting lecture.

Mr. Hodgson, A. M., will deliver the next lecture of the course.—*Amherst Gazette.*

Shipbuilding in the Dominion, 1871.—Statement showing the number and tonnage of Steamers and Sailing Vessels built and those registered in the several Provinces of the Dominion of Canada, during the fiscal year ending 30th June, 1871:

Built—

Provinces.	Steam. No.	Tons.	Sail. No.	Tons.	Total. No.	Tons.
Ontario,	20	2457	35	5320	55	7777
Quebec,	13	726	67	19938	80	20664
NovaScotia	2	26	144	44281	146	44307
N.Brnswck.	7	259	101	33094	108	33353
Totals,	42	3468	347	102633	380	106101

Registered—

Provinces.	Steam. No.	Tons.	Sail. No.	Tons.	Total. No.	Tons
Ontario,	19	2077	65	6990	84	9070
Quebec,	22	2245	104	26002	126	28247
Nova Scotia	4	567	199	47103	203	47670
N Brnswck.	5	220	122	36515	127	36737
Totals,	50	511	490	116610	546	121724

Quite a serious accident occurred at this place last week, to a Capt. Morris, of Prince Edward Island, who was returning home from England. When going to the stage for Cape Tormentine, from Coffy's Hotel, he fell, but immediately arose and stepped into the stage and started *en route* for home. After travelling about an hour he complained of pain in one of his legs. A short time after, the stage stopped, and upon examination it was found that his boot was full of frozen blood. Having cut off the boot, and removed the clothing, it was found that the leg was badly fractured, the ankle sprained, a long gash cut between the knee and ankle, and the bone protruding through the flesh. A doctor was procured and dressed the wound. The Capt suffered very much, and came near fainting from loss of blood.

We regret to learn from Dr. Moore that Capt. Morris lies in a precarious state. Erysipilas has set in and is extending up to his body, and it is extremely doubtful if he lives to see his his home.—*Amherst Gaz.*

A Successful Narrow Guage Railway.—The Denver and Rio Grande Railroad, seventy-six miles long, between Denver and Colorado City, is the best experiment so far made in narrow gauge railways. It has a three foot track, the rails weighing thirty pounds to the yard. The passenger engines weigh twelve tons, and cost only $7,500; the freight engines weigh fifteen tons, costing $8,500. Expense per mile of building, as equipped, $15,500. The cars are thirty-five feet long by seven feet in outside width, having double seats on one side and single on the other, and accommodating thirty-four passengers. Sleeping cars and all conveniences can be as well provided for as on roads of broad gauge.—*American Paper.*

Rev. C. F. Ireland, Lachute, P. L. says, "In using your Pain Eradicator in my family we find that it possesses the rare quality in a patent medicine—of being as good and even better than it is represented to be, it also possesses a very remarkable property, for which we prefer it to all others, that is, while relieving pain, it causes no smart or unpleasant sensation and is so gentle that it can be safely given to young children.

BY TELEGRAPH.

New York, Feb 7.—A Tribune special from London says that Earl Granville's despatch contains no threats to withdraw from the arbitration and makes neither a demand nor a proposal. It simply calls attention in temperate and conciliatory language to the meaning England attaches to the treaty. Mr. Gladstone's speeches yesterday and to-day are widely criticised as mischievous, offensive and needlessly irritating, and it is believed that several members of the cabinet and the people are unanimous for abandoning the arbitration unless the American claims are modified. There is no intention to offer an affront to America. The situation is regarded in the highest English and American quarters as extreme y grave, but not hopeless.

London, Feb. 8.—In the House of Commons to-day, Mr. Gladstone moved a vote of thanks to Right Hon. John Evelyn Denison, retiring Speaker of the House, and also a resolve recommending his elevation to the Peerage.

Mr. Disraeli seconded both motions and they were carried by acclammation.

Mr. Millbanke proposed to call on Sir Chas. Dilke to justify before the House his recent speeches against the Crown, but he was ruled out of order.

Mr. Foster introduced a secret ballot bill.

Mr. Newdegate opposed it, arguing that it would lead to universal suffrage.

The bill passed its first reading.

