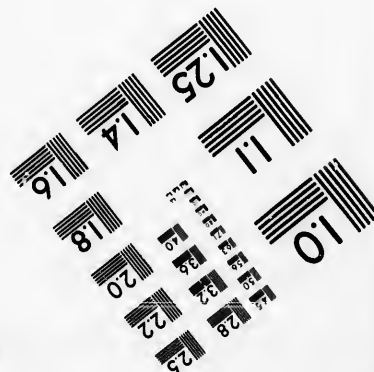
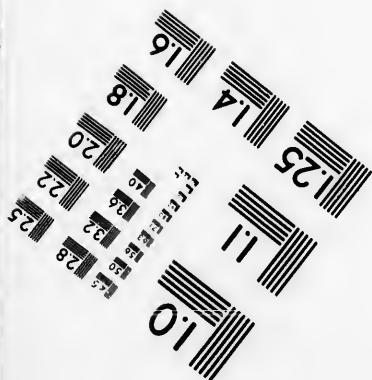
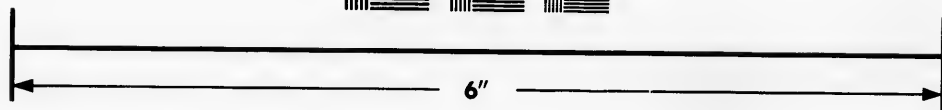
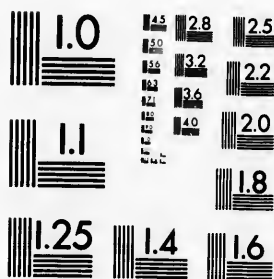


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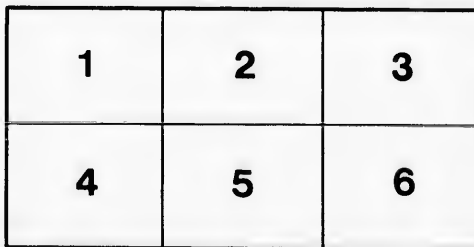
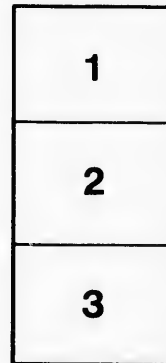
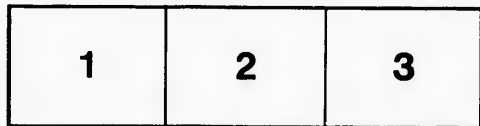
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IMPORTER OF

West of England Superfine Broad Cloths,

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FANCY COATINGS, VESTINGS,

PILOTS, BEAVERS,

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made up in the latest style and superior workmanship,
having first class cutters and mechanics.

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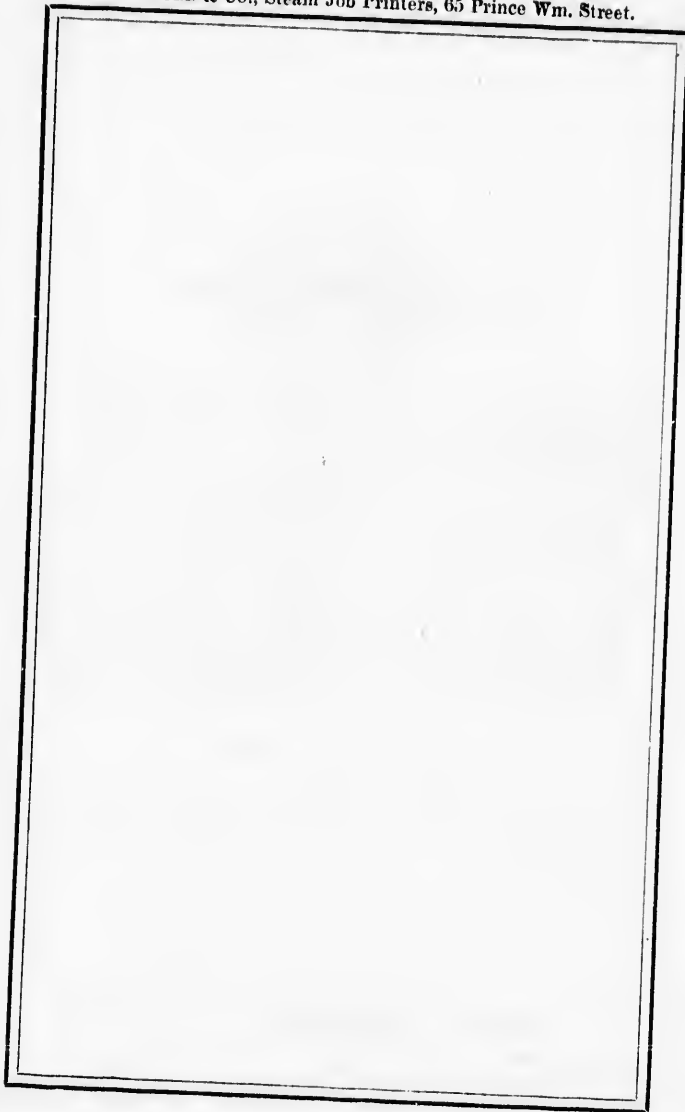
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newest styles and in great variety.

INDEX OF DESCRIPTION.

	PAGE		PAGE
The Routes.....	3-5	New Glasgow & Pleton.....	79
The Rail to St. John.....	5-15	Cape Breton.....	
City of St. John.....	15-29	Strait of Canso.....	80
Around St. John.....	29-35	Fort Hood.....	81
River St. John to Fredericton.....	35-39	Mabou.....	82
Fredericton.....	39-41	Baddeck.....	83
Woodstock.....	41-43	Sidney.....	84
Tobique & Legend.....	43	Louisburg.....	84
Grand Falls on St. John & Legend	45	Prince Edward Island.....	86
Rail from St. John to Siediac.....	47-53	Charlottetown.....	86
Story of the Great Brothers.....	47	Summerville.....	87
Painsee Junction.....	53	Telegraph and Ice Boat	87
Bathurst, Dalhousie, & Campbell-		The Bore.....	88
ton.....	53	Fishing.....	89
St. Andrews & St. Stephen.....	53	Shooting.....	93
Nova Scotia.....	57-79	Accident Insurance.....	94
Digby & Annapolis.....	57-61	Shopping.....	94
Rail from Annapolis to Halifax.....	61-66	An Revolver.....	97
Halifax—Fortress, &c.....	66-73	Rights of Travellers and Railroad	
Gold Diggings.....	73	Companies.....	107
Truro.....	75	Hackney Coach Fares.....	108
Coal Mines.....	77	Post Office Mail Arrangements.....	110

H. CHUBB & Co., Steam Job Printers, 65 Prince Wm. Street.



INDEX OF ADVERTISEMENTS.

Notman's Photograph—Top line, front cover, and page opp. index.
 Peiler—Music—Bottom line, " "
 Bennet—Dry Goods—Right line, " "
 Berryman—Hardware—Left line, " "
 Lawton—Saws, &c.—Inside cover.
 May—Tailoring—Gents' furnishing, opp. index and side lines 6—16.
 Lansdowne & Martin—Opposite Invocation.
 Hall—Books—Top line, back cover.
 Woodburn—Photographs—Left line, back cover.
 Lawlor—Sewing Machines—Bottom lines—Side line back cover.
 Smith—Drugs—Back Cover.

PAGE		PAGE
Smith—Drugs.....		Quebec & Gulf Ports—Steamship..... 41
Dr. Baxter's Chalybeate—Opposite... 7		P. E. I. Steam Navigation Co..... 43
Anderson & Keddy—Earth Closet..... 9		People's Line Steamers..... 45
Lawlor—Bottom line and left line back cover.		Rothsay Castle Steamers..... 47
Chubb—Printing..... 11		Boots & Shoes—R. Vaughan..... 49
Guthrie—Waverly House..... 13		The Daily Tribune..... 49
J. Chaloner—Drug Store..... 13		Wetmore—Insurance Brokerage..... 51
Geo. Stewart—Druggs, Medicines... 15		Royal Insurance Co..... 53
H. L. Spencer—Medicines..... 17		Fishing Tackle—Chubb..... 53
Steamers—Rothsay & City of St. John..... 19		Union Line Steamers..... 55
Bay View Hotel..... 21		Grand Lake do..... 55
North British Insurance..... 21		Empress do..... 55
Thos. Furlong—Wine Merchant..... 21		Printing House—Chubb..... 55
Barré's Hotel..... 25		Bilheru Rooms..... 91
Vassie & Co..... 25		Hendicare, Burpee..... 93
Telegraph & Journal..... 27		Time Tables:
Barker & Sons—Medicines..... 29		European N. A. R., West..... 99
Park Hotel & Livery..... 31		do. do. East..... 100
Royal Hotel..... 33		New Brunswick and Canada..... 103
Logan & Lindsay—Grocers..... 33		Nova Scotia..... 104
Photographs—Chimo..... 35		Windsor and Annapolis..... 405
Rothsay Hotel..... 35		E. & N. A. R. of Maine..... 106
International Steamship Co..... 37		Government Railways..... 102
J. Hogan—Dry Goods..... 39		A. & J. H. Bartsch..... 101
		The Wisdom of the King..... 109

SONNETS.

