

The Union Advocate,

A WEEKLY JOURNAL

Devoted to Literature, Education, Politics, Agriculture, General Intelligence and Useful Information.

W. & J. ANSLAW,

Our Country, with its United Interests.

EDITORS & PROPRIETORS.

VOL. VIII.—No. 28.

Newcastle, N. B., Wednesday, May 12, 1875.

WHOLE No. 392.

CANADA HOUSE,
CHATHAM, N. B.—NEW BRUNSWICK.

WM. JOHNSTON, Proprietor.
CONSIDERABLE outlay has been made on this house to make it a first class Hotel, and travellers will find it a desirable temporary residence both as regards location and comfort. It is situated within two minutes walk of steamboat landing. The proprietor returns thanks to the public for the encouragement given him in the past, and will endeavor by courtesy and attention to merit the same in the future.

Good Stabling on the Premises.
May 12th, 1875. 14 ly

WAVERLY HOTEL,
NEWCASTLE, N. B.—MIRAMICHI, N. B.

THIS House has lately been refurbished, and every possible arrangement made to ensure the comfort of travellers.

LIVERY STABLES, with GOOD OUTFIT, on the PREMISES.

ALEX. STEWART,
(Late of Waverly House, St. John.) Proprietor.
Newcastle, Dec. 2, 1873. 3

SAY VIEW HOTEL,
BATHURST, N. B.

THE Subscriber having purchased the late residence of Mr. End, has fitted it up with all the modern improvements. It is now almost new, commodious, and centrally situated, affording a magnificent view of the harbor and surrounding scenery. Permanent and transient boarders can be accommodated in first class style and at reasonable rates. A Livery Stable with attentive hosts is attached to the hotel.

ANDREW G. HARRIS, Proprietor.
October 7, 1873. 8 ly pd.

ROYAL HOTEL,
(Formerly Stubbs)

PRINCE WILLIAM STREET,
OPPOSITE CUSTOM HOUSE,
ST. JOHN, N. B.

T. F. RAYMOND, Proprietor.
Dec. 22nd, 1873. 24 ly

M. ADAMS,
ATTORNEY & BARRISTER
AT LAW.

CONVEYANCER, &c.,
NEWCASTLE, N. B.

FIRE AND LIFE INSURANCE AGENT.

OFFICE,
Over Mr. Richard Davidson's Store, Cas-
tle Street, Newcastle.

May 13, 1875.

L. J. TWEEDIE,
ATTORNEY & BARRISTER
AT LAW.

NOTARY PUBLIC,
CONVEYANCER, &c.,
CHATHAM, N. B.

OFFICE—Snowball's Building
May 13, 1875. 18

CARD.
DR. J. S. BENSON

can be consulted at his Residence, opposite that of F. E. Winslow, Esq., or at his office on the Square, at any hour, as usual.

Newcastle, Aug. 9, 1870.

BLACKSMITHING!

The Subscriber is now prepared to perform every description of work in the above line.

Orders respectfully Solicited.

HORSE SHOEING ATTENDED TO WITH THE GREATEST CARE.

STAND.—MITCHELL'S SHOP.
R. S. GORDON.
Newcastle, Jan. 19, 1875. 30 6m

S. F. SHUTE,
Direct Importer of

Fine Watches, Rich Jewelry, Electro-Plated Ware, Clocks, Fancy Goods, &c.

Orders delivered, and goods sent to responsible parties on approval.

WATCH REPAIRING, in all its branches promptly attended to.

AGENT for the "Florence" Sewing Machine, and "Lazarus & Morris & Co's" PERFECTED SPECTACLES.

Remember the Place.
S. F. SHUTE,
Queen St., Fredericton.
Dec. 22nd, 1873. 24 ly

G. B. FRASER,
ATTORNEY AT LAW.

Notary Public, Conveyancer, &c.,
Chatham, N. B.

OFFICE—Over the Bank of Montreal.
September 1st, 1874.

W. & R. BRODIE,
GENERAL

COMMISSION MERCHANTS

AND
DEALERS IN

Flour, Produce and Provisions,
No. 40, ST. PAUL STREET, No. 40,
Next the Bank of Montreal,
27 ly QUEBEC.

J. & W. REID,
PAPER MAKERS & GENERAL STATIONERS,

No. 40, ST. PAUL STREET, No. 40,
QUEBEC.

MANUFACTURERS OF
Machine Made Paper Bags, Blank Books, &c.,
Dealers in all kinds of

Paper Stock and
Paper Makers' Supplies,
Room Papers,
Roofing Materials,
Scrap Iron & Metals,
Naval Stores.

March 12th, 1872. mar18 72 ly

JAS. HOSSACK & Co.,
IMPORTERS OF

STAPLE & FANCY GROCERIES,
Manufacturers of
STEAM CONFECTIONERY,
FANCY BISCUIT, AND OIL PASTE BLACKING.

PROPRIETORS OF
QUEBEC COFFEE & SPICE STRAIN MILLS,
22 Notre Dame St. (lower town)
QUEBEC.

March 12th, 1872. mar18 72 ly

WHITEHEAD & TURNER,
Manufacturers of

CORN BROOMS, DUSTERS,
HAIR AND FANCY BRUSHES,
LOWER TOWN,
QUEBEC.

March 12th, 1872. mar18 72 ly

PHOTOGRAPH GALLERY.
W. J. WILLIAMS,

PHOTOGRAPHER AND GENERAL ARTIST,
has taken the Rooms over Russell Bros' Store, recently occupied by John Spence, and is now prepared to furnish Pictures in EVERY STYLE OF ART.

Having had fifteen years' experience in the business, can guarantee satisfactory work.

OUTSIDE VIEWS, of Residences, Churches, &c., accurately taken.
Newcastle, Sept. 15, 1871. 11

DR. BALCOM,
(Graduate of the University of New York.)

Would inform the people of Bathurst and vicinity, that he has taken the

OFFICE LATELY OCCUPIED BY DR. DUNCAN,
and is now prepared to attend to calls in his professional line.

Bathurst, March 22nd, 1875. 24 3m

BLAKSLIE & WHITEHEAD,
Importers and Dealers in every variety of
English, French & American
Paper Hangings & Window Shades.

—ALSO—
PAINTS, OILS, BRUSHES,
VARNISHES, PUTTY, GLASS, &c., &c.

THE Trade Supplied.
22 GERMANTOWN STREET,
ST. JOHN, N. B.

July 1, 1875. 21 y

J. J. CHRISTIE,
59 King Street - - - ST. JOHN.

Importers and Dealers in all kinds of Leather and Shoe Findings, Wholesale and Retail. Also all kinds of Mens Fitted Taps, to order.

J. J. C.
July 1, 1875. 12 ly

DR. W. P. BISHOP

HAS REMOVED

TO—
OFFICES OVER THE STORE

OF—
MR. JES. W. DAVIDSON,

NEWCASTLE.

March 21st, 1875. 31 3m

CARD!
DR. FREEMAN wishes to intimate that he has engaged the Office of Dr. Benson upon his becoming vacant, and that he may be present be found at the "Waverly House," prepared to attend to professional calls.