Washington, Feb. 9.—Gen. Butler states that the Government presented in its case claims which it had agreed not to present, and that though our claim for indirect damages is strong we have now no right to present the case as it was done.

Senator Sumner urges the Government to maintain its position, and not barter away American honor and dignity. The matter of consequential damages is no weak question.

Congressmen hostile to British intimidation express their belief that the attitude of England cannot be sustained. The Conference, they say, must proceed. Let its verdict be what it may, the United States Government will not abate a whit in the presentation of its case.

The London excitement over the American case for indirect claims is not responded to here. A prominent member of the Cabinet states that the claim for indirect damages was placed in the case, if for no other reason than to make it complete and not to leave it open to the charge that it was only a partial presentation of the American demands, which might be renewed at some other time.

Lord Granville's despatch is believed to be merely a moderate statement that the British Government did not understand that the consequential claims were to be submitted.

London, Feb. 9.- In the Commons to-day the Right Honble. Henry Bouverie Brand, the Ministerial candidate, was elected Speaker, without opposition.

The tone of the English press is varied.—The "Times" now asserts that Great Britain will not repudiate any part of the Treaty, while the "Standard" sees grave difficulties ahead.

New York, Feb. 10.—Mayor Hall has been indicted by the grand jury for neglect of duty. He asks an early trial.

A Quebec despatch states that Mr. Langevin, Minister of Public Works, states there is no foundation whatever for the rumor of a treaty of separation between Canada and Great Britain, because such a matter could only be transacted by the parliament of the Dominion, and that body never heard anything of the kind.

London, Feb 12.—The Prince and Princess of Wales left Sandringham to-day for Windsor, and arrived amidst the plaudits of a large assembly.

Special despatch to Morning Chron.

Sackville, N. B., Feb 9—The west pier of the Tantramar Bridge was observed this morning to have moved from its position into the stream a foot, caused by the ice wedging between it and the shore.

Until the bridge is inspected the trains will run only to Sackville instead of Amherst.

Unless immediate efforts is made to save it, the bridge will be destroyed. It cost about $70,000.

RECEIPTS FOR PROVINCIAL WESLEYAN,

To 13th February, 1872.