BY ENYLLA ALLYNE, ST. JOHN.

I

A stately castle in my dreams I planned,
Which, in a night, reality became :
The clouds were fretted by its turrets grand—
Its flashing windows put the sun to shame.
Its walls I hung with pictures quaint and rare,
Its floors with carpets from the East I laid;—
Here, curious books to quell the plaint of cure,
And mail-clad statues peering from the shade :
There fawns, surrounded, a cool fountain played,
That lulled the senses with the sounds it made,
And thou wert Queen of all the wide domain—
Thou of the laughing eyes and golden hair :
And Death was dead, and dead the goblin, Pain,—
Life, Love and Joy thy faithful vassals were.

II

Again I dreamed. The night was starless, cold—
Through devious ways with cautious feet I stopt :
I brenthed the odor of some charnel old,
The rain fell down;—I thought the heavens wept :
But on and on in weariness I crept :—
My hair grew gray with anguish, and how bled
My heart within thy grip, oh, fiend, Despair !
For to a tomb by Fate my feet were led,
And on its brazen door thy name I read—
Thou of the laughing eyes and golden hair !
Oh, God, that I had died, my darling, in thy stead,
For I am weary and of little worth !
Then, sweetest pillow for this aching head,
Had been thy bosom, oh my mother, Earth.

III

I dream no more of castle or of tomb,
And thou art sad no longer, billowy Sea ?
Upon the hills the May flowers bud and bloom,
And birds make vocal every hedge and tree.
—And I rejoice with Nature. Unto me
The throbbing pulse of youth doth Spring restore :
It is enough, oh heart of mine, to be,
And feel as I had thought to feel, no more.
The sunshine falls where shadows lately fell :
I hear the merry music of thy voice,
And oft, and oft I whisper, It is well,
And in the fullness of my heart rejoice
That thou my pilgrimage should'st longer share,
Thou of the laughing eyes and golden hair.

H. CHUBB & Co., Steam Job Printers, 65 Prince Wm. Street.

CAMEO PORTRAITS.

*The attention of
Tourists invited to large
collection of North-Ame-
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(Facing Market Square,)

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Cartes Imperiales.

**Oil Paintings,
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English and American

CRAMOS

in great variety.

Aquarelle Vignettes

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No. 1, Imperial Buildings,

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DRY GOODS.



Principal Departments :

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Umbrellas, Travelling Rugs, Travelling Bags, &c.

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Rouillon's (First Choice) Josephine (Seamless) Kid Gloves.

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Smyth & Co.'s Real Balbriggan HOSIERY.

Bonnet's Black Lyons SILKS.

*Real Point, Point Venise, Valenciennes, "Duchesse"
and Maltese LACES, always in Stock.*

INVOCATION.

LET the dwellers in Southern Cities, and Western Prairies when the sweltering heat, comes down from the burning sun flee to the North-east, where by the shores of Fundy, the bays of the St. Lawrence, or the waves of the Atlantic they may enjoy the pleasant Summer with the roving humming bird. The trout and salmon wait for the angler. Rare beauties of flood and field, of mountain and vale, invite the eye of the tourist: while unexampled bargains will make the shopper's heart sing for joy.

The Routes.

A steamer of the Boston and Yarmouth line will bring the traveller from Boston: will touch at Portland, and then steam off to Yarmouth—a most enterprising, mercantile and picturesque town. Here the tourist may stay and fish, drive, bathe or sail amid the green Islands. When satisfied with sport and leisure, he may proceed to St. John, where he will be sure to find numerous visitors who have come thither by other routes.

From Boston, in the beautiful day, and when the prognosticator predicts fair weather the tourist may, if not horrified with anticipations of sea-sickness, take passage in the International Steamboat of the day, at 8 o'clock, a.m.: or, if sleep or weariness make the earliness of departure irksome, let him run down to Portland by Rail, and take passage in aforesaid steamer at 6 o'clock, p. m., where he may meet a few Canadians who have come by the Grand Trunk. After tea a pleasant sleep in one of the comfortable state rooms will enable him to appreciate the rock-bound coast, and the fisher's occupation as the good vessel steams along by Eastport, Campobello, Grand Manan, the Wolves, and Lepreaux, till finally he sees the sea girt city of St. John, and gets located in one of its best Hotels, where we leave him for a little to dinner, rest and reflection, while we bring forward some other parties by another route.

H. CURRIE & Co., Steam Job Printers, 65 Prince Wm. Street.

LANSDOWNE & MARTIN,

(Successors to MAGEE BROS.,)

No. 1, Imperial Buildings,

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IMPORTERS OF

BRITISH AND FOREIGN

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Principal Departments:

SILKS. GLOVES. RIBBONS.
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Special Goods:

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Smyth & Co.'s Real Balbriggan HOSIERY.
Bonnet's Black Lyons SILKS.

*Real Point, Point Venise, Valenciennes, "Duchesse"
and Maltese LACES, always in Stock.*

The Train which leaves Bangor at 8 a. m., passes St. Croix about 1.35 p. m. Now you cross the boundary river and are in British soil. If you are inclined to piscatory amusements, you can stay a day or two, for this is a good fishing ground. Trout of such size as to give you trouble to weary them with play are plentiful, and togue, and pickerel are in abundance. You can run up the river several miles by a small steamboat, and get good fishing in the lake above. Having thinned the waters, you may next think of visiting St. Stephen, St. Andrews or Woodstock, but as you will naturally want to see the Commercial Capital first we shall proceed thither: noting the places of the way in which there is any interest.

The Rail to St. John.

Leaving St. Croix we come to McAdam Junction where the rails are met by those from St. Andrews and St. Stephen on the one hand and by those from Woodstock and Houlton on the other. This is a place very fertile in boulders, granitic in composition and nearly white in complexion. The dog lives here because his master has chosen it as his abode, also the cat, also probably the hen. Goats might subsist here if well cared for at the rate of one to the square mile. Fires have devastated the woods, and shrubs have not yet tried to grow much—thinking it hopeless. But men and women subsist here on food brought from afar. There are three dining places, where you can whet your teeth, and appease your hunger. By this time, having satisfied your appetite and lit your cigar, you are ready to obey the injunction—"ALL ABOARD," and the iron horse whisks you to

Magaguadavic,

which is euphoniously pronounced Macadavy, where is a lake with plenty of good trout, and a fine saw mill, but which is not famous for much else save that it might be held to rival the "Junction" in the matter of boulders, respecting which the witty man of the company explains that Noah threw out his ballast here, and a scholar on board says they are the

H. CHUBB & Co., Steam Job Printers, 65 Prince Wm. Street.

Dr. BAXTER'S
CHALYBEATE,
AN IRON TONIC,
FOR THE BLOOD.

—————○—————
An Effectual Remedy in all cases of

GENERAL DEBILITY,

LOSS OF APPETITE,

Palpitation of the Heart,

And Impoverished State of the System.

In Neuralgia & Nervous Headache.

In the General Weakness, Hysterical and other

AFFECTIONS OF FEMALES.

In the Debility of Weak SCROFULOUS CHILDREN.

Prepared by

JOHN BAXTER, M. D.,

St. John, N. B.

For Sale at the Druggists.

Price One Dollar. 

stones which Deucalion and Pyrrha cast in expectation of their becoming men and women, but they didn't, which another scholar denies saying that they are the stones which the giants hurled at the gods in the great battle sung by Hesiod and Ovid. The scientist suggests something about icebergs and glaciers. The passengers look blank at this war of wit and scholarship, and the iron horse snorts once more and is off. You soon arrive at

Harvey,

a habitable region, with a good settlement which you cannot see, being hid from your eye by a hill. The farmers here are comfortable and wealthy, and rejoice in Presbyterianism, being borderland Scotch or Scotto-Irish, a nationality which a friend from the "sod" says is the best—an improvement on that highly improved specimen of humanity—the Scotch. It is a pity the language is so barbarous, being good only in song, and then it is mellifluous as honey itself. If any deny this let him read Burns and listen to a Scotch lover sing "The Kyè Come Hame," or Rab's refrain when coming home from the plough on a wet day—

"Oh, I am wat, wat,
Oh, I am wat and weary;
But, yet I could rise and run
If I thocht I could meet my dearie."

Leaving Harvey we pull up at

Cork.

This place is a great grand child of the Irish city, famous in all books of comundrums, and is so called because of the bottle of whiskey which Paddy corked here.

It was thus:

Three sporting gentlemen came up here on a fishing excursion while the road was being built. They became thirsty and called on Paddy to give them a drink. "Faith, gentlemen," said Paddy, "there's only one bottle left, and

"The Favorite" EARTH CLOSET.

THESE Closets are adapted to Health, Cleanliness, Comfort and Economy. Their use has been highly recommended by leading PHYSICIANS in Europe and America. They are Invaluable to Invalids, and can be set in the bedroom, as no disagreeable odor can possibly arise from them.

No *Chemicals* are required. Coal Ashes can be used equally as well as earth.

They are well adapted for Hotels, Factories, Stores, Private Offices, Dwellings, Schools, Hospitals and all Public Institutions. Manufactured by

ANDERSON & KEDEY,

Prince William Street,

Nearly Opposite Hawker's Drug Store, Reed's Point.