Newcastle, April 18, 1875. 14

JAMES S. NEILL,
Importer, Wholesale & Retail Dealer in

Hardware, Glass, Paint, Oil, Turpen-
tine and Putty

BAR IRON'S STEEL,
ALL KINDS OF AGRICULTURAL IMPLEMENTS,
OPPOSITE COURT HOUSE,
QUEEN STREET, FREDERICTON, N. B.
Dec. 22nd, 1873. 24 ly

D. MACEE & CO.,
Manufacturers of

HATS, CAPS & FURS,
Wholesale,
51 King St., ST. JOHN, N. B.

D. MAGEE. M. F. MANKS.
April 21st, 1873. 33 ly

T. R. JONES & Co.,
Canterbury Street - ST. JOHN, N. B.,
Importers of Every Description of

British & Foreign Dry Goods,
—AND—
MANUFACTURERS OF CLOTHING,
Hosiery, Horse Blankets, Larrakins

FURNISHING GOODS,
The best assorted stock in the lower Provinces for Country Stores, Lamberrys, Mill Owners, Railway Contractors, &c.

Wholesale. - - - Terms Liberal.
July 1, 1873. 2 ly

SPRAGUE MOWERS.
Having received a few of the well known and popular

Sprague Mowers,
on Consignment, will sell them at a lower price than any other in this market. Parties wishing to buy will please call and examine before purchasing elsewhere.

W. M. MASSON.
Newcastle, July 21, 1874. 22

LUMBERERS, ATTENTION!
I AM SOLE AGENT FOR

WOODBRIDGE SAW MILL,
which with the late improvements, stands unrivalled.

This Machine requires no expensive puffing, as it has by its own merits become the leading saw mill of Canada.

It is guaranteed that the saw makes two revolutions to one stroke of the piston, thus avoiding the shaking caused by direct action.

CHAS. C. CARLYLE.
Jan. 29th, 1874.

NOTICE TO BUILDERS.
R. BLAKE

Has now in full operation, his ROTARY STEAM SAW MILL for the manufacture of

DIMENSIONED LUMBER
OF ALL SIZES.

DOORS, SASHES, BLINDS &c.
LUMBER PLANED & MATCHED.

Arrangements will shortly be made for the manufacture of

Shingles & Clapboards.
Orders respectfully solicited.

ALL WORK WARRANTED TO GIVE SATISFACTION.
Chatham, Oct. 19, 1874. 21

BISCUITS! BISCUITS!
SPONGE, FRUIT, AND PLAIN ROUND

CAKES,
WEDDING CAKES!
PLAIN & ORNAMENTED, FINEST.

BISCUITS—Wine, Soda, Bath, Abernethy Butter, Fruit, Garibaldi, Osborne, Cracknels, Fancy Mixed, Ginger Nuts, &c., &c.

No. 1 Hard Bread.
ESTD BY THE BREAD MANUFACTURERS OF THE LATEST IMPROVED MACHINERY. I can sell them cheaper than they can be imported.

Wholesale and Retail.
WILLIAM LARKIN,
WATER ST., CHATHAM, N. B.

December 23, 1874. 23

TRUNKS. 1875.
LARGE ASSORTMENT OF TRUNKS, &c.,
FOR SPRING TRADE.

Ladies' Saratoga Trunks,
in Zinc and Leather; Gent's Extra Bound do., do. Solid Leather Overland Trunks and Valises; Canvas, Embossed & Comp. Flocking Trunks, and Trunks of every description made to order; Ladies' Reticules and Shopping Satchels; Gent's Felt Bags; Boy's School Satchels.

Will be sold at exceedingly low prices, for Cash.
W. H. KNOWLES,
Trunk Factory, 49 GERMANTOWN ST., ST. JOHN.

WM. A. PARK,
ATTORNEY AT LAW, SOLICITOR,
NOTARY PUBLIC,
CONVEYANCER, &c., &c.

OFFICE—Over the Store of William Park, Esq.
Castle Street, - NEWCASTLE, N. B.

May 4, 1875. 5

NEW FALL GOODS
—IN—

Hats Trimmed and Untrimmed,
FLOWERS,
FEATHERS, LACES,
RIBBONS, VELVETS,
VELVETEENS, SILKS,
SHAWLS, FLANNELS
AND COTTONS.

Dress Goods in every style.
Real Hair Goods,
GENTS' FURNISHINGS ETC.,

a full Stock of the above now on hand.

WHOLESALE AND RETAIL.
Orders promptly attended to.

J. H. MURRAY & CO.
53 KING STREET, ST. JOHN, N. B.
October 30, 1874. 21

J. N. WILSON,
GENERAL MERCHANT,

—AND—
HEAVY IMPORTER OF WINES & SPIRITS.

SOLE AGENT IN NEW BRUNSWICK AND PRINCE EDWARD ISLAND, FOR

(The Vine Growers Company of Cognac France),
JULES DURET, & CO.,
THE WINDSOR DISTILLERY, WALKERVILLE, ONTARIO.

The Windsor Flour Mills, do.
Vinegrowers Brandy, Henke's Geneva, and Messrs. Hiram Walker & Sons Alcohol and Old Rye Whiskey, imported for the trade into any sea port in New Brunswick, or Prince Edward Island direct from the above named houses.

16 NELSON ST., - - - SAINT JOHN, N. B.
Y. R. BONDED WAREHOUSE, No. 4.

MITCHELL & CO.,
GENERAL

—AND—
SHIPPING AGENTS,

22 & 23, - - - COMMON STREET,
MONTREAL.

August 29, 1874. sep 9

MIRAMICHI FOUNDRY,
WATER STREET, - - - CHATHAM, N. B.

General Iron and Brass Founders,
MANUFACTURERS OF

STEAM ENGINES & BOILERS,
And Mill Machinery of every description.
Ship, Store and Foundry Castings, &c.

Prompt attention given to all orders, and first class work guaranteed.
H. J. MARSHALL,
MANAGER.
Chatham, Nov. 3, 1874. 4 ly

SHERATON, SON & SKINNER,
—IMPORTERS OF—

Carpets, Floor Oil Cloths, Hearth Rugs and Curtains Materials.

—MANUFACTURERS OF—
Flock, Hair and Excelsior Mattresses, Spring Beds, PILLOWS AND BOLSTERS.

52 AND 54 PRINCE WILLIAM STREET,
ST. JOHN, N. B.
April 30th, 1875. 21 6m

CHARLES J. DAVIS,
DRUGGIST & APOTHECARY,
Fredericton, N. B.

—DIRECT IMPORTER—
WHOLESALE & RETAIL

—DEALER IN—
GENUINE DRUGS, MEDICINES.

Chemicals, Druggists' Sundries, &c.
April 30th, 1874. 21 ly

FREDERICTON TIE FACTORY.
—HAVE JUST RECEIVED THEIR—

SUMMER GOODS,
AND ARE MAKING

Ties of all Descriptions,
Neatest Styles and Patterns.

—INSPECTION INVITED—
Patterns and Show Cards sent on application.

WHOLESALE ONLY.
M'CAUSLAND'S BUILDING
FREDERICTON, N. B.

April 30th, 1875. 21

Selected Literature.
and Story of a Ruined Life.

BY MRS. JANE D. CHAPLIN.

Half century ago, a boy, born with every advantage of wealth and position, entered one of our New England colleges. He was the only son of his mother, and she was a widow; and a large circle of relatives loved and were interested in him as the only boy of the name. His boyhood had been a happy one, and his prospects in the future were very bright. His heart was true, his morals pure when he entered upon his studies.