From Rev. H. Pope, jr.		Clark Wright,	$2
Appleby, B.	$2	G. T. Anderson,	2
Armstrong, A.	2	Isaiah Bacon,	2
Benson John,	2		15.00
Blizard, S. G	2		
Barnes, J. W.	2	From Rev. W. Alcorn,	
Dockrill, Benj.	2	David Dickenson,	2
Fisher, E.	2	W. H. Brown,	2
Gunn, Thomas,	2	James Lavers,	2
Gilmour, Andrew,	2		
Gaynor, John B.	2		6.00
Halgrave, Jas.	2	From Rev. J. G. Hennigar,	
Humbert Thos C.	2		
Hatheway, Dr.	2	Wm Forrest,	2
Henngar, Michael	2	James Mosher,	2
Jordan, Mrs. S.	2		
King, Mrs. Geo.	4		4.00
Marshall, D. S.	4	From Rev. Geo. Earrinson, (29th Jany)	
Purdy, J. D.	2		
Robinson, Thomas	2	Richd. M. Johnson,	1 00
Robinson, Chas. E.	2	B. Rev. E. Mills,	
Ray, Mrs. G. T.	2	Richd. Bruce,	2 00
Ray, Chas. R.	2	By Rev. J. L. Sponagle	
Sandall, William	1 84	Mrs. John Bent,	2
Spencer, Chris.	2	Kinsman Neily,	2
Schofield, J. K.	1.92	Israel E. Daniels,	1.75
Sullivan, Thomas	.25		
Thomas, Mrs. H	2		5.75
Thompson, G. F.	2	By Rev.W. McCarty,	
Trueman, Harman	2	Mrs. W. F. Rice,	2
Wilson, Alex.	1.50	Mr. Bishop,	2
Whittaker, Chas.	2		4.00
Gilmour, Thos.	2		
	$65.51	By Rev.H.McKeown,	
From John Payzant,	2	John Fraser,	2
" Rev.W. C. Brown,		Mrs. Upton,	2
J. D. B. Fraser.	2	James Milberry,	2
W. B. Henderson,	1	Wm. McCann,	2
John Ives,	2	Calvin Hall,	2
H. R. Narraway,	4	Mrs. Miller,	1
Joshua Vincent,	2		11 00
J. A. Dawson,	2	By Rev. G. B. Payson	
David Foot,	2	Henry Brehant,	2
Wm. Harris,	2	John Lane,	2
Capt. Horn,	2	Edward Lane,	2
Mrs. Jas. Kitcher,	2	Geo. Mellish,	4
		John Mellish,	4
	21 00	P. E. Payson,	2
From Rev. W. W. Lodge			
Saml. Golden,	2		16.00
Ephraim Brown,	2	By Rev. W. Colpitts,	
	4 00	Henry Beer,	2
From Rev. A. W. Nicolson		P. M. Bourke,	2
Thos. Curran,	2	H. Farquarson,	1
Wm. Dill,	2	R. Wood,	2
Wm. Smith,	2	Henry Bovyer,	2
Reuben Mosher,	2	Wm. Farquarson,	1.20
James Graham,	2	Howard Gay,	2
Capt. G. W. Smith,	2	W. R. Lane,	2
Charles Crowell,	2	Wm. Wood,	2
		Jas. Mellish,	1
	14 00		17.20
From Geo. Moore,	2	By Rev. R. Wasson,	
From Rev. J. S. Coffin,		Richd. Ogilvie,	1.75
Thos. Muir,	2	John A. Gough,	1.75
From Rev. J. F. Bent,			
Wm. Wilson,	2		3.50
From Rev. W. H. Heartz,		By Rev. E. Evans,	
Fletcher Willett,	2	Jas. Kellow,	2.00
Warren Bent,	2	By Rev. J. G. Hennigar	
		David B. Mosher,	3
	4.00	Wm. Forrest,	1
From Rev. W. Tweedy,		Hiram Miller,	1.25
John Eagan,	2		
From W. T. Frost,	2		5.25
From Rev. S. Ackman,		By Rev. W. H. Heartz,	
Andrew Alcorn,	2	J. Allison Clarke, add.	
R. Wright,	2	to $1.50, acknowledged	
James Smith,	2	13th ult.	.50
Robt. Hoar,	1		
Hugh Wright,	2		

For cramps and pains try Nelson's Rising Sun Liniment. It never fails.

Try your luck by taking one bottle of Colin's Chest Curative for Consumption.

Marriages.

At the residence of the bride's father, Jan. 29th, by the Rev. S. Ackman, Mr. William Crawford, of St. John, N. B., to Letitia Hayes, of Harvey, N. B.

At the Wesleyan Parsonage, Hopewell, Feb. 1st, by the same, Mr. Caleb Dowling, of Hopewell Cape, A. C., to Eunice Pulcifer, of Alma, A. C.

At the same time, same place, by the same, Mr. Hustin Stewart, of Alma, A. C., to Lucy Wilber, of Hopewell Cape, A. C.

In the Wesleyan Church, Shelburne, Feb. 6th, by the Rev. J. S. Coffin, Andrew W. Perry, of N. E. Harbor, to Miss Albertina Young, of Shelburne.

At the residence of the father of the bride, Jany. 24, by Rev. Jas. Taylor, Mr. Wm. F. Dawson, to Mary Ellen, third daughter of Alfred LePage, Esq., Charlottetown Royalty.

At the residence of the bride's mother, Jan. 24th, by Rev. P. Prestwood, Mr James Smith, to Mary Elizabeth, eldest daughter of the late Thomas Wigonton.

At the Wesleyan Parsonage, Amherst, Feb. 6th, by the Rev. J. Waterhouse, Mr. James Kent, of Amherst Head, to Miss Margaret E. Budd, of Westchester.

Deaths.

Capt. Samuel Perry, of N. E. Harbor, died Jan. 23, leaving a wife, five children, and a large circle of relatives to mourn their loss. His end was peace.

Peter Doane, of Red Head, died Jan. 31st, in the 17th year of his age. His end was peace.

Jonathan Greenwood of Indian Brook, died Jan. 26 h, in the 77th year of his age.