N. B.—The Subscribers also attend to repairing and tuning of Piano-Fortes.

A. & K.

the cork wont come out and the corkscrew's lost." "Let me see it," said Smally. He had it and it would not come, do what he would with a fork. Then the others tried it. Paddy was ordered to break the neck off, but on doing so, smashed the bottle. This was what he wanted, having drunk all the whiskey and filled it with water. They had some notion of the trick and agreed to call the place "Cork."

We next stop our steed at

Tracy's Mills.

A name which the gang, rasping, and the circular whirring, and the pile of lumber, sufficiently explain. The water flows and the trout leaps, and a sportsman armed with rod and line leaves to try his fortune in the deception of the fly. Meantime we proceed and next arrive at

Fredericton Junction.

A smart business place, where travellers from the Capital have to stay some time, to take the western bound train. Hence it is a place of some entertainment, including whiskey and humour. Parties who step into the grocery store to buy candy or learn the time of day, get left sometimes here, for time is precious and it is not easy to catch a moving train. It is not pleasant to be compelled to tarry here for the night, as the beds are not of down. Time and taste, however, will improve the accommodations. After exchange of some cargo and luggage, and a good-bye to friends who are going to see the pleasant little political capital, we are once more on the way to our destination. We cross the

Oromocto Bridge,

and on through a fine level country of meadow lands—dotted with graceful elms—how beautiful with their bending arms and shadowing foliage. There are May flowers in their season, strawberries on the banks and raspberries in the brakes—in the fruiting time. The road is level, and the gait of

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STATIONERY

—AND—

FANCY GOODS

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SAINT JOHN, N. B.

—SPECIALITIES—

Blank Account Books, Commercial Stationery,

Whatman's and other Hand-made Papers,

Series of Cheap Jobbing Papers,

GENERAL STATIONERY & FANCY GOODS.

BOOK PRINTING, JOB PRINTING,

AND ALL KINDS OF

Ornamental Printing,

Neatly, Cheaply, and Rapidly executed.

the Iron Horse easy. You have not much further to admire, and it is well, as the pace is brisk, so you read your guide book or magazine or deal in prize candy packages, by which you are persuaded to get rich by the purveyor of literature and sweetmeats.

In a few minutes we shall be wheeled past

Blissville,

which has a pretty look and may be a happy home for its inhabitants. Meantime, we cannot wait to inspect the paradise which no doubt it is. Nor have we much to say of

Hoyt,

an uneuphonious name, but a good place for milling—as no doubt the proprietor finds it. We next stop at

Enniskillen,

where, it may be, reside some of the descendents of that historic band, the Enniskillen dragoons, which formed part of the heavy brigade and did wonders at Waterloo and Balaclava. But leaving the heroic soil, we skirt by

Gaspereaux,

with its lake, said to hold alewives and fine trout, which will well reward the sportsman, and passing

Clarendon,

of noble name, and yet without doubt, to be famous as the titled family from which it takes its appellation, we arrive at

Welsford.

Above rises in desolation Douglas Mountain—dividing the

J. S. MAY, 66 Prince Wm. Street, Importer of Gentlemen's Furnishing Goods. Special attention paid to that Department.

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The Waverley House,

78 KING STREET, ST. JOHN, N. B.

This House has been Patronized by H. R. H. THE PRINCE OF WALES, H. R. H. PRINCE ALFRED, H. R. H. PRINCE ARTHUR, by all the British American Governors, and by the English Nobility and Gentry, as well as by the most distinguished Americans, Provincial Gentry and others, whom business or pleasure may have brought to St. John,

WHO HAVE JOINED IN PRONOUNCING IT

The Favorite House of the Provinces.

The Proprietor, thankful for past favors, would respectfully intimate to the Travelling Public, that he will spare no pains or expense to render the House still further deserving their patronage.

Every attention paid to the comfort of Guests.

JOHN GUTHRIE, Proprietor.

VISITORS TO ST. JOHN

are respectfully invited to call at

Chaloner's Drug Store,

FOR

PERFUMES, SOAPS, BRUSHES,

Dyes, Patent Medicines, &c., &c.

 Prescriptions carefully prepared. 

J. CHALONER,

Oval Gilt Sign,

CORNER KING AND GERMAIN STREETS.

SAINT JOHN, N. B.

Valley of the Nerepis from that of Douglas from which we have just emerged. The low lands here are beautiful and cultured, while the hills still rejoice in their stately trees. The houses now become finer, and betoken affluence. These rich meadows have made their people rich. The stream has flowed through this gorge, mining the mountains, for myriads of years. The rich soils from the side have been washed into the vale, enriching it and cherishing the tall, graceful elms. As we sweep down we look up at Eagle Cliff—a dizzy height of crag, suitable for the throne of the monarch of birds. It will well repay the traveller, fond of scenery and sublimity, to leave the cars here, if he can persuade some one to drive him by the road which winds over the hill immediately beneath the cliff. When he comes to the Ox-bough, let him wait and drink with his eyes the intoxicating scene. We arrive now at the station called

Nerepis,

where a pretty bridge spans the river. On the opposite promontory once stood one of the first strong holds in New Brunswick.

Westfield

is the next halting place. A long wharf bridge lies across connecting with the promontory past which the Main River sweeps in solemn flow, bearing on its majestic bosom great rafts, wood craft and steamboats, from Fredericton, Washademoak, and Grand Lake. The prospect here on a fine summer's day is enchanting with the strange rainbow colours on the sails of the wood-boat. Passing on by

Grand Bay,

the traveller will feel the beauty of the scene, made up of wood and water and wonder how he could ever live where earth alone meets his eye.

The Train will next haul up at

H. CURRIE & Co., Steam Job Printers, 65 Prince Wm. Street.

24 King Street, St. John, N. B. **24**



GEO. STEWART, Jr.
Chemist and Druggist,

Dealer in

DRUGS, MEDICINES,

Patent Medicines,


Dye Woods and Dye Stuffs,

Surgical Instruments,

DENTAL GOODS, TOILET REQUISITES,

PERFUMERY, BRUSHES, &c., &c., &c.

Ships' Medicine Chests Filled and Refitted.

 Particular attention given to the Preparation of
Physicians' Prescriptions.

Lancaster,

where still the river glads the eye, before passing which, the country becomes broken and the railway cuttings deep.

Fairville

brings into view the Falls at the mouth of the St. John River and the Suspension Bridge spanning the deep gorge through which the waters rush away to the sea. As we shall visit this wonderful scene again we pay to it only a passing tribute of admiration, and on we sweep by the back of the Carleton Heights, and soon view the broad waters of the Bay of Fundy, which we skirt about a mile and at last arrive at the Ferry. Tumbling out of the Cars, we rush for the boat, and all being on board, we steam about the turbulent eddies and currents of the Harbour, to the busy City of St. John. At the eastern floats, a forest of whips disturb the traveller who, to avoid being pulled asunder by rival jaries, selects one to be his guide, and is whirled away to some of its comfortable Hotels.

As we are now in the most notable city in the Maritime Provinces, Halifax excepted, we shall take a view ere proceeding farther, of

Saint John.

called so by Champlain, who discovered the river on 14th January, 1604, being St. Johns day. The first European who made a permanent residence here was Latour. In 1635 he erected a palisadoed fort opposite Navy Island, where he traded with the Indians in furs. Having offended the French King, he was displaced by D'Aulnay. The two chiefs engaged in rival warfare with varying fortune. Latour being absent, Madam Latour defended the fort against D'Aulnay, long and heroically, but at last was forced to capitulate. D'Aulnay was so dishonourable as to violate the terms of the treaty, and caused Madam Latour, with rope round her neck, to witness the execution of the captive garrison. Though her life was spared, she soon died of a broken heart. D'Aulnay

J. S. MAY 66 Prince Wm. Street, Importer of Gentlemen's Furnishing Goods. Special attention paid to that Department.

street.

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H. CURRB & Co., Steam Job Printers, 65 Prince Wm. Street.

A CERTAIN CURE FOR PAIN.—PRICE 25 CENTS.

KING'S MAGNETIC FLUID!

APPLIED EXTERNALLY

— C U R E S —

Neuralgia in Fifteen Minutes.

Nervous Headache in Five Minutes.

Cramps in Five Minutes.

Rheumatic Pains in ten Minutes.

Earache in Ten Minutes.

Toothache in Ten Minutes.

It Relieves the Pain in cases of Scalds, Burns, Bruises and Wounds in Ten Minutes.

TAKEN INTERNALLY

According to Directions on the Bottle.

It Cures Dysentery, Diarrhoea, Colic, Sick-Headache, Sickness at the Stomach, Chills, Sore Throat, Influenza, Sour Stomach and Heartburn,

In LESS TIME than any other Remedy.

It should be kept in Every House.

H. L. SPENCER,

Medical Warehouse, 20 Nelson Street, St. John, N. B.

HALL'S Vegetable Sicilian Hair Renewer.

PERSONS WHO ARE GRAY

Can have their Hair restored to its natural color, and if it has fallen out, create a new growth by its use.

It is the best HAIR DRESSING in the world, making lifeless, stiff, brushy hair, healthy, soft and glossy.

Price \$1.00. For Sale by all Druggists.