He was soon urged to take 'one jolly glass,' but declined, assuring his friends that he had never tasted cider, wine, or liquor of any other kind; and moreover, that he had promised his mother never to do so.

The boy escaped this ordeal, and went home in triumph, to write of his victory; and his mother rejoiced in his triumph. But Satan is rarely vanquished in one battle; he urges on his emissaries to fresh conflicts, in hope of final victory, knowing that he who withstands one weapon may fall by another.

At the close of the year there were great rejoicings. The freshmen, glad to escape from the jeers of the other classes by becoming sophomores, held some wild festivities after the Commencement ball. Wine flowed freely, and the coarse jest and ribald song, that are born of wine, broke on the stillness of the small hours in that rural town. Fathers of students living there went, one by one, for their sons, and took them home, until only those who had no one there responsible for them remained. They had been warned to be prudent at their rendezvous, and to sleep the next day away, even if they should have to thrash the Professors, and bring them to terms.

Our poor young friend, fresh in his early beauty, had shrunk at first from even winning the wild merriment, and had attempted to return to his room. But a storm of entreaties then assailed him, and finally of scoffs piled upon him.

He withstood all, till a fellow, who was the leader of the class, cried out, 'let the pretty boy go home, and go to bed, as his man ordered him? Don't give him any wine, for the old lady wouldn't kiss his red lips if they smelt of wine or tobacco! Go home, little boy, and mind your mother.'

Then came shouts of 'rock-a-bye, baby' and 'by low, baby bunting'; and a great, muscular fellow, with more body than brains, caught him in his arms, and trod him on his knee, and called for a bowl of pap!

This was more than his enraged spirit could endure, and rushing to the table, he cried out, 'see if I'm afraid of my mother, or any other woman! Half a dozen half-wild fellows now towards him, with brimming glasses, as if vying with each other for the honor of ruining a fair soul!

His word of honor was soon broken and his self-respect was gone. He could never write again to his mother, 'I keep your words always in my heart, and shall never deceive or disobey you.' A cloud fell over his love for her, and the memory of her sweet face, was a pain to him. He dared not reveal his weakness to her, for a falsehood, and kept her poor heart all trusting in him.

The pure gold once dimmed, the death of sin soon fell on it unnoticed. In the next great occasion he drank again. He had now learned to smoke, and his hat was gradually settling itself on one side of his head. He soon called the honorable Professors nicknames, and set at naught their counsels. He had gained at the end of his second year the title of a 'good fellow.'

The senior year was closing, and his class was about stepping from the highest place in college life out into the world. The mother and uncles of our young friend came from their distant home, full of love and pride in him, to be present, and to bid him 'good-speed' in the future.

They had learned before this that he was a 'little wild,' but the idea that he had ever been drunk (we will not use a softer word) had never entered their minds.

The day was one of great pleasure to all, and the evening was a merry one for the young. They danced and sang, or walked through the grounds by moon-light, listening to the music

of the band. Friends, long parted, met and enjoyed the gaieties together till a late hour; and it seemed as if all might have been satisfied. But it was not so. When the lights in the banquet hall and through the groups had been extinguished, and the music had died away, the leaders of these new-fledged men gathered all they could of their number for 'one more good time.' They smoked and drank, again and again, till the clock told that day was drawing on.

One young man, who had gone far in sin, and who gloried in making others as wicked as himself, vowed when half wild with wine that he meant to make 'mama's baby,' as he tauntingly called our poor young friend, 'gloriously drunk, and then send him back to those green old folks at the hotel, to surprise them, to show them what college life was!'

And with the aid of others, as wicked as he, and through the weakness of their victims, they accomplished their object. And more than that; they ceased, threatened, and finally they forced glass after glass of mixed brandy and wine down the throat of this weak youth, long after he refused to drink more. Then they reeled off to their own drunken slumbers, and left him to reach his room, up three long flights in the college building, as best he might, and wondering, as they looked after him, how he could ever get there.

Before day break the people around the college buildings were roused from sleep by the most terrific shrieks, and by calls for help, in words of mingled prayer and cursing! It was scarcely a moment before a crowd gathered and rushed in the direction of the sound. The moon had gone down, and the sky was intensely dark with the clouds of a coming storm.

One could not be seen who was rending the air with those piercing cries. At length some one ventured to look up, and there, on the leads of the four story building, was a man running about and throwing up his arms like a maniac. No one knew who he was and no one dared to call to him, lest one false step might bring him to the ground. No one was at first found bold enough to go up and lay hold of him. At length a brave and powerful fellow carpenter, who was used to climbing to and keeping foothold on dizzy heights, volunteered to go up and out through the scuttle, and induce the madman to descend.

Oh, the agony of every heart in the crowd during the few seconds that elapsed before the strong voice of the brave fellow was heard aloud, saying to the madman, 'come here! there's some one wants you—quick.' In an instant, as if on wings, the figure disappeared from the leads; and the great, iron bound scuttle fell with a bang that resounded through the silent night.

When sure that a fellow-being was saved from an awful death, the tongues of the watchers were loosed, and every one there drew a long breath and asked, 'who can it be?'

The man rushed into the building, and heard the cry, 'let me out into the air again! I'm in fire here! my brain is burning! Who'll bring me a pistol and shoot me, for the sake of mercy!'

Lights were brought, and there, struggling in the strong arms of the generous fellow who had gone to the rescue, was our poor young friend, a widowed mother!

And this was the end of her blessed dream of happiness with him on whom so many hopes had centered?

He was taken to her, a raving maniac, and for four weeks she remained among strangers, nursing him through a brain fever, and hoping against hope that he would yet be spared to her, and be the son she had pictured him in the future.

Sometimes a gleam of reason would light his handsome face for a moment, when he would throw his arms around his mother's neck, and say, 'I'll never leave you, mother; I'll stay close by your side, and then no one can harm you.' But soon his mind would wander; and he would talk of the fire on his pillow, and beg to be taken out into

The Union Advocate.

Established 1867.

NEWCASTLE, MIRAMICHI, N. B.

WEDNESDAY, MAY 12, 1875.

THE TAX ON SALMON FISHING.

We notice in the *Montreal Gazette*, an able article in relation to the course which the Government have taken with reference to our Fisheries, and by despatch we learn that Mr. Mitchell, on the appearance of the Order in Council, dated 28th April, at once wrote a letter to the Government protesting against the gross injustice of interfering with the rights of the fishermen of the Maritime Provinces, in levying a special tax upon their industry, and attempting to deprive them of their rights and property. The tax is thus referred to in the Order in Council—

"The owner owners of nets used for the purpose of taking Salmon, shall be liable to pay the following annual tax, namely:—One dollar for every 200 lbs. weight of salmon caught during the season, which shall be paid to the Minister of Marine and Fisheries."

Such conduct is little better than spoliation, and is on the part of the Government a breach of faith without people. Indeed, we doubt whether the Government have the power to carry out what they are now attempting, and while the 19th section of the Act of 1868 provides that—

"The Governor in Council may from time to time make, and from time to time vary, amend or alter, all and every such Regulations or Regulations as shall be found necessary or deemed expedient for the better management and regulation of the sea-coast and inland fisheries, to prevent or remedy the obstruction and pollution of streams to regulate and prevent fishing, to prohibit the destruction of fish and to forbid fishing except under authority of license or license, every of which Regulations shall have the same force and effect as if herein contained and enacted, notwithstanding that such Regulations may extend, vary or alter any of the provisions of this Act respecting the places and modes of fishing or the terms specified as prohibited or close seasons, and may fix such other modes, times or places as may be deemed by the Governor in Council to be adapted to different localities, or may be thought otherwise expedient."