Suddenly, at Digby, N. S., Jany. 31st, Thomas Holdsworth, aged 72 years, leaving a wife and ten children, and a number of grandchildren, together with a large circle of friends, to mourn their loss.

At her residence Paradise Row, Feb. 5th, Elcy, wife of Wm. McKee, aged 83 years.

In this city, on Monday, Feb. 12, after a protracted illness, Frances M. Hooper, aged 36 years, second daughter of Josiah Hooper, Esq.

Shipping News.

PORT OF HALIFAX.

ARRIVED.

Feb. 6—stmr Carlotta, Portland; brigt Mayflower, Kenny, Boston.

Feb 7—No arrivals.

Feb 8—Brigts Ellie, Crowell, Antigua; Lochiel, Ham, Demerara; schr Lord of the Isle Curtis, Inagua.

Feb 9—schrs Golden West, LaHave; Atalanta, Port Medway.

Feb 10—No arrivals

Feb 11—No arrivals.

Feb 12—No arrivals.

CLEARED.

Feb 6—stmrs Carlotta, Portland; M A Starr, Yarmouth; schr P Grant, Bradshaw, Portland.

Feb. 7—stmr Chase, Portland; brigt Arthur, F W Indies.

Feb 8—Brigt Georgina, Hicks, Liverpool.

Feb 10—Brigt Crescent, F W Indies; schr Victoria, Mowers River.

Feb 12—schr Golden West, LaHave.

NOTICE.

SEALED Tenders addressed to the undersigned and endorsed "Tender for Railway Works," will be received at this office until Saturday, the 24th inst., at noon, for the following works, viz:—

1. The construction of a Branch Line of Railway from the European and North American Railway, at or near Gilbert's Island, to the Ballast Wharf, St. John, N. B.

2. The building of a Deep Water Wharf, between the Ballast Wharf and the Public Landing, at Reed's Point, St. John, N. B.

Plans and Specifications can be seen at the Railway Office St. John, where printed forms of Tender may be procured, and every information regarding the works will be afforded.

Security will be required for the faithful fulfilment of each contract.

The Department will not be bound to accept the lowest or any Tender.

By order,

F. BRAUN,
Secretary.

Department of Public Works, }
Ottawa, 1st Febry., 1871. }
feb 14—3 ins

SALT AFLOAT.

800 HHDS. GROUND St. MATIN'S SALT, on board brigt "Ellie."

For sale by
JOSEPH S. BELCHER,
feb 14 Boak's Wharf.

MOUNT ALLISON WESLEYAN

College and Academy.

The THIRD TERM of the current year will begin on THURSDAY, February 22nd.

D. ALLISON,
J. R. INCH.

Sackville, Jan. 20, 1871. jan 2J—4w

HARDWARE.

The subscribers invite the attention of intending purchasers to their stock of Ironmongery, Hardware, Cutlery, Garden and Blaying Tools, House Furnishing Goods, Paints, Oils, Glass, &c., &c., of which a good assortment is always kept on hand and which they offer for sale on reasonable terms at the old and well known stand,

144 & 146 Upper Water Street,
STARRS & McNUTT.

May 31, '71.

INTERCOLONIAL RAILWAY.

The Commissioners appointed to construct the Intercolonial Railway, give notice that they are prepared to receive Tenders for the erection of Freight and Passenger Buildings at Little Forks, River Philip, Iron Mines, and Dobert; also, Buildings for flag Stations at Nappan Road, Minudie Road, Salt Springs, Grenville Purdy's Folly Lake, and Ingonish; also, for Tank Houses at Little Forks, Salt Springs, River Philip Grenville Folly Lake, Iron Mines, and Debert, on Nova Scotia District of the Railway.

Plans, specifications, and forms of Tender may be seen on and after the 15th January, at the Office of the Chief Engineer, Ottawa, and at the Railway Offices at Moncton and Halifax.

Tenders may be for the whole or any lesser number of these Buildings, and will be received at the Commissions' Office, Ottawa, up to 12 o'clock, noon, of the 20th day of February next.

Tenders will also be received for the erection of new Freight and Passenger Buildings at Moncton and Truro, and Engine House at Truro, and a Refreshment Building and Amherst.