R. P. HALL & CO., Nashua, N. H., Proprietors.

H. L. SPENCER,

MEDICAL WAREHOUSE,
20 Nelson Street, St. John, N. B.,
General Agent for Maritime Provinces.

also soon departed this life, and Latour returning, solaced his sorrows, and became forgetful of the memory of his beautiful wife by taking the widow of D'Aulnay in her place—a politic but hardly heroic marriage. Oliver Cromwell sent out a fleet which disturbed the peace of Latour and once more deprived him of his possessions. In 1667, Acadia was ceded to France by the treaty of Breda. In 1749, a city (?) was founded near the mouth of the Nerepis River—but we have failed to discover its remains. The French were again driven out by the English and a garrison established in St. John. The first English settlers came to New Brunswick, 1764, and in 1783 the Royalists arrived and founded the City of St. John.

The City

of Saint John is built on a rocky peninsula formed by the River, and Courtney Bay. At one time it was, no doubt, an Island, but is now joined to the mainland by the filling up of a former channel, where the Railway station and track are now situated. The river, probably, partly at least, flowed from the Kennebecasis down the Marsh, to the North-east of the city and down Courtney Bay. At that time the main water poured over the limestone rock, now rent away, where the Suspension Bridge spans the chasm. The whole valley of St. John as far as Grand Falls, 200 miles away, was one great Lake before this obstruction was removed. The town of Portland lies immediately across the valley which forms the Eastern boundary of the City proper, and promises soon to rival it in population and wealth. Beyond Courtney Bay, when a bridge, long talked of has been constructed, another town will rise: while Carleton, on the Western side of the harbour, being part of the city proper though divided from it by the wide flowing waters, grows up into importance. The population of the City, including Carleton, was, according to census of 1871, 29,000, that of Portland, 11,500, and that of the Parish of Simonds, including the District to the North of Courtney Bay, 3600. To the travellers eye, the sites of all these are picturesque. The City of St. John rises from the harbour, attains an eminence of some 100 feet, and then gradually slopes towards Courtney Bay and the valley of the

J. S. MAY, Custom Tailoring Establishment, 66 Prince Wm. Street. A Large Assortment of Fashionable Goods, Latest Styles.

H. CURTIS & Co., Steam Job Printers, 65 Prince Wm. Street.

Express Line.  St. John River.

Steamer ROTHESAY for Fredericton.

FARE, \$1.50!

CONNECTING at Fredericton with the Steamers of the People's Line, for Woodstock, Tobique and Grand Falls.


Steamer ROTHESAY will leave Indiantown for Fredericton every TUESDAY, THURSDAY and SATURDAY Morning at 9 o'clock. Returning, will leave Fredericton every MONDAY, WEDNESDAY and FRIDAY Morning, at the same hour, until further notice.

Through Tickets to Portland and Boston for sale on board the Steamer, at a reduced rate.

FREIGHT received at Warehouse Indiantown, by a careful Agent, who is always in attendance.

ENOCH LUNT, 41 Dock Street.

Steamer "City of Saint John."

 THROUGH connection to Woodstock, Houlton and Canterbury, via St. Stephen, with the N. B. and Canada Railway, twice each week. Through Bills Lading to Woodstock, Houlton and Canterbury, signed at the Warehouse of the Steamer at Reed's Point.

Until further notice, the Fine and Fast Sea-going Steamer

"CITY OF SAINT JOHN,"

will leave her Wharf at Reed's Point every WEDNESDAY and SATURDAY Morning at 8 o'clock, for St. Stephen, calling at St. George and St. Andrews, and connecting with the N. B. and Canada Railway to Woodstock, Houlton and Canterbury, making a Through and Reliable connection. Returning from St. Stephen every MONDAY and THURSDAY Morning, calling at St. Andrews and St. George. On every SATURDAY and MONDAY the steamer will call at L'Etang.

The above Steamer connects every trip with the Steamer "CONITUATE" for St. George.

PARRSBORO', WINDSOR and HALIFAX.—The above Steamer will leave her wharf at Reed's Point every Thursday evening, at high water, for Parrsboro' and Windsor.

FREIGHT (which must be plainly marked) received at the Steamer's Warehouse, at Reed's Point, up to 6 o'clock, P. M., by the Agent who is always in attendance.

ENOCH LUNT, 41 Dock Street.

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Irish Poplins, . . Manchester, Robertson & Allison, . . St. John.

Railway. Carleton, on the other hand, rises up the sides of the hill to the old martello tower, while Portland heights are dotted with cottages beneath the cliffs, among the cedars and spruce, and crowned with castellated residences of wealthy merchants.

The Streets

are, in the chief part of the City and Carleton, laid out at right angles, and are spacious. On the eastern side and Portland, they are less regular. Immense sums of money have been expended in cutting down of rocks, drainage and water supply. The soil is so shallow and barren that the effort to grow shade trees, when tried, has been very partially successful. Dirt often disfigures the lower lying districts, but in the higher parts they are dry and clean. The light at night is good and the sewerage is excellent. On

Prince Wm. and King Sts. and Market Square.

are the chief shopping marts, though handsome stores are beginning to shew themselves in various localities radiating from these.

The Wharves, Water Street, &c.

may be visited by those who want to understand the trading powers of the merchants, or understand the nature and extent of the commerce of the City.

The Hotels

are of different characters and classes.

The Victoria

"observed of all observers," on Germain Street, is of ample dimensions, with all modern appliances, and furnishes superb accommodations. The reception hall, dining room, parlours, drawing rooms, suites, bedrooms, elevator, billiard, smoking

J. S. MAY, 65 Prince Wm. Street, Importer of Gentlemen's Furnishing Goods. Special attention paid to that Department.

H. CHUBB & Co., Steam Job Printers, 65 Prince Wm. Street.

Bay View Hotel,

PRINCE WILLIAM STREET,

SAINT JOHN, N. B.

Wm. Wilson, - - PROPRIETOR.

This House is situated within One Minutes' walk of the Steamboat Landings.

North British & Mercantile **INSURANCE COMPANY,** OF EDINBURGH & LONDON.

Established in 1809.

PRESIDENT:

HIS GRACE THE DUKE OF ROXBURGH, K. T.;

VICE PRESIDENTS:

HIS GRACE THE DUKE OF SUTHERLAND, K. G.;

HIS GRACE THE DUKE OF ABERCORN, K. G.;

SIR JOHN M. LAWRENCE, BART., G. C. B. & K. S.

Capital, - \$2,000,000 Sterling.

Total Accumulated Funds, (31st Dec. 1870),..... £3,286,169.78
Total Revenue for 1870,..... 909,321.60

FIRE DEPARTMENT.

This Company insures against loss or damage by Fire—Dwellings, Household Furniture, Farm Property, Stores, Merchandize, Vessels on Stocks or in Harbor, and other Insurable Property, on the most favorable terms. Claims settled promptly without reference to Head Office.

LIFE DEPARTMENT.

Ninety per cent. of the Profits are allocated to those insured on the Participating Scale.

For rates and other Information apply at the office of the Company, on the corner of Princess and Canterbury Streets.

HENRY JACK, General Agent.

and commercial rooms, bedrooms, barber's shop, bar, laundry, are all of the best kind. The cuisine is excellent and the management very satisfactory. Those who visited this hotel last season, pronounce it to be, though smaller, *inferior to none in the United States* in its appointments. The hotel belongs to a company of St. John merchants, and it is satisfactory to know has been a commercial success.

The Waverly,

whose proprietor is Mr. Guthrie, is situated near the top of King Street, East. Older, and less pretentious, with fewer of the "improvements," such as elevator and barber shop—it yet presents for the traveller, an excellent table and soft bed, and a kind host, who is a general favourite with the travelling public.

The Park Hotel, King's Square,

recently thoroughly renovated, will receive and well entreat the weary traveller. Mr. Fairweather is an excellent host—well spoken of by those who know him best. This is the latest built of the St. John hotels, with the exception of the Victoria and Crawford's, and though not ranking with the mammoths of the age, is yet "a triton among the minnows"—a very excellent and highly satisfactory house.

The Royal (Stubbs) Hotel, Prince Wm.-st.

is now refurnished and running in good style. While by no means a model of architecture, it will gratify the taste of the epicure. Mr. Watts, who runs it, has experience and tact, and will attend to the comfort of the traveller in an agreeable way—such as will charm his patrons.

The Bangor House, King's Square,

Newly built, clean, comfortable and roomy, is one which can be highly commended. The host of this Hotel is a man

J. S. MAY, Custom Tailoring Establishment, 66 Prince Wm. Street. A Large Assortment of Fashionable Goods, Latest Styles.

H. CHURCH & Co., Steam Job Printers, 65 Prince Wm. Street.

Established 1854.

Established 1854.

THOMAS FURLONG,

Wine Merchant,

CHAMPAGNES

personally selected from the Cellars of Six of the most celebrated growers in France.

Extra Dry, Extra Sweet,
at prices varying from
\$11.00 to \$21.00

FRENCH WINES.

Bordeaux Conti,
Chambertin,
Sauterne,
Monsault,
Chablis,
Montrachet,
Beaune,
Nuits.

CLARETS.

1st, 2nd & 3rd Growths.