There is nothing in this section which will warrant the Government in imposing what is neither more nor less than an unjust tax, which we hold that no Government has the right to levy without the express authority of Parliament.

It may be argued, that by the 2nd section of the Act authority is given to issue licenses and licences, but only in such cases where the exclusive right of fishing does not already exist by law. We contend, that if the Government claim to go on to the lands of the Gordons, the Innes, the Williams, the Nobles, and hosts of others whose grandfathers have with their descendants, occupied certain exclusive fisheries off their shores—in many cases for nearly a century—and under color of such pretension attempt to levy an impost tax of \$1 for every two hundred pounds of salmon caught, and fifty cents for every two hundred pounds of haddock taken, that it is a construction of the Law which cannot be justified, will not be sustained in a Court of Law, and cannot therefore be enforced.

We are glad to find, that in the interests of our people, Mr. Mitchell has taken the matter up, and remonstrated with the Government upon the injustice of the policy which it is thus attempting to carry out; and as no one better understands the subject, or is more fearless in the advocacy of the rights of his constituents, we hope that the policy of the Government will be cancelled, or at least suspended until the Representatives and fishermen can be heard in Parliament, as we understand our representative has demanded.

Such is one of the acts of the Reform Government. It is not passing strange, however, that the *Reformers* have not pursued the same policy in Ontario? We shall again refer to this subject at an early day.

Railway Communication.

It is generally anticipated by our people in the Northern Counties, that the Intercolonial will be in operation from Moncton to the South West railway bridge some time this summer. But it is true that the Mackenzie administration will not consent to open this portion of the railway until the bridges are completed over the Miramichi, the expectations of the people will be nipped in the bud. Portions of the Intercolonial have been opened for traffic at other points, and there is no just reason why we are to be deprived of those privileges to which we are entitled, and which are enjoyed in common over the whole Dominion. We hope the Government will view this matter calmly and dispassionately, and as men who should have at least some knowledge of the resources and commercial requirements of the country. We only ask for fair and impartial treatment, and if we get that, trains will be running to Miramichi in a very short time. It is no argument that because the station buildings on the north side of the Miramichi cannot be reached, that therefore the people are to be cut off from the benefits derivable from railway communication. Not at all. Suppose that anything should occur which would delay the completion of the bridges for two or three years, would the Government not open available

portions of the railway on that account? Such an argument would be ridiculed by business men. The rails are now laid more than half the distance between Moncton and the South West bridge, the balance can be made ready for traffic in two or three months at the latest, and there is nothing to prevent the Government giving direct railway communication with St. John by September. The true, the station buildings at Newcastle cannot be reached, but this can be no obstacle since the Chatham Branch Railway Company have offered to erect their station buildings at once, placing them, together with the line, at the disposal of the Government, free of charge. Of course, we should naturally like to see the trains running into Newcastle, but as this cannot at present be carried out, we hope the Dominion Government will accept the liberal offer of the C. B. Railway Co., and at an early day place trains on that portion of the railway run by the Chatham Branch Railway Company from the station buildings at Newcastle until such time as the railway bridges are completed. The request is a reasonable one, and not more than we have a right to ask, in view of our extensive commercial operations.

Our Fisheries.

From the Report of the Commissioners of Fisheries for 1874, we find that our fisheries are increasing in value. In 1873 their value was \$10,744,986. In 1874 the amount reached \$11,081,886, an increase of nearly one million of dollars. These figures comprise chiefly fish produced for exportation, and do not take into account the value of the domestic supply, which is estimated will not fall short of ten per cent. of the above amounts. The returns given in this report do not include the fisheries of British Columbia, Manitoba and the North West territories. The following table shows the value of the fish exported from the different Provinces:—

	1873.	1874.
Nova Scotia,	\$6,577,086.61	\$6,652,301.59
New Brunswick,	2,389,001.00	2,583,783.00
Quebec,	1,301,064.00	1,008,000.00
Ontario,	236,081.00	446,000.00

Fish catching establishments are now in operation in the Dominion at Newcastle, On., Restigouche, Tadoussac, Gaspé, and Newcastle (or North West), N. B. The quantity of fish eggs laid down in these establishments exceeds four millions, of which number it is estimated about 88 per cent. will be consumed by young fish, and serve to restock various streams.

The decline of the Seal fisheries is mentioned, caused by the indiscriminate slaughter of parents and offspring. To prevent this it has been recommended that the fishing should only be prosecuted between the 6th April and 15th May, and that the close time may be deemed by the Governor in Council to be adapted to different localities, or may be thought otherwise expedient."

There is nothing in this section which will warrant the Government in imposing what is neither more nor less than an unjust tax, which we hold that no Government has the right to levy without the express authority of Parliament.

It may be argued, that by the 2nd section of the Act authority is given to issue licenses and licences, but only in such cases where the exclusive right of fishing does not already exist by law. We contend, that if the Government claim to go on to the lands of the Gordons, the Innes, the Williams, the Nobles, and hosts of others whose grandfathers have with their descendants, occupied certain exclusive fisheries off their shores—in many cases for nearly a century—and under color of such pretension attempt to levy an impost tax of \$1 for every two hundred pounds of salmon caught, and fifty cents for every two hundred pounds of haddock taken, that it is a construction of the Law which cannot be justified, will not be sustained in a Court of Law, and cannot therefore be enforced.

We are glad to find, that in the interests of our people, Mr. Mitchell has taken the matter up, and remonstrated with the Government upon the injustice of the policy which it is thus attempting to carry out; and as no one better understands the subject, or is more fearless in the advocacy of the rights of his constituents, we hope that the policy of the Government will be cancelled, or at least suspended until the Representatives and fishermen can be heard in Parliament, as we understand our representative has demanded.

Such is one of the acts of the Reform Government. It is not passing strange, however, that the *Reformers* have not pursued the same policy in Ontario? We shall again refer to this subject at an early day.

Railway Communication.

It is generally anticipated by our people in the Northern Counties, that the Intercolonial will be in operation from Moncton to the South West railway bridge some time this summer. But it is true that the Mackenzie administration will not consent to open this portion of the railway until the bridges are completed over the Miramichi, the expectations of the people will be nipped in the bud. Portions of the Intercolonial have been opened for traffic at other points, and there is no just reason why we are to be deprived of those privileges to which we are entitled, and which are enjoyed in common over the whole Dominion. We hope the Government will view this matter calmly and dispassionately, and as men who should have at least some knowledge of the resources and commercial requirements of the country. We only ask for fair and impartial treatment, and if we get that, trains will be running to Miramichi in a very short time. It is no argument that because the station buildings on the north side of the Miramichi cannot be reached, that therefore the people are to be cut off from the benefits derivable from railway communication. Not at all. Suppose that anything should occur which would delay the completion of the bridges for two or three years, would the Government not open available

portions of the railway on that account? Such an argument would be ridiculed by business men. The rails are now laid more than half the distance between Moncton and the South West bridge, the balance can be made ready for traffic in two or three months at the latest, and there is nothing to prevent the Government giving direct railway communication with St. John by September. The true, the station buildings at Newcastle cannot be reached, but this can be no obstacle since the Chatham Branch Railway Company have offered to erect their station buildings at once, placing them, together with the line, at the disposal of the Government, free of charge. Of course, we should naturally like to see the trains running into Newcastle, but as this cannot at present be carried out, we hope the Dominion Government will accept the liberal offer of the C. B. Railway Co., and at an early day place trains on that portion of the railway run by the Chatham Branch Railway Company from the station buildings at Newcastle until such time as the railway bridges are completed. The request is a reasonable one, and not more than we have a right to ask, in view of our extensive commercial operations.