Plans, specification, and form of Tender for which, may be seen at the same offices on and after the 15th February next, and Tenders will be received as above, up to 12 o'clock, noon, of the 20th day of March next.

Tenders will also be received for the construction of two Post Offices and Smoking Cars, for the Nova Scotia District of the Railway, to be delivered at Amherst or Truro; also, for one hundred Platform Cars, fifty to be delivered on the line of Railway at Campbelltown, and fifty on the line of Railway at Miramichi.

Plans, specifications, and form of Tender for these Cars, may be seen at the offices referred to, on and after the 15th day of January next, and Tenders will be received as above, up to 12 o'clock, noon, of the 20th day of February next.

A. WALSH,
E. B. CHANDLER,
C. J. BRYDGES,
A. W. McLELAN.

Intercolonial Railway, }
Commissioners' Office, }
Ottawa, 20th Dec., 1871 jan 3—4 w

Medical Co-Partnership.

Drs. Woodill & Trenaman

Have this day entered into Co-partnership for the practice of their profession.

Office—Corner of Pleasant and Salter streets.
October 14, 1871. oct 18

MOLASSES—Puncheons Bright retailing Molasses, in bond or duty paid.

For sale low by
JOSEPH S. BELCHER.
Dec. 20 Boaks Wharf. 6 ins.

PRIVATE BILLS.

Parties intending to make application to Parliament for Private Bills, either for granting exclusive privileges, or conferring corporate powers for commericial or other purposes of profit, or for doing anything tending to affect the rights or property of other parties, are hereby notified that they are required by the 51st and following Rules of the House of Commons (which are published in full in the *Canada Gazette*) to give TWO MONTHS NOTICE of the application (clearly and distinctly specifying its nature and object), in the *Canada Gazette*, and also in a newspaper published in the County or Union of Counties affecting sending copies of the first and last of such notices to the Private Bill Office.

All Petitions for Private Bills must be presented within the *first three weeks* of the Session.

ALFRED TODD,
Chief Clerk Committees and Private Bills.
House of Commons.
Ottawa, December 7th, 1871.
jan. 24.

LIGHTHOUSE SERVICE.

Department of Marine and Fisheries,
Ottawa, 8th January, 1872.

SEALED TENDERS will be received at this Department, up to noon of FRIDAY, the 9th day of February next, for the supply, in bond, of the undermentioned quantities of the best quality of standard white refined Petroleum Oil.

The Oil is required to be non-explosive at a vapor test of 110° Farenheit, must burn brilliantly, without smoking, until entirely consumed, and not crust the wick, and must be free from all deleterious substances. It is also required to have a specific gravity of 44° Beaume, at a temperature of 68° Farenheit. A sample of a quart to accompany each Tender.

The Oil is to be delivered in good order, in iron bound casks, containing from 35 to 42 gallons each. Casks to have staves and heads of white oak, and to be properly prepared inside with liquid glue, and to be painted outside so as to prevent the oil from permeating the wood, and evaporating from the surface.

The casks to be furnished by the contractor, and their cost included in the price of the oil. Inspector's fees of Inland Revenue Department and Guager's fees, must be paid by the contractor.

The cartage of the Oil from the Railway Station, Oil Depot or Vessel, to the Wharf or place where the Oil is required to be deposited, must be paid by the contractor.

The Oil to be subject before acceptance to an inspection, test and approval of a person appointed by this Department, and to be delivered at the risk and expense of the contractor, in the locality designated by this Department or its Agent, at the following times and places:—

From 20,000 to 25,000 gallons at Halifax, N. S. one half on 25th May, 1872, and balance on 10th July.
do 6,000 to 8,000 gallons at St. John N. B., 10th June, 1872.
do 18,000 to 20,000 gallons at Quebec, 5th July.
do 10,000 to 12,000 gallons at Montreal, 1st July.
do 3,000 to 4,000 gallons at Hamilton, 8th July.
do 4,000 to 5,000 gallons at Sarnia, 12th July.

Tenders will be received for the whole quantity, or for any of the lots above specified, for one year, or for a term not exceeding three years, at the option of the Department. Parties tendering who may not wish to contract for more than one year's supply, will please state so in their Tenders.