CHATEAU YQUEM,
from \$6 to \$10 per dozen.



SHERRIES & PORTS.

The largest and best selected Stock in the Dominion,
at Prices ranging from
\$6 to \$30 per doz.

COGNAC BRANDY

from Hennessy and other Leading Houses, of the Vintages 1858, 1865 and younger Brandy.

GERMAN WINES.

Moselle, Sparkling & still.
Hock " "
Niersteiner,
Hockheimer,
Schwarzberg,
Rudesheimer,
Oestrich,
Johannesberg,
Wimmengiu,
Erbach, &c., &c.

EAST INDIA MADEIRA.

WEST INDIA MADEIRA.

DIRECT MADEIRA.

From \$12.00 to \$20.00 per Dozen.

MARISCHINO.

CURACAO, White and Orange,

CREME DE NOYAU,

CREME DE ORANGE,

CHERRY BRANDY, &c., &c.

NEW WAREHOUSE:

COR. OF PRINCESS & WATER STREETS,

— AND —

CHUBB'S BUILDING.

Branch Store: Corner Charlotte Street & Country Market.

SAINT JOHN, N. B.

who knows how to keep it to the satisfaction of his patrons, who will return after having experienced the kindness of the proprietor.

Barnes Hotel.

Barnes is a genial landlord and keeps an excellent house, situated on Prince William Street, near the Banks, Post Office, and Ferry. The traveller will be by him well entertained.

Bay View House

has one of the finest prospects to be found. It is near the steamboat landing, and cannot fail to attract the attention of the way-farer, for whose accommodation the proprietor will do all that lies in his power.

The Churches

of St. John are not things of beauty. The tourist will find the Cathedral with its Bishop's Palace and Schools, most worthy of note. Trinity, on Germain Street, though wooden, is imposing. Baptist Church, Germain Street, has a remarkable tower, one of the turrets being much taller than its brothers—regarding which a hodman affirms the symbolic rightness of the seeming irregularity "since sure your honour, all the apostles weren't equal—wan was bigger than the rest." Calvin and Stone Churches, confront at top of Germain Street. The Kirk nestles under the gigantic Victoria dwarfed to a toy box. The Centenary dome draws the attention on Princess Street. St. John (Pres.) guards the old grave yard. St. David's and Covenanting Churches are on Sydney Street. The wanderer in Leinster Street will see a pretty Baptist Church. On Main Street, a fine wooden Episcopal Church is seen. At Railway, Presbyterian Church in brick looks grim across at the new Valley Church, in pretty wood ornament—and Zion Church stands central amid the rocks. Portland Church and Chapel are the only religious structures of note in that section. In Carleton, the Presbyterians, Episcopalians and Catholics have a Church, each "beautiful

W. H. PATERSON, Importer, Wholesale and Retail Dealer in Clocks, Watches, Jewelry and Fancy Goods, 78 King Street, St. John, N. B.

Street.

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REETS,

Market.

H. CHUBB & Co., Steam Job Printers, 65 Prince Wm. Street.

BARNES HOTEL,

108 and 110 Prince William Street,

SAINT JOHN, N. B.,

WITHIN ONE MINUTES' WALK OF FERRY LANDING

A. B. BARNES,

PROPRIETOR.

JOHN VASSIE & CO.,

Wholesale Importer of

British and Foreign Goods,

No. 2, CANTERBURY STREET,

SAINT JOHN, N. B.

N. B.--New Goods received Weekly from Europe,
affording Merchants great facilities for Sorting up
their Stocks.

for situation" and fine prospects. The Ecclesiastical edifices in lower part of Carleton are not particularly elegant.

The School Houses

are to be built and will, no doubt, come up to the requirements of the age, when they greet the eye—in brick and stone. The less said about those in existence, at present, the better. Good teaching goes forward, however, in very unpretending buildings. The Catholics have the best structures. We pass to view

The Banks.

New Brunswick—getting an addition. The Montreal, located in rather mean looking brick premises at foot of Princess Street. The Savings Bank, a handsome stone building at Corner of Princess and Canterbury Streets. The British North America on North end of Prince William Street, a rather fine looking structure. Another talked of is to be called the Bank of the Maritime Provinces, but it has not yet "a local habitation."

Hospitals.

The Lunatic Asylum, on Carleton heights, the General Hospital on the rocky hill in rear of the City, and the Marine Hospital, may all be visited by the benevolent.

Amusements

are furnished in the Mechanics' Institute, by lectures, ethiopian serenaders, and dramatists, also, in the Theatre, south side King's Square, but the chief attraction here is the

Academy of Music,

where the opera, concert and drama are said to be alike at home. It is a very handsome building and evidences the

H. CHURCH & Co., Steam Job Printers, 65 Prince Wm. Street.

The Daily Telegraph & Journal.

The DAILY TELEGRAPH and Journal is published at \$5.00 a year in advance, or \$6.00 if not paid in advance. The WEEKLY TELEGRAPH is published at \$1.00 a year.

The Telegraph & Journal

has been most intimately identified with the development of the

COMMERCE,

MANUFACTURES,

PUBLIC WORKS, &

GENERAL INDUSTRIES

of New Brunswick, in which it confessedly takes rank as

The Leading Journal


of the Province. In its Daily and Weekly issues it is by far

**The Most Widely Circulated Journal in the
Maritime Provinces.**

Its enterprise and circulation combined have made it the

Favorite Advertising Medium

among business men of all classes.

 Rates of Advertising moderate. For particulars apply to

WILLIAM ELDER,
Editor and Proprietor.

growing taste of our city. Small & Hatheway's Concert Hall, on Dock Street, has also its minstrel troupes and serenaders.

The Rink,

a fine building, where, in winter, the youths and maidens of St. John disport, and where, no doubt, the circular motion turns the hearts of many to love and matrimony.

The Custom House,

On Prince William Street, is a fine granite building, owned by the Dominion Government.

The Civic Offices

are in the granite building, corner of Princess and Prince William Street, and

The Court House

fronts on the East side of King's Square, with the Record Offices and Jail in the rear on King Street.

The Wiggins' Male Orphan Asylum

fronts on St. James' Street. It is almost the only building beside the Music Hall which displays superior taste in the city. The effect is very pleasing. "The Home," "Home for aged ladies," "Industrial School," &c., are not noteworthy as works of art.

The Scenery

around the City will repay the survey. Nature is, as yet, not much beholden to art—but nature here in the summer-time is beautiful to behold.

No finer sites for cottages or castles are to be found than those near the city, and if the tourist intend to become a

H. CURRIE & Co., Steam Job Printers, 65 Prince Wm. Street.

T. B. BARKER & SONS,



Owing to their constantly increasing Business, have extended their

Wholesale Warerooms,

to include the whole of the Brick Building,

Nos. 33 and 35, KING STREET,

So that their Establishment, as regards both Stock and Facilities for doing Business, is now the largest and most complete of the kind in the Lower Provinces.

IN ADDITION TO OUR COMPLETE STOCK OF

Drugs, Medicines, Chemicals,

Surgical and Dental Instruments,

Paints, Oils, Varnishes, Glass, Dye Stuffs,

Soaps, Perfumes, Combs, Brushes, Druggists' Sundries,

STATIONERY, TWINES, SHOE THREAD, PIPES, CANES, PURSES,

GARDEN AND FIELD SEEDS,

We keep a supply of all the leading

STAPLE AND FANCY ARTICLES

Required by General Dealers in the Country.

And we respectfully solicit buyers to call and get one of our **Trade Catalogues** and examine our Stock, which we are selling.

WHOLESALE AND RETAIL.

At the lowest market rates, and on the most favourable terms.

T. B. BARKER & SONS.

permanent resident, he had better invest soon as real estate is rising in the vicinity.

King's Square

forms a healthful breathing ground, but it is not of late well kept. It is a favourite resort of nurses, babies and dogs, which deport here in a promiscuous manner. The city fathers and mothers repose beneath the bending willows in the adjacent Old Burying ground—peace to their ashes. Having wandered among the tombs for a while to escape from solemn thoughts the tourist may visit

Queen's Square.

another lung of the city more aristocratic in its surroundings, and not as yet engirdled by shops. From the northern side, may be had a fine view of the Bay, and the stately ships as they go out and in, of the distant shores of Nova Scotia, beyond the waters, and of Partridge Island lying as a faithful guardian of the port against the savage attacks of the wild waves. Below are the

Barracks.

where now dwells a solitary soldier—the remnant of British armies now withdrawn.

Crow's Nest.

There is a pretty walk or drive to Crow's nest, a small cottage which some relative of Jim Crow built, and up by the grounds of Reed's Castle, which the genial proprietor will be happy to shew to any stranger, and from which is one of the most magnificent prospects. Hill, dale, land and water, diversify the same. Then, not far distant, is Lily Lake—a favourite resort of skaters in the winter and of romancests and lovers in the summer. The grounds round this beautiful sheet of water are well fitted and may be yet set apart for a peoples park.

H. CHUBB & Co., Steam Job Printers, 65 Prince Wm. Street.

The Park Hotel

*is now opened for the reception of Guests,
having been*

Thoroughly Renovated

*in every Department, supplied with all modern
Improvements, and Refurnished*

In a Superior Style.