The request is a reasonable one, and not more than we have a right to ask, in view of our extensive commercial operations.

Miramichi Valley Railway.

W. M. Buck, Esq., and his staff are now busily engaged in preparing the plans of the different available routes for the Miramichi Valley Railway, to be laid before the Directors. We were allowed the opportunity of looking over the profile and plans, which show all the ground over by the air-line, and the various routes, and the surveyors in their work. The survey commenced at the Intercolonial Railway Bridge over the S. W. Miramichi, and continued until the County line was reached, a distance of 65 miles, the party having chained and examined over 80 miles between the two points. There appears to be some heavy work on some of the lines shown, but the engineers charge says these can in a great measure be avoided by running the line in some cases further away from the river and in others by running closer.

We have no doubt that when the Directors meet, a satisfactory route will be selected from the plans presented for their consideration, and one that will combine the minimum cost and maximum of traffic from that flourishing section of country. Northumberland having carried the survey to the County line, we now think the County of Kent should step in and subscribe a sufficient sum of money to complete the survey to the village of St. Mary's, as she certainly should be strongly interested in the carrying out of this project, and ought not to expect Northumberland to bear all the expense.

School Examinations.

Correspondents writing from Tabusintac, under date of May 6th, say: "The half yearly examination of the school, taught by Miss Jane Carruthers, in District No. 7, Parish of Alnwick, was held on Friday, the 20th April, in presence of the Trustees and a very large number of visitors. The scholars were exercised in all the various branches, viz.: Reading, Spelling, Dictation, History, Arithmetic, Geography, Grammar and Writing, in which they acquitted themselves with credit and honor to their Teacher. A few large pieces of the boys were performed in a good style. The examination occupied in the morning, and the afternoon was given to the more difficult parts of the curriculum. The Rev. John Robertson, after which the company dispersed, well satisfied that the present system of conducting schools is far superior to the old. Schools are more carefully looked after, teachers are satisfactorily paid, which was not the case here a few years ago, and the method of education is alike open to all classes and to all creeds."

That "Manager," Again.

The "Manager" of the *Advocate*, in the last issue of that paper, finding himself inextricably involved in a maze of misrepresentation, the work of his own hands, indulges in a chapter of hyperbole which could not be truly amusing to those who understand well its feelings and characteristics. In the words of a townsman, "What could the poor man do?" In his lessons on natural philosophy he made but a poor display of his abilities, and hemmed in on every side by his own misrepresentations, what better way to get out of the difficulty than to get off a few sentences of Pharisaical cant. It is exactly in his line, and quite characteristic of the man. With respect to his white about calling names, we have only to say that he is in the habit of calling things by their proper names, and if, in doing so we have given offence, we care but little.

The "Manager" still plays away on the old string. He again takes up the matter of the extra, and states that the publication of the certificate from Mr. McNeil proved that the *Advocate* was wrong. Not so. We claim that out of about 4000 words published in an extra about the Carquet affair, a portion only was received by telegraph, and the operator's certificate proves that in this we were perfectly correct. He also haps away about that \$400 despatch. With respect to it, we are not in position to say whether any despatch costing that amount was really sent to this paper or not, but we shall endeavor to ascertain the correctness of the same, for our own information, as we do not feel like trusting this part of the matter to the unreliable "manager." With reference to said despatch, the naturalist of the *Advocate* knows that if one had been sent costing \$400, the proprietors of the *Advocate* would in no way be open to blame, as they could not be held responsible for the actions of others. The manager appears to know more about our business than we do ourselves, for concerning the despatch he says that—

"It did not appear in the *Advocate* as a despatch, and consequently it was a four column piece of the *Gazette*, which will be found in copies of the *Advocate* issued near the end of the session of 1869."

Now, in order to show the barefaced lying contained in this extract, we have only to say that the *Advocate*, from its first inception, never contained a speech of Mr. Gough's of any such length, and that during the session of 1869, the longest report of a speech of that gentleman was that delivered by him on the estimates, which occupied a little over two columns of this paper, and which was published nine days after it was delivered, so that it is not at all likely that it can be the speech referred to as having been sent over the wires. Perhaps the "manager" will consult the files of the *Advocate*, and point out the paper in which the four column speech appeared. We should like to see him do it. If he can, we will acknowledge at once, without any evasion, that we are in error. This is the only way to settle the matter satisfactorily, and honestly. But while the "manager" talks so flippantly about the abuses of the franking system, he must not forget that he for one assisted in keeping it up. He will perhaps not forget, even, that during the session of 1874, when he was in the employ of the House, drawing pay from the House for reporting and telegraphing, that he headed the false editor of this paper despatch for the *Advocate*, asking him to get it franked. If it was wrong to do it under the old regime, it was certainly doubly so on the part of one who was getting his pay from the country for the service. He cannot deny the circumstances, and the managers have gone so far, we simply relate it to show the wonderful consistency of the would-be-moralist of the *Advocate*.

This is all we have to say at present. The blatant Manager of the *Advocate* will no doubt mount his high horse and in his usual long-eared style attempt to refute the statements made, but we feel sure that the truth will be plain to all eyes, and that we will feel that we have nothing to fear from a source so unreliable.

The steam tug *Relief* and *Sultan*, the former owned by Messrs. Guy, Stewart & Co., the latter by Messrs. Brown, Brooks & Ryan, railway contractors, made their appearance on the river on Thursday, each being having a number of excursionists on board. It is not recorded whether the gentlemen were taken sick on the voyage, but as some of them were observed to be feeling ill, steps in the direction of the Pullman drug store, which may have been the case. Or like mother, cherlie children, they may have been looking for some place of rest after their voyage.

The steam tug *Ladde*, owned by Mr. Neilson, Chatham, steamed about the harbour on Saturday with about 150 passengers. The tug has been very much improved during the winter, and she is now a pretty fast and powerful boat.

PILOTAGE LICENSES.—Since the list published last week, the following Pilots have passed examinations and obtained licenses for the season.

Names.	Age.	Residence.
Wm. McEachern,	31	Chatham.
Black Peter,	36	Black Brook.
Michael Muzerall,	36	Chatham.
William Wells,	21	

This makes the total number of licenses issued 23, four of which are not full licenses, but merely for piloting vessels inward only. The following boats have received licenses:—
No. Name. Tonnage. Owners.
3 Industry, 10 Mitchell and Alex. Martin.
3 Venus, 10 George Sargey and Reuben Rowland.
8 Telegraph, 10 Francis and Maxim Martin.
6 Phantom, 20 Jas. & Robt. Wall.
7 Advance, 23 Angus, John, and Wm. McEachern.