STEAM VESSEL.

Tenders will also be received, as above stated, for the charter of a suitable STEAM VESSEL, for the delivery of Oil and Supplies to the Lighthouses above Montreal, the charter to commence at Noon on 2nd JULY next, at such port of the Lachine Canal, Montreal, as may be designated by this Department. The name, size, age, horse power and description of the vessel to be specified in the tender. A buk sum should be named for the performance of the service, or the rate at which the vessel is offered per month at the option of the Department.

P. MITCHEL,
jan 31 3in. Minister of Marine & Fisheries.

CUSTOMS DEPARTMENT,

Ottawa, Jan. 27, 1872.

Authorized discount on American Invoices until further notice, 8 per cent

R. S. M. COUCHETTE,
feb 7 1i Commissioner of Customs.

CLARKE'S NEW METHOD
FOR
Reed Organs.

Compiled by an Organist who has a pre-eminent power of pleasing the public, both by his playing and his compositions. Rose quickly into favor on its first appearance, and is acknowledged to be a Standard Work of the first rank. Price $2.50.

Beautiful song. True Happiness.—Keller, 35.

Haydn's Method for Guitar.

A new and improved method, with Progressive Studies, Instrumental Pieces, and a collection of Popular Songs. Price $3.00

A set of 25 very good easy Piano pieces for beginners, Golden Echoes, Mack, each .30.

Eaton's New Method for the Cornet.

Learn to "blow your own horn," by studying this new and excel ent method, full of theory, exercises, sparkling melodies, trios and variations, with, if you please, Piano accompaniment. Price $1.50.

The above books and pieces, mailed, post free, on receipt of retail price.

OLIVER DITSON & CO., Boston.
CHAS. H. DITSON & CO., New York.
feb. 7.

FOR ST. JOHN'S, NFLD.

The schr. DUNDANAH, Captain McDonald, will return to St. John's. Freight will be taken upon early application to
JOSEPH S. BELCHER,
jan 31 Agent.

FALL, 1871.

The subscribers invite the attention of all

WHOLESALE BUYERS

to their extensive importations of all kinds of

Hardware Goods,

Now being received, and which they are prepared to supply to Dealers at a small advance upon Cost.

DAVID STARR & SONS,
Sheffield House,
October, 31, 1871. 3m Halifax, N. S.

Just Opened at the Bee Hive

MY Stock of FALL and WINTER CLOTHING, consisting in part of YACHTING JACKETS, suited for the present season.

—ALSO—

REEFERS and OVERCOATS, PANTS and VESTS, all of which will be sold at the lowest possible prices for Cash. Please call and examine.

JAMES K. MUNNIS,
sep 26 116 Upper Water Street Cor. Jacob

HO! JUST IN TIME!!

SNOW COATS! SNOW COATS

Per "Nestorian":

50 SNOW COATS, from $7 and upwards.

At the "BEE HIVE,"

jan 24 J. K. MUNNIS.

KEROSENE OIL.

10 Casks KEROSENE OIL—now landing.
jan2 R. C. HAMILTON & CO.

7-30 GOLD LOAN.

OF THE

Northern Pacific Railroad.

Rapid Progress of the Work!

The building of the Northern Pacific Railroad (begun July last) is being pushed forward with great energy from both extremities of the line. Several thousand men are employed in Minnesota and on the Pacific coast. The grade is nearly completed 266 miles westward from Lake Superior; trains are running over 130 miles of finished road, and track-laying is rapidly progressing towards the eastern border of Dakota. Including its purchase of the St. Paul and Pacific Road, the Nothren Pacific Company now has 413 miles of completed road and by September next this will be increased to at least 560.

A Good Investment. Jay Cook & Co. are now selling, and unhesitatingly recommend as a profitable and perfectly safe investment, the First Mortgage Land Grant Gold Bonds of the Northern Pacific Railroad Company. They have 30 years to run, bear Seven and Three-Tenths per cent, gold interest (more than 8 per cent, currency), and are secured by first and only mortgage on the ENTIRE ROAD AND ITS EQUIPMENTS, and also as fast as the Road is completed, on

23,000 Acres of Land to every mile of track, or 500 Acres for each $1,000 Bond. They are exempt from U. S. Tax; Principle and Interest are payable in Gold; Denominations; Coupons, $100 to $1,000; Registered, $1,000 to $10,000.