*The Proprietor, in tendering thanks to his
former Customers, hopes for a renewal of the
patronage heretofore received, and will continue
to cater to the wants of all who may be pleased
to stay at the Park Hotel.*

H. FAIRWEATHER.

LIVERY STABLES,

Union  Street.

Horses and Carriages To-Let; Horses Boarded; Horses
Bought and Sold.

 Orders received at the Park Hotel and at the
Stable Office.

H. FAIRWEATHER, Proprietor.

The Fog.

The fogs from the Bay come in with the Sou-westers, when the weather has been warm, cooling off the superabundant heats. Then shawls and great coats are in requisition. Those who wish to escape when they begin to sweep in, had better take a trip to Rothesay, or up the River, where a pure warm atmosphere awaits the fugitive. It is so pleasant to have a choice of temperatures! What would the dweller in Southern or Western climes not give for such an agreeable variness and so easy, a transaction. Choose which you will you can be accommodated—ten miles will give you 80 or 60 degrees temperature at pleasure.

The Drives.

which are most popular, are via Marsh Bridge and Red Head. Beyond Red Head, if the traveller continue his course, he will pass through a region beautiful with desolation, and at last arrive at a very picturesque creek, mill, bridge, dam and waterfall. This is Mispick. Here, if inclined, he can try his piscatory fortune with rod and line, or at right time of tide, charter a boat, and about a mile out find cod, haddock, or it may be dog-fish. At some other time he may drive out alongside the railway, taking on his route

The Cemetery,

as pretty a city of the dead, naturally, as Mount Auburn, only not quite so large or so rich in marbles. Passing solemnly through the great gate you are within a short distance of the

Racing Grounds.

where you can try the speed of the hack which bears you, but as you are going to drive to either Loch Lomond or Rothesay, you had better not. If you want to fish you can drive to Loch Lomond Lake, passing some pretty lakes on

W. H. PATERSON, Importer, Wholesale and Retail Dealer in Clocks, Watches, Jewelry and Fancy Goods, 78 King Street, St. John, N. B.

H. CHEBB & Co., Steam Job Printers, 65 Prince Wm. Street.

ROYAL HOTEL,

(Formerly Stubbs')

146 Prince William Street,

Opposite Custom House,

SAINT JOHN, N. B.



CHARLES WATTS, Manager.

T. F. RAYMOND, Proprietor.

LOGAN & LINDSAY, Wholesale Grocers,

Importers of

TEAS, COFFEES, SUGARS,

Molasses, Tobacco, Cigars, Spices,

Dried Fruits, Canned Fruits, &c.,

62 KING STREET, - SAINT JOHN, N. B.



Agents for St. John Brush Factory.

the way, where you can angle. A gun may enable you to bring down a duck or other unwary bird. On another occasion, you may drive round by the

Suspension Bridge.

over which you will "please walk your horse." Here you will see how the waters are whirling and drawing down into their depths the logs below the bridge and above it. The water of a thousand streams and a hundred lakes frets and plunges over these ledges. But wait a few hours, and the tides of Fundy have gained the level of the channel of the river, and now a fleet of schooners follow each other up and another will go down. When the tide retires, great timber rafts will pass down, hardly prevented from being wrecked on those projecting rocks; see here, one that is a little too late—when the whirlpools begin to be strong—and it is seized by them and whirled round and round, but at last it gets beyond the charmed influence and floats away to its destination below. A few hours later, and you see that the fall is reversed, and the waters of the sea rush away over the ledge to mingle with the river and push it back from its junction with the sea. This is a scene "beautiful exceedingly" and full of incident. There are salmon traps too below: for up here do thousands of this king fish of the table rush away to their native beds, it may be one or two hundred miles above. Now, crossing the bridge, you cannot do better than visit the

Lunatic Asylum,

from which you have a splendid prospect of the harbour, falls, City and Portland. The view might charm away the influence of the moon from the patients, some of whom are employed about the grounds weeding, raking, and digging. Dr. Waddell will be glad to see you and shew you over his establishment with true courtesy. A drive of a few miles further along the Mahogany Road will not be amiss, as the way is excellent, and the view of the Bay of Fundy, with its islands and white sails and fishing boats, is superb. Re-

H. CURRB & Co., Steam Job Printers, 65 Prince Wm. Street.

PHOTOGRAPHS!--Where to get them!

The Public wish to get what is good and most reasonable in Price.

AT THE

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the *Best Photographs* are supplied at **\$1.00** per Doz.: EXCELLENT
RETROUCHED PHOTOGRAPHS at **\$2.00** per Doz. Inspection will
convince. The finest and largest Instruments used in this Gallery,
and no expense spared to attain perfection.

CLIMO, Operator & Proprietor.

BANGOR HOUSE,

Pleasantly Situated on North Side King's Square,

ST. JOHN, N. B.

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The Rothesay Hotel.

Having been thoroughly repaired and refitted, is now open for the
accommodation of

TRANSIENT & PERMANENT BOARDERS,
under a new and superior management.

It is beautifully located, in one of the finest and most healthy parts
of the City, being on the

Cor. of King and Charlotte Streets,

directly opposite and commanding a full view of King's Square
It is the centre of business, and only a few minutes walk to
all the Railroad Stations and Steamers in the City.

The House has received all the Modern Improvements, will be
elegantly furnished, and no labor or cost will be spared on the part
of the Proprietor, to make it one of the very best HOTELS in the
City.

J. HINCH, Proprietor.

turning across the Suspension Bridge you find that the water now flows and falls in a directly contrary direction from what it did when you passed it before, the explanation being that the river level lies about half way between high and low water in the bay. Returning to the City you wait to treat some fair lady, sister, wife or friend, to something new in the way of *Gloves, Silks, or Bijouterie.*

The next thing to see is the River, called by Dr. Bacon, "the Rhine of the border land."

"Go call a coach and let a coach be called," or step into the street-car, which will take you to Indiantown. There ensconced on board the steamer with operaglass at the eye, you may sweep your vision round the falls, and upward towards the high bluffs, through which the river flows. Two or three miles up you encounter the Boar's Head—mark well his eyes and nose. A little farther and to your right the passage to the Kennebecasis opens, while to the left South Bay shows you its booms and wharves. The Nerepis Point will be of interest as the place where one of the first forts was built. Keep down your admiration, for as yet you have seen but little. When you come to Grand Bay you may get up your stock phrases, relative to scenery. "Beautiful, very fine, charming," and they are really *apropos.* Every mile has its changes and its charms. We now get into Long Reach—a stretch of twenty miles, and sometimes very broad, not without many picturesque scenes on the shelving hills. Some fine farms occupy the slopes. Oak Point swelling out into the river, with its church, will be of interest. Here or at the wharf above, passengers may wish to land. We are now twenty-five miles from St. John, and near the head of the Reach, when the meadows begin to stretch away to the far distant hills. During the "freshet" these green smiling meadows were all covered with water, whose sediment has made them rich as the valley of the Nile. Rarely if ever has the tourists seen such wealth of grass, or more contented kine or finer farm-houses. The men are stalwart, and the women fair. They have had a rather exciting times during the freshet lest the water should rise beyond all usual levels, and sweep their barns down the stream. But we must on with

W. W. JORDAN, 53 King Street, Importer of Irish Poplins, Silks, Velvets, Shawls, English and Foreign Dress Goods.

ARRANGEMENT FOR 1872.

International Steamship Co.

T. C. HERSEY, President and Manager, H. J. LIBBY, Treasurer.
Capt. J. B. COYLE, Chief Engineer, Portland, Maine.

LINE OF STEAMERS BETWEEN

Boston, Portland, Eastport and St. John, N. B.

With Connections to Halifax, N. S., Charlottetown, P. E. I., &c.

The Favorite and Superior Sea-going Steamers of this Line

NEW ENGLAND,.....	1,130 tons,.....	Capt. E. FIELD,
NEW YORK,.....	1,100 tons,.....	Capt. E. E. WINCHESTER,
NEW BRUNSWICK,.....	1,000 tons,.....	Capt. S. H. PYKE.

Leave the End of Commercial Wharf, Boston, at 8 A. M., and Railroad Wharf, Portland, at 6 P. M., for Eastport and St. John, N. B., as follows:

In April, May and June, one of these Steamers will leave every MONDAY and THURSDAY. In July, August and September, every MONDAY and WEDNESDAY and FRIDAY. In October and November, every MONDAY and THURSDAY, and in December every MONDAY. Passengers by the 7½ A. M. and 12 M. trains of Boston and Maine and Eastern Railroads from Boston, can take the Steamer at Portland at 6 P. M.

eg In January, February and March, one of these Steamers leaves PORTLAND for EASTPORT and ST. JOHN every MONDAY, P. M., connecting with morning Trains from Boston.

Returning—A Steamer will leave ST. JOHN at 8 A. M. and Eastport at 1 P. M. for Portland and Boston, and on the same days as from Boston and Portland, except when making one trip per week, when the day for leaving the Eastern end of the route will be THURSDAY.

Usual running time between Boston and Portland, eight to nine hours; Portland and Eastport, fifteen to seventeen hours; Eastport and St. John, four to five hours.