Other boats have been surveyed, but their owners have not applied for licenses. The *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the *Advocate*, it is expected, will occur in getting repairs made in the iron work, or the boat would have been making her trips before this. These delays are very annoying, and occasion considerable loss to the owners. Proprietors of ferries do not find it difficult to obtain licenses, but the <

New Advertisements.

SCHOONER "MARIA."
The Subscriber will on the opening of Navigation place the above named Schooner on the route between

MIRAMICHI AND SHEDIAK.
for the carrying of Freight, and he hopes to receive a continuance of the patronage given him the past two Seasons.
Will leave the Point on Saturday Evening, and Miramichi Wednesday afternoon, Weekly.
WILLIAM TAIT,
Chatham, 10th April, 1875. m12

SUMMER GOODS

—PURCHASED IN—
GLASGOW, MANCHESTER & LONDON MARKETS.

TO ARRIVE
Per Steamships via St. John, and Ships "Millicent" and "Queen of Hearts" from Glasgow and Liverpool.

25 BALES AND CASES,
Containing a first class assortment of

GOODS SUITED TO THE SEASON,
which will be sold at

GOOD VALUE FOR THE MONEY.
An excellent variety of

DRESS GOODS,
Will also be offered for inspection in a few days.

W. S. LOGGIE,
May 10, 1875. 12

TO PAINTERS!
TENDERS will be received at this Office, until MONDAY, 17th INSTANT, at noon, for

Painting the outside of the Wesleyan Church, Newcastle.

Specification can be seen on application. The Committee do not bind themselves to accept the lowest or any Tender.

JAMES J. ANSLOW, Com.
W. C. ANSLOW,
Newcastle, May 10, 1875. 1w12

ARGYLE HOUSE.
We beg to announce that we have leased the Store on Water Street, belonging to the late Alex. Lindsay, Esq., and have had it repaired and renovated with the intention of opening it under the above name as a

FIRST CLASS
DRAPERY & FANCY GOODS

Establishment! Having had a profitable experience in the trade in leading Houses in Great Britain and an opportunity of knowing the best English and French Goods, we will later residence here and in connection with the leading House in CHATHAM,

having we believe, also qualified to give a correct estimate of the tastes of the people of the Miramichi, we have reason to assume that we will deserve an extensive and general patronage for the LARGE and WELL

SELECTED SPRING STOCK
which we will be enabled to show on the arrival of the first ship from Great Britain.

Trusting by strict personal attention to the wants of our customers to merit a fair share of patronage, we beg respectfully to solicit the same.

NIDDERIE & WILSON.
W. H. NIDDERIE, GEO. WILSON,
May 11, 1875. 12

TO BUILDERS.
The Subscriber offers for sale in Newcastle, a quantity of

Seasoned Pine Boards,
Classing No. 1 and No. 2.

Also, a quantity of 14 INCH PINE, a few thousand CEDAR SHINGLES (cheap). Also, for sale in Nelson,

Pine Boards and 2 inch Pine Deal.
JOSEPH HAYS,
Nelson, May 11, 1875. 4w12

TO MILL OWNERS!
THOMAS B. PEACE,

OF NEW YORK, a Practical Saw Manufacturer of 20 years experience, has just opened a

SAW MANUFACTORY
IN CHATHAM,

where all orders from Mill Owners in the Northern Counties will receive prompt attention.

Repairing made a Speciality. A fine assortment of Saws of all kinds expected in a few days.

FARM TO LET.
FOR such time as may be agreed on, that desirable and well known farm, the property of the Subscriber, on the Chaplin Island Road, about a mile from Newcastle, containing upwards of one hundred acres, about twenty are under cultivation, of which nine are ploughed and ready for cropping the remainder hay and pasture land, well watered by two never failing brooks. On the premises are a comfortable house of nine rooms, and convenient and commodious farm buildings.

For further particulars apply at the farm. W. M. CRUDEN,
May 12, 1875. 12

TO LET OR LEASE.
THAT desirable building in the Town of Newcastle, and fronting on the Square, at present occupied by F. K. FRASER. The building contains two Shops and five Rooms on the second floor, suitable for a dwelling or offices.

Possession given 10th July next. Application to be made to the Subscriber at Nelson.

JOSEPH HAYS,
Nelson, May 10, 1875. 12

EXECUTORS' NOTICE.
ALL persons having any legal demands against the Estate of Robert H. Dunn, late of Bathurst, in the County of Gloucester, shiripright, deceased, are requested to present the same, duly attested, within three months, to the undersigned, and all persons indebted to the Estate are requested to make immediate payment to them.

WILLIAM DUNN, Executors.
THOMAS SEATON, Executors.
Bathurst, 3rd May, 1875. 2m

NOTICE.
ALL PERSONS having any just claims against the Estate of the late ELLEN SULLIVAN, late of the Parish of Blackville, in the County of Northumberland, deceased, are requested to render the same duly attested to the Subscriber, and all persons indebted to the said Estate are required to make immediate payment to

DENNIS SULLIVAN, Administrator.
Blackville, 11th May, 1875. 12w4p

New Advertisements.

PUBLIC ADDRESS.
REV. JAS. CRISP, (by request of Newcastle Division, No. 40, S. of T.), will deliver an Address in the Temperance Hall, Newcastle, on

FRIDAY EVENING NEXT, 14th INSTANT,
to commence at 8 p. m.

ADMISSION - - - - - FREE.
W. ROBINSON, Committee.
C. S. RAMSAY, Newcastle, May 11, 1875. 12

INTERCOLONIAL RAILWAY.
Old Engines for Sale.

In consequence of the Change of Gauge there will be a number of

Engines for Sale,
after 1st JULY next. Many of them are well suited for other purposes, and they will be disposed of on reasonable terms.

Full information can be obtained from Mr. H. A. WHITNEY, Locomotive Superintendent, Moncton.

Offers for the Engines to be addressed to the undersigned.

C. J. BRYDGES, Gen. Supt. Gov. Railways.
Moncton, May 8, 1875. 5m

"Seven Seals" or Golden Wonder!
THE GREAT VEGETABLE PAIN DESTROYER!

In presenting this valuable remedy to the public, we would say that the almost un- limited and wholly unprecedented success it meets with, stamps it at once as the

Greatest Discovery of the Age! It is constantly effecting cures of the most important; the most incurable and inveterate, and the most faithless are compelled to believe in the power and virtue of this great

Remedy. It has been well tried in each case herein enumerated, with better results than has ever been attained by any other remedy; and we speak from facts when we say it is a

Remedy without a Rival.
It cures pain almost instantly, and this is the grand secret of its success in cases of the most excruciating and agonizing Pains, Cramps, Spasms, Aches, and in fact the most distressing agency of Rheumatism, Neuralgia, and all other pains, either inside or outside of the body, in man, woman or child; it cures with singular rapidity in all cases where external Embrocation or Liniment is required, or where there is Pain, Inflammation, or other simple ailments. The Seven Seals or Golden Wonder will remove all these

afflictions, and new security it offers to the cases, such as Small Pox, Yellow Fever, Asiatic Cholera, Typhoid Fever, and Fever and Ague, and in fact all the most fatal diseases; for it is the only remedial agent in existence which will not only cure, but absolutely prevent these diseases. Incredibly as it may seem, that one medicine should be adapted to the treatment of such a variety of complaints, it is nevertheless a fact that practice and experience have proven true what theory would lead us to deny; for in the Seven Seals or Golden Wonder we have a Counter-Irritant, a Disinfectant, a Diffusive Stimulant, an Anodyne, a Nervine, and a Tonic. Each of these properties

it performs with singular and marvellous rapidity in its independent duty; and each as a part and with the other; when the symptoms of the disease indicate the want of their united influence, the SEVEN SEALS instantly supplies this important requirement in hundreds of cases where this preparation has been used it has saved life, after science and skill have been completely baffled, and when abandoned, and the patient's life despaired of. It is safe and sure; does its work quickly and effectually; is the most valuable Remedy in use for all painful affections, and just the article needed in every family. Knowing the genuineness of it as such we send it forth, saying,

GO HEAL THE SUFFERING!
Price 50 cents and \$1.00 per bottle.