Lands for Bonds. Northern Pacific 7-30's are at all times receivable at TEN PER CENT ABOVE PAR, in exchange for the Company's Lands, at the lowest cash price. This renders them practically interest bearing land warrants.

Sinking Fund. The proceeds of all sales of Lands are required to be devoted to the re-purchase and cancellation of the first Mortgage Bonds of the Company. The Land Grant of the Road exceeds Fifty Million Acres. This immense sinking fund will undoubtedly cancel the principal of the Company's bonded debt before it falls due. With their ample security and high rate of interest, there is no investment, accessible to the people, which is more profitable or safe.

Exchanging U.S. Five-Twenties. The success of the New Government 5 per cent. Loan will compel the early surrender of United States 6 per cents. Many holders of Five-Twenties are now exchanging them for Northern Pacific Seven-Thirties, thus realizing a handsome profit, and greatly increasing their yearly income.

Other Securities. All marketable Stocks and Bonds will be received at their highest current price in exchange for Northern Pacific Seven-Thirties. Express Charges on Money or Bonds received, and on seven-thirties sent in return, will be paid by the Financial Agents. Full information, maps, pamphlets, etc. can be obtained on application at any Agency, or from the undersigned. For sale by

JAY, COOKE & CO.
Philadelphia, New York, Washington,
Financial Agents Northern Pacific Railroad Co.

By BANKS and Bankers generally throughout the country. For sale also by

MORGAN, KEENE & MARVIN,
Bankers, 2½ Wall Street, New York,
Gen Agents for New York, New Jersey, Vermont, and Canada.

☞ After thorough investigation I have accepted an Agency for the sale of these Bonds, and confidently recommend them to my customers and investors generally,

C. W. WETMORE.
102, Prince Wm. Street,
St. John, N. B.
Gen. Agent for New Brunswick, P. E. Island, and Newfoundland.

For sale by W. Myers Gray, 139 Hollis Street, Halifax, General Agent for Nova Scotia.
May 20.

THE
Provincial Building Society,
ST. JOHN, N. B.

Established under special Act of Assembly, 10th Vic. Ch. 83.

IN SHARES OF $50 EACH.

BOARD OF MANAGEMENT.

C. W. Wetmore, Esq., President.
W. K. Crawford, Esq., Vice Pres.
James H. McAvity, Esq., O. D. Wetmore, Esq., A. A. Stockton, Esq., LL. B., J. S. Turner, Esq.

Office—106 Prince Wm. Street, St. John, N.B.

Office hours from 10 o'clock, a. m., to 4 o'clk., p.m.

THE objects contemplated in the formation of this Society are three-fold, viz., First—To secure to Stockholders a profitable return on their gradually accumulating capital, by its safe investment on real estate. Second—To afford to borrowers facilities for obtaining legitimate loans on the security of their property, and to enable them to repay such loans by periodical instalments spread over a period of ten years. Third—To provide all the advantages of a thoroughly secured Savings Bank system of business, and paying a higher rate of interest than is paid by those institutions.

Shares may be taken up at any time, and matured either by monthly investments or in one amount.

Money is received on deposit, bearing interest at six per cent. per annum, compounded half yearly.

Monthly investments bear interest at six per cent, compounded monthly at maturity. Paid up shares bear interest at seven per cent, per annum, compounded half yearly at maturity.

The attention of the industrious classes of tradesmen, and of professional gentlemen, is respectfully invited to these arrangements. The wealthy classes will find in this Society a thoroughly safe and convenient mode of investing in shares, and one that will relieve them from much anxiety in seeking after safe channels through which to make their investments.

This Society confers all the advantages of the Savings Bank, pays a higher rate of interest, with more accommodating terms and equal security.

By order,
THOMAS MAIN,
m 15 1y Secretary.

99 GRANVILLE STREET. 99

Household Goods
—FOR—
1872.