Connections—At Eastport, steam ferry to Lubec; Daily stages to Pembroke, Dennysville and Machias; and steamers "Queen" and "Belle Brown" in regular connection to Robinson and Calais, Me., and St. Andrews and St. Stephen, N. B., and from the latter places the New Brunswick and Canada Railway runs northward to Woodstock and Houlton station, making this the best route for travellers to Aroostook County, Maine. At St. John, steamers run daily up the River St. John to Fredericton; the European and North American Railway has two trains a day to Shediac; from Shediac, steamers run to Bodeque, Charlottetown and Georgetown, P. E. I., Pictou, N. S. and Hawkesbury and Port Hood, Cape Breton; and during the summer there are also steamers to the places on the North Shore of New Brunswick. Passengers are forwarded by steamer from St. John to Digby and Annapolis, N. S., thence by Railway to Windsor and Halifax, N. S.

LOCAL AGENTS:

W. H. KILBY, Boston; A. R. STUEBS, Portland; GEORGE HAYES, Eastport;
THOMAS JOHNSON, Calais; H. W. CHISAOLM, St. John, N. B.

our steamer, past those beautiful Islands, where Circe might, if she still live, chose to dwell.

Gagetown,

shows itself on the bluff. The fortress that once frowned defiance on the French is gone, but the Court House, remains where English law is still administered. Opposite is the Jemseg river, which leads into Grand Lake—a delightful sail, whither a steamer proceeds from St. John twice a week. A little farther up, is Upper Gagetown, the oldest English Settlement in the Province. Maugerville on the opposite side, is noted as a settlement of Bostonians made in 1766. The tourist from the "Hub" may land here and fraternize. His relatives are rich, and are able to treat him well.

Sheffield.

Still pastoral, is yet literary, having long had a fine flourishing Academy. The Pedagogue of the company may here step ashore and examine the school if he please. He shrugs his shoulders and informs us that he is not less fond of books and boys, but nature more, from interviews like those he has had among the meadows.

The Oronocto

up which you may, if inclined, sail some twenty miles, here debouches into the St. John. Wealth and beauty are still the main thoughts suggested by the scene. We have here no rugged, lofty sublimities, but meadows vast, dotted with bending elms and bright flashing waters, and white sails, and songs of boatmen. But we must hurry on to the Capital. Ha! there it is "the Celestial City."

Fredericton

and that is the university which sits in state on the side of the hill. The scholars will all visit President Jack and hear

H. CHUBB & Co., Steam Job Printers, 65 Prince Wm. Street.

J. & J. HEGAN.

British and Foreign Dry Goods.

IMPORTERS,

Carpet Warehousemen,

AND

MANUFACTURERS' AGENTS,

29 Prince Wm. Street & 8 Water Street,

SAINT JOHN, N. B.

32 J. H. STARR & Co., 32

DEALERS IN

Boots, Shoes, Rubbers, &c.

WE MAKE A SPECIALITY OF

HAND-MADE FINE BOOTS, SEA BOOTS,

LUMBERING BOOTS,

—AND—

English BOOTS and SLIPPERS of all kinds.

ALSO,—A FULL ASSORTMENT OF

DOMESTIC, AMERICAN & MONTREAL GOODS,

at the **Lowest Prices.**

No. 32 King Street, (South side,) Foster's Corner.

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Corner.

his views on education. The Cathedral is a gem worth many miles of travelling to see. The longer we look on its fair proportions, the more satisfaction we feel. There are costlier, large churches in abundance but none more beautiful. The interior will be found to be in correspondence with the outside. The Bishop's taste is seen in this beautiful structure.

The Parliament Buildings and Provincial offices are next in view, prettily situated, but poor old things, requiring re-edification. The tourist will not be gratified with the eloquence of the political orators of New Brunswick, as the session is past, but may hear that of the bar. Passing up the wharf, we see that the streets are dry, and sandy, and level, the houses neat, the gardens beautiful. There are also some pretty Village Churches.—The Kirk, Baptist and Methodist, being represented. The spire which terminates in a hand with finger directed to heaven, will likely bear some criticism, without feeling—being brazen.

Government House.

where England's nobles once held sway, is now occupied by Judge Wilmot, whose eloquence and geniality, and taste have raised him to his present high position which he so worthily fills. Gov. Wilmot loves all Americans who come to annex in matrimonial and commercial ties, but views askance the political agents. Those who love flowers should wait on his Excellency.

The other Buildings

are the City Hall, Exhibition Hall, Rink, &c.

The Hotels

most patronized are the Barker House and Queen's. It may now be a question with the tourist how he shall proceed to Woodstock?—by water, rail or road. We advise him to go by boat if there be water enough for navigation. Failing that, those who like comforts, and care nothing for scenery, may take the cars which will whirl them through wilderness

W. W. JORDAN, 53 King Street, Choice Kid Gloves, Hosiery, Laces, Ribbons, Small Wares.

QUEBEC & GULF PORTS Steamship Company!

1872



1872

Comprising the following First-Class Powerful Steamships:

Steel Paddle Steamer	"SECRET,"	Davison,	commander.
" do. do.	" MIRAMICHI,"	Baynet,	do.
Iron Screw do.	" GEORGIA,"	McKenzie,	do.
" do. do.	" ALHAMBRA,"	Angrove,	do.
" do. do.	" FLAMBOROUGH,"	Telfer,	do.
" do. do.	" GASPE,"	LaRochele,	do.
Wood Screw do.	" PICTOU,"	McKichen,	do.

The Steamers "Secret" and "Miramichi" are intended to sail from Quebec for Pictou, every TUESDAY, at 2 P. M., calling at Farther Point, Gaspé, Perce, Paspébiac, Dalhousie, Chatham, Newcastle and Shediac. Returning—will leave Pictou at 7 A. M., every Tuesday, and Shediac same evenings, for Quebec, calling at same ports.

The Steamer "Pictou" or "Georgia" will leave Montreal every alternate Saturday, for Pictou, calling at Quebec, Farther Point, Shediac and Charlottetown, P. E. I. Returning—will leave Pictou every alternate Saturday, and Shediac same evening, for Montreal, calling at Farther Point and Quebec only.

Steamer "Pictou" or "Georgia" will leave Pictou for St. John's, Newfoundland, on MONDAY, 3rd June, and every alternate Monday. Returning—will leave St. John's, N. F., on SATURDAY, 8th June, and every alternate Saturday.

Steamers "Alhambra" and "Flamborough" will sail between Montreal, Shediac and Pictou as business may offer.

Passengers from St. John, to meet any of the above steamers, must leave not later than the 7 A. M. train, on days of sailing from Shediac.

Tickets for sale by

HANFORD BROS., Agents,
No. 11 North Wharf.

W. MOORE, Manager, Quebec.

Street.

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Mantle Velvets, Manchester, Robertson & Allison, -St. John.

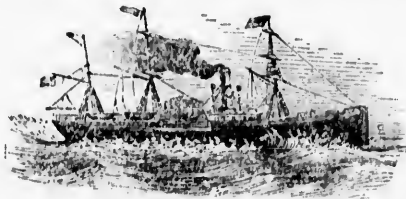
to the aforesaid town. But the real tourist should bear the discomforts of the coach and the dust, as the country here is fine, and the banks of the river become more beautiful as he proceeds. He will see some well-cultivated lands, will meet waterfalls by the way, streams where the trout disport themselves, and abundant beauty. By the boat he may see the salmon lying in the shallows in shoals, and find comfort in viewing the scenery on the banks. In

Woodstock

one hundred and fifty miles from the mouth of the river, he must be content with poor hotel accommodation. Rich lands, and a glorious future are now before the eye of the tourist, compensating him for his hardships. The Meduxnakik river here flows into the St. John. There are mills, and a foundry, and an academy in the town, and iron mines in the vicinity. Woodstock is one of those towns which grow up in fat valleys, and at the confluence of rivers. The country has the beauty of fertility which is like that of health in man or woman, pleasant to look upon, even when the features are commonplace, still, though no remarkable views here attract the tourist's eye, the face of the landscape is rich and varied. It has not the monotony of the prairie. Here are hill and dale, river and stream. Every species of tree belonging to these latitudes adorn the landscape.—fir, spruce, pine, butternut, maple, acacias, ash, oak, and that queen of beauty amid the trees of the wood,—the graceful elm. Passing up the river by the boat, the scene is superb, none fairer on the Hudson, St. Lawrence, Clyde, Shannon, Liffy, or Thames. The Rhine has not more natural beauty. The hills are lovely beneath which the white houses nestle. Fields of corn, oats, buckwheat and potatoes, are interspersed amid the woods. You pass an old mill, you would like to sketch, it may be a ferry boat with waggon and passengers. In Wicklow where the mountains rise almost perpendicular to a great height from the narrow gorge or round a gem of lake as a lover guarding his darling, or at the foot of Ben Lomond one feels the elements of sublimity as he cannot feel them here, and yet if we had the history and legend we shouldn't care to ex-

Cloths suitable for Ladies', Gents' and Boys' Wear. Gentlemen's Furnishing Goods. Every requisite. W. W. JORDAN 63 King Street.

H. CHUBB & Co., Steam Job Printers, 65 Prince Wm. Street.



Prince Edward Island

STEAMSHIP NAVIGATION COMPANY.