To be had at the Shop of Miss M. C. SALTER, NEWCASTLE.

THOS. MILLER & Co.,
Agents in North and York Counties,
May 11, 1875. 5w12

Friends and Lovers of Music!
THE united Choirs of St. James' Church, Newcastle, and St. Andrew's Church, Chatham, will give

A CONCERT
IN THE

Temperance Hall, Newcastle,
on the Evening of the 18th of MAY, at 8 o'clock.

Also, - A Concert
IN THE

Masonic Hall, Chatham,
on the Evening of the 21st MAY, at 8 o'clock.

Admission to each Concert, 25 Cents, Reserved Seats, 50 Cents.

PROCEEDS FOR CHURCH PURPOSES.
Messrs. Call & Miller have kindly consented to run the Steamer "New Era" on the Evening of each Concert, to accommodate the people of the different towns.

Tickets for both Concerts can be obtained in Newcastle, at the Stores of Messrs. Wm. Park, Jas. Park & Son, and Jas. W. Davidson; Douglass, Gilmore, Shank & Co., Chatham; - Tom, Wm. and head, J. & R. Sinclair, Nidderie & Wilson, and at the doors.

May 4th, 1875.

DR. BAXTER HAS REMOVED
-TO THE-

Residence of James Anderson, where he can be consulted as usual.

May 4, 1875. 63m

PUBLIC SCHOOLS, DISTRICT No. 7, NEWCASTLE.

THE Schools in this District will be open for Visitors on WEDNESDAY, the 20th inst. and on THURSDAY of each month thereafter.

High Schools and Advanced Departments between the hours of 2 and 4 p. m. And Parents, Guardians and all interested in the cause of Education are respectfully invited.

SAMT. THOMSON, Trustees.
JOHN LAWTON, District No. 7.
R. B. HADDOCK, Newcastle,
May 4, 1875. 4w6

Work done at home, male or female, \$25 per year for all work, payable in advance of \$500 by term money, at Toronto, 175 Greenfield.
December 16th, 1874. 16m

CHATHAM & NEWCASTLE.
April 29, 1875. 23

GOLD! GOLD! GOLD!

GRAND PRESENTATION SALE
FRENCH MEDICATED PASTILLES,

The New Substitute for Pills.

THE GREATEST DISCOVERY OF THIS GOLDEN AGE.

50,000 PRESENTS
-TO BE-
Given Away!

Every Purchaser gets a Premium!

NO BLANKS! NO BLANKS!

Premiums will be distributed to our patrons in a manner similar to that adopted by the Christian Union, Aldine and many other respectable newspapers of the United States and Provinces.

One half our Gross Receipts will Positively be Given Away.

DR. O. PRESTON SWEET, General Manager.

The Award of Premiums will be superintended and under the control of a committee of gentlemen, residents of St. John, well known for their upright and sagacity, and who will have exclusive charge of Books, Registers, &c., of the Company, containing entries numbered, classified and Registered. Debentures, Bonds, Coupons, &c., etc., that have been issued. Upon the 15th of September the outstanding Bonds should, if possible, present their Coupons for payment in person. Having briefly explained

All merchandise and other Property must be taken away soon as awarded, and we shall not hold ourselves responsible for it after delivery. Holders of Bonds should, if possible, present their Coupons for payment in person. Having briefly explained

HOW WE DO IT,
WE WILL PROCEED TO STATE WHY WE DO IT.

In the first place we know that we have a good article, and we also know that the public will be pleased with it when they try it. Secondly - by the plan we herewith submit, the public are put in possession of the article at once, and from 4 to 10 years saved to both customer and proprietor.

Thirdly - thousands of dollars that would be required in advertising the remedy saved, and vast quantities of stock being thus saved, the saved hands of energetic druggists in active use. Fourthly - quick returns will enable us to furnish a better article and more of it for the same price.

Knowing that it will form one of the necessities of life, and that it will aid in the purpose for which it is intended, we are satisfied that it will advertise itself wherever and whenever used.

GRAND SCHEDULE
-OF-
Golden Premiums.

CLASS A, -IN GOLD-

\$5,000, \$4,000, \$3,000, \$2,000, \$1,000, \$500, \$400, \$300, \$200, \$100, \$50, \$20, \$10, \$5, \$4, \$3, \$2, \$1, 50 Cents.

CLASS B.

1 Magnificent Piano, Haines' make, \$500 (new), do. (used), 400

1 Cabinet Organ (all new), 450

1 Horse, Carriage and Harness, can trot in 5, 1,000

Gold and Silver Watches, Rich Jewellery, 600

50 Dress Patterns, from the latest establishments in St. John;

20 Elegant Suits of Gentlemen's Wear, from the hands of first-class Tailors;

60 First Class Silk Hats, from the most famous makers of St. John;

60 pairs of Ladies' Choice Boots, and 60 pairs Gentlemen's Boots, from the leading dealers in the city;

Barrels of Flour, of Sugar, of Pork, of Crackers;

Pounds of Tea, of Coffee, of Tobacco, etc., etc., and thousands of articles we are unable to enumerate here.

It will appear evident to our patrons that general satisfaction will be given in the tribulation of our premiums, otherwise our remedy would hereafter meet with little or no favor. And, although it is said to be possible to suit everybody, yet our plans are so thoroughly matured that we feel justified in announcing it to be most interesting and satisfactory enterprise ever submitted to the public.

\$20,000 IN PREMIUMS
WILL BE DISTRIBUTED ON

SEPTEMBER 15, 1875,
AT THE ACADEMY OF MUSIC, SAINT JOHN, NEW BRUNSWICK.

On the Evening of Wednesday Sept. 15, a

Grand Concert
Or a Short Season of

ENGLISH OPERA
Will be performed, under the direction of

A WORD IN CONCLUSION. - The retail price of the French Medicated Pastilles is \$1 a box. Now, please observe we guarantee each purchaser a premium not less than fifty cents, and it may be Five Thousand Dollars. It will thus be seen that we give our patrons their money's worth, whether they draw a large or small prize.

You run no Risk Whatever!
and we are unable to meet our engagements by the enormous sale of our REMEDY.

Agencies will be established all the Drug Stores throughout the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia, P. E. Island, State of Maine, New Hampshire and Massachusetts. The sale will be limited to Fifty thousand Boxes. The Bonds are placed in the Boxes by persons who have no knowledge whatever of their value. The Book of Registered Numbers when completed, will be deposited with our factory. Not a box will be sold till the first day of May.