We are offering this season a full supply of these, including an unusually full stock of Horrockses Shirtings, all of which we offer at low prices, viz.:

White Cotton Sheetings,
White Linen Sheetings,
Damask Cloths, Napkins, and D'Oyleys,
Damask and Huck Towellings,
Fine and Medium Linens,
Linen Diapers, &c. &c.

Mourning Goods.

A full variety of the above, embracing all the newest materials, well adapted to the wants of the city trade.

jan 17 SMITH BROS.

Cotton Warp.

THE COTTON YARN manufactured at the

New Brunswick Cotton Mills,

has the name of the mills and our name on a printed label on the end of the bundle.

White, Red, and Orange Yarn is put up in paper.

Blue Yarn is put up in Buff paper.

☞ All Yarn made by us is warranted quality, full weight, and correctly numuered.

WM. PARKS & SON,
N. B. Cotton Mills, St. John, N. B., Aug. 8, 1871.
oct 18

NEWFOUNDLAND SALMON.

7 Tierces No. 1 SALMON,
1 " No. 2 "
2 Barrels No. 1 "
1 " No. 2 "

For sale by
JOSEPH S. BELCHER,
Jan 17. Boak' Wharf.

WHOLESALE DRY GOODS WAREHOUSE.

Fall, 1871.

95 & 97 GRANVILLE STREET.

Anderson, Billing & Co.

Have now completed their Importations for this Season.

They invite Wholesale Buyers to an inspection of their Stock, which, being purchased at prices much below manufacturers present rates, will be found deserving attention.

sep 26 ANDERSON, BILLING & CO.

Clearance Sale.

DURING THIS MONTH OUR WHOLE STOCK OF

DRY GOODS

WILL BE STILL FURTHER

REDUCED IN PRICE

—:o:—

Especial Inducements in

SILKS,
COTTONS,
FLANNELS,
DRESS GOODS,
AND WINCEYS.

S. Howard & Son,
HOLLIS STREET.

jan 10

1871—FALL—1871.

Excellence with Economy.

HOWARD, WHITEHEAD & CRICHTON,
TAILORS, CLOTHIERS, AND OUTFITTERS,
185 *HOLLIS STREET.*

—o—

Beg to inform their friends that their FALL STOCK, which is now nearly complete, will be found to comprise many FASHIONABLE NOVELTIES of Seasonable Goods, well worthy their attention.

Having made our purchases when WOOLENS were at their lowest point, and having strictly adopted a purely CASH SYSTEM as a basis for all our transactions, thereby precluding the necessity of allowing per centage for unpaid credit accounts, it must at once become apparent that in our Establishment the READY MONEY BUYER will be offered advantages which it will be impossible to meet with elsewhere.

We direct especial notice to the following Departments, in which will be found many desirable lots:—

CLOTHS—Embracing a superb assortment of West of England Fancy Coatings and Trouserings, Sattars, Diagonal and Worsted Coatings, Blue and Black Broads, Venetians and Cassimeres, Fancy Silk Vestings, Beavers and Pilots, the New "Blue Wave" Overcoating, Elysians, Meltons, Naps and Irish Friezes, Scarlet and Drab Lining Cloths.

READY MADE CLOTHING.—In this Department will be found a very complete Stock of Gentlemen's Made Garments, manufactured with the greatest care, in the most fashionable styles, from the best materials, and which will be offered at exceedingly low rates.

BOY'S AND YOUTH'S SUITS.—A nice assortment of Tweed, Diagonal, Melton and Velveteen Suits, kept constantly in Stock, Boy's Reefers, richly braided and trimmed, only One Dollar and Fifty Cents.

SHIRTS.—Our "ADONIS," made from Horrock's Miller and Co's Shirting, justly celebrated for its perfect fit, and gentlemanly and stylish appearance.

Gentlemen's 12-ribbed SILK UMBRELLAS, at Three Dollars, together with a splendid stock of NECK TIES AND SCARFS,
COLLARS AND HANDKERCHIEFS,
MERINO AND LAMBSWOOL UNDERCLOTHING

And a general selection of all requisites for Gentlemen's Outfitting.

☞ Our Custom Department is now in complete working order, and we have every confid