All applications must be made to your local Druggist. If no agency is established near you, forward your orders with inclosed check to St. John Druggists. Now is the time to get up clubs. Twenty boxes for Twenty Dollars, twenty-five boxes for Twenty Dollars, and so on, adding one box to the general public. Lose no time in availing yourself of this golden opportunity. A few more worthy Agents wanted to canvass country districts. Exclusive territory given. Just receive some capital. Price of French Medicated Pastilles is ONE DOLLAR A BOX. Agents must apply personally or by letter to

W. L. SPENCER, Super of Agencies, Medical Warehouse, Nelson Street, St. John, N. B.

Or to T. B. BARKER & SONS, 209 & 210, St. John's Great Street, St. John, N. B.

May 8, 1875. 2m6

CHATHAM & NEWCASTLE.
April 29, 1875. 23

GOLD! GOLD! GOLD!

GRAND PRESENTATION SALE
FRENCH MEDICATED PASTILLES,

The New Substitute for Pills.

THE GREATEST DISCOVERY OF THIS GOLDEN AGE.

50,000 PRESENTS
-TO BE-
Given Away!

Every Purchaser gets a Premium!

NO BLANKS! NO BLANKS!

Premiums will be distributed to our patrons in a manner similar to that adopted by the Christian Union, Aldine and many other respectable newspapers of the United States and Provinces.

One half our Gross Receipts will Positively be Given Away.

DR. O. PRESTON SWEET, General Manager.

The Award of Premiums will be superintended and under the control of a committee of gentlemen, residents of St. John, well known for their upright and sagacity, and who will have exclusive charge of Books, Registers, &c., of the Company, containing entries numbered, classified and Registered. Debentures, Bonds, Coupons, &c., etc., that have been issued. Upon the 15th of September the outstanding Bonds should, if possible, present their Coupons for payment in person. Having briefly explained

All merchandise and other Property must be taken away soon as awarded, and we shall not hold ourselves responsible for it after delivery. Holders of Bonds should, if possible, present their Coupons for payment in person. Having briefly explained

HOW WE DO IT,
WE WILL PROCEED TO STATE WHY WE DO IT.

In the first place we know that we have a good article, and we also know that the public will be pleased with it when they try it. Secondly - by the plan we herewith submit, the public are put in possession of the article at once, and from 4 to 10 years saved to both customer and proprietor.

Thirdly - thousands of dollars that would be required in advertising the remedy saved, and vast quantities of stock being thus saved, the saved hands of energetic druggists in active use. Fourthly - quick returns will enable us to furnish a better article and more of it for the same price.

Knowing that it will form one of the necessities of life, and that it will aid in the purpose for which it is intended, we are satisfied that it will advertise itself wherever and whenever used.

GRAND SCHEDULE
-OF-
Golden Premiums.

CLASS A, -IN GOLD-

\$5,000, \$4,000, \$3,000, \$2,000, \$1,000, \$500, \$400, \$300, \$200, \$100, \$50, \$20, \$10, \$5, \$4, \$3, \$2, \$1, 50 Cents.

CLASS B.

1 Magnificent Piano, Haines' make, \$500 (new), do. (used), 400

1 Cabinet Organ (all new), 450

1 Horse, Carriage and Harness, can trot in 5, 1,000

Gold and Silver Watches, Rich Jewellery, 600

50 Dress Patterns, from the latest establishments in St. John;

20 Elegant Suits of Gentlemen's Wear, from the hands of first-class Tailors;

60 First Class Silk Hats, from the most famous makers of St. John;

60 pairs of Ladies' Choice Boots, and 60 pairs Gentlemen's Boots, from the leading dealers in the city;

Barrels of Flour, of Sugar, of Pork, of Crackers;

Pounds of Tea, of Coffee, of Tobacco, etc., etc., and thousands of articles we are unable to enumerate here.

It will appear evident to our patrons that general satisfaction will be given in the tribulation of our premiums, otherwise our remedy would hereafter meet with little or no favor. And, although it is said to be possible to suit everybody, yet our plans are so thoroughly matured that we feel justified in announcing it to be most interesting and satisfactory enterprise ever submitted to the public.

\$20,000 IN PREMIUMS
WILL BE DISTRIBUTED ON

SEPTEMBER 15, 1875,
AT THE ACADEMY OF MUSIC, SAINT JOHN, NEW BRUNSWICK.

On the Evening of Wednesday Sept. 15, a

Grand Concert
Or a Short Season of

ENGLISH OPERA
Will be performed, under the direction of

A WORD IN CONCLUSION. - The retail price of the French Medicated Pastilles is \$1 a box. Now, please observe we guarantee each purchaser a premium not less than fifty cents, and it may be Five Thousand Dollars. It will thus be seen that we give our patrons their money's worth, whether they draw a large or small prize.

You run no Risk Whatever!
and we are unable to meet our engagements by the enormous sale of our REMEDY.

Agencies will be established all the Drug Stores throughout the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia, P. E. Island, State of Maine, New Hampshire and Massachusetts. The sale will be limited to Fifty thousand Boxes. The Bonds are placed in the Boxes by persons who have no knowledge whatever of their value. The Book of Registered Numbers when completed, will be deposited with our factory. Not a box will be sold till the first day of May.

All applications must be made to your local Druggist. If no agency is established near you, forward your orders with inclosed check to St. John Druggists. Now is the time to get up clubs. Twenty boxes for Twenty Dollars, twenty-five boxes for Twenty Dollars, and so on, adding one box to the general public. Lose no time in availing yourself of this golden opportunity. A few more worthy Agents wanted to canvass country districts. Exclusive territory given. Just receive some capital. Price of French Medicated Pastilles is ONE DOLLAR A BOX. Agents must apply personally or by letter to

W. L. SPENCER, Super of Agencies, Medical Warehouse, Nelson Street, St. John, N. B.

Or to T. B. BARKER & SONS, 209 & 210, St. John's Great Street, St. John, N. B.

May 8, 1875. 2m6

CHATHAM & NEWCASTLE.
April 29, 1875. 23

Customs Department,

Ottawa, April 24th, 1875.
AUTHORIZED discount on American Invoices until further notice, 13 per cent.
J. JOHNSTON,
Commissioner of Customs.

GENERAL GRANT.
The Handsome Active ENTIRE HORSE, "General Grant," from Nova Scotia, will travel in this County the coming Season. Sired by part "Columbus," Dame "Black Active" of good stock and splendid action, stand 17 1/2 hands high, weighs 1600 lbs. - Color - Black. Places of stopping, and routes of travel will be made known on his arrival. Service for the Season, \$300.

JAMES H. STEWART,
Newcastle, April 20, 1875. 21

Here at Last!
AND WILL BE SOLD LOW - TO CLEAR THEM OUT

NEW HATS! NEW CAPS!
-FOR-
APRIL AND MAY. THEY ARE THE VERY LATEST NEW YORK STYLES, SO IF YOU WANT A FASHIONABLE HAT, CALL AT THE "PEOPLE'S HOUSE."

ALSO, A COMPLETE STOCK OF DRY GOODS, CLOTHING, BOOTS, RUBBERS, GROCERIES, WINES, ETC.

"Cheap Cash Store."

JAMES BROWN,
Newcastle, 24th March, 1875. 30