1872

1872

The Steamers "ST. LAWRENCE," Evans, master, and "PRINCESS OF WALES," Cameron, master, will leave SHEDIAC on the arrival of the 7 a. m. train from St. John, every MONDAY, WEDNESDAY and FRIDAY, for Summerside and Charlottetown, P. E. I. Proceeding via Pictou for Hawksbury, every Tuesday, and Port Hood every Thursday, connecting at both places with Stages and Steamer for Sydney, and all places in Cape Breton.

Returning to Shediac from Pictou every MONDAY, WEDNESDAY and FRIDAY at noon, on arrival of train from Halifax, laying overnight in Charlottetown, and leaving there TUESDAY, THURSDAY and SATURDAY mornings, at 6 o'clock, and Summerside at 11 o'clock, arriving at Shediac in time to connect with Special Steamboat Train for St. John, same evening.

For further particulars enquire of

HANFORD BROS., Agents,
11 North Market Wharf.

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change the landscape through which we are passing, for the best Scottish, Irish, or English scenery. We come at last to

Tobique,

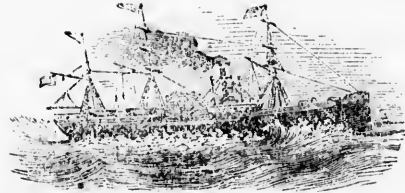
which is an Indian name and above the English Town at the debouchment of the river into the St. John, is the Indian Village, which contains some rather neat houses for the red men to own. Here the traveller may stop for a day taking a drive up the valley of the Aroostook, to Fort Fairfield, which belongs to Uncle Sam. The Aroostook has near its mouth some fine—even sublime scenery and plenty of trout. Returning to Tobique—if he have a week or ten days to spend, a couple of Indians will take him and ascend with him the Tobique, through its deep gorges, beneath its plaster cliffs, over bars and eddies, up towards its sources. The salmon leap here to the cunning angler and are often speared by the Indians as they near the spawning grounds. The sportsman may after ascending to the head waters of the Tobique, cross the portage and launching his canoe, descend the waters of the Nepisiquit. The Moose and Cariboo abound in these regions but are not to be killed in the summer. Should the tourist however, wish to “do” the St. John fully, he must return to Tobique Valley, where he may read

The Legend of the Big Stones.

Before the rock of the Falls near St. John was rent away, the valley of St. John was a great lake where the beaver dwelt. When the water flowed away through the chasm, beaver left up river to go down with the element he loved. Big Indian threw those big stones, about five tons a piece, at him to stop him, but it was no use. Those who doubt the feasibility of this feat should visit Glendalough where they will see Finn MacCool's shaving soap which he flung into his wash-hand basin when he was angry—now transformed into a lump of white quartz of about a couple of tons weight. “There were giants in those days.”

He may now drive by stage or carriage to

H. CURRIE & Co., Steam Job Printers, 65 Prince Wm. Street.



PEOPLE'S LINE!

FREDERICTON, WOODSTOCK,

—AND—

Grand Falls!

A BOAT of this line will leave Fredericton, daily, (Sunday excepted) at 6 o'clock, a. m., for the above named places and intermediate landings.

Returning—a boat will leave Tobique every day, (Sundays excepted,) at 2 p. m. and Woodstock at 9 o'clock every morning.

All Way Freight must be prepaid unless accompanied by the owners, and will be at the owners' risk when left.

A boat will run to Grand Falls whenever sufficient Freight is offered.

This line connects at Fredericton with the "Union" and "Express" Lines of Steamers for Saint John.

S. H. L. WHITTIER,

Agent.

Grand Falls,

proceeding to the bridge over the gorge immediately beneath the fall, he will behold a sight very grand. The leap of the water here is not less than sixty or seventy feet,—the whole descent from the level above to where the river assumes its placid flow is 124 feet, the balance is taken out over shelving rocks in the form of rapids. Deep holes are drilled in the hard rock by the action of the waters whirling the sand and boulders round. The gorge through which the river tears and dashes was made by the continuous flow of the water. The fall was once no doubt near the foot of the gorge and then was probably double its present height. The spray makes a rainbow when the sun shines. The scene is worthy of comparison with many of the cascades which are the admiration of travellers

A Legend

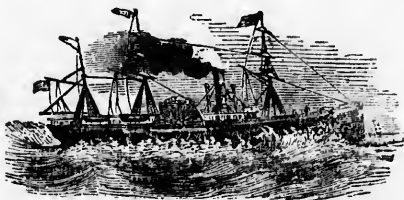
of the place is worth relating : Once a young Indian woman was taken captive by a tribe residing near the sources of the river who were at war with those about Tobique. Her life was spared on condition that she would guide the hostile tribe, to where her brothers dwelt. The fleet of canoes was guided down the river by her, till coming within the range of the suction above the falls, she shot her craft into a calm bay during the night unobserved, and the whole fleet were hurled over the boiling depth of waters.

The river a little above this becomes the boundary between British and American Territory. The distance from Grand to Little Falls is only twenty-four miles, and the road runs through the most fertile and beautiful part of the whole Province—entirely possessed by French habitans. The Madawaska territory awaits the building of the River de Loup Railway to wake it up to activity, and the possession of boundless wealth. Pretty Chapels and a ladies' Academy with Priest's residence and crosses are the principal work of art. The curious may see an illustration of French taste, in the house where the stage waits that passengers may dine. Several beautiful streams flow into the St. John, well stocked with trout but no salmon, the Grand Falls being at present

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North Shore Line.

1872



1872

THE SWIFT IRON STEAMER

“ROTHESAY CASTLE,”

(UNDER GOVERNMENT CONTRACT,)

—FOR—

*Chatham, Newcastle, Bathurst,
Dalhousie & Campbellton,*

EVERY THURSDAY, leaving Point du Chene, (terminus of the E. & N. A. Railway) on the arrival of the Morning Express Train.

Calls at Shippegan and Caraquette every alternate trip, weather permitting.

Returning—leaves Campbellton, Dalhousie and Bathurst every MONDAY morning, and Newcastle at 6 a. m., and Chatham at 7 a. m., Tuesdays for Shediac, connecting with the Special Train from Saint John, N. B.

Passengers going North reach Miramichi the same day they leave Saint John.

Passengers going South arrive at Saint John early Tuesday evenings.

For Tickets and further information apply at the Railway offices, or to

THOMAS LEACH,

Steamer “Rothsay Castle,”

Point du Chene.

an insuperable barrier to their ascent. Having arrived at Little Falls one is rather surprised that they are not on St. John but upon the Madawaska at its junction with the St. John. The route of the tourist here leaves the River and bends round Lake Temiscouta—a famous trouting ground.

The tourist may proceed to River de Loup, where, being out of our bounds, we leave him to Canadian tender mercies and return to St. John, where, taking our seat in the car of the European and North American Railway, we sweep along its route past

Moose Path.

now devoted to foundries and smoke, which we are glad to leave behind. Passing Claremont the silvery lake bursts on our view—the scene of the great boat race where Renforth died. A fairer sheet of water is nowhere to be seen than the Kennebecasis, where the tourist may read

The Story of the Great Brothers.

In the time of the Great Beaver, when all beings spoke one language, lived the twin brothers Clote Scarp and Malsunsis.

As they sat together Malsunsis said: "Brother is there anything can slay thee?" Clote Scarp answered, "If I be struck with an owl's feather I shall die." (But he lied.) "Will aught slay thee?" "Yea," said Malsunsis, "A fern root will kill me." (This was truth.)

They had no malice then, nor did Clote Scarp fear his brother, but he was subtle.

But Malsunsis thought if he could kill his brother he would be alone great amid beasts and men. Some say Miko, the squirrel, put this in his head,—others, Quah-Beet-E-Sis, the son of the great beaver,—others, that he was his own tempter.

So Malsunsis went to the Owl to ask of her a tail feather. But the Owl, finding out from him what it was for, would not, but threatened to wake his brother. Then Malsunsis shot the owl, took one of the feathers and struck Clote Scarp

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JOHN LIVINGSTON.

between the eyes, who awoke, thinking a fly had tickled him, nor at first knew what his brother meditated, but finding the owl dead and a tail feather gone, knew what his brother had done, but he excused himself saying, he knew he should not slay his brother, as he was sure he had deceived him, and complained that he should not deal honestly. And Clote Scarp, yet fearing him the more, said, still fearing: "Yes, a blow from a pine root would kill me."

So the next day Malsunsis, mighty in strength, raised in his arms the great pine tree and struck Clote Scarp on the head many times, who arising in anger, shouted "get thee hence, false brother, lest I slay thee." And Malsunsis fled.

Then Clote Scarp sat down by the river and, laughing, said in a low voice: "naught but a flowering rush can kill me." But the Musquash heard him. And when Malsunsis came to the river, saying "how shall I slay my brother," the Musquash heard and said "what will you give if I tell you?" "Whatever you ask." Then the Musquash said "the touch of a flowering rush will kill Clote Scarp. Now give me wings like a pigeon." But Malsunsis said "get thee hence, thou with a tail like a file, what need hast thou of pigeons wings?" And the Musquash, very angry, not only that he had not given the wings, but that he had compared his tail to a file, told Clote Scarp what he had done.

Then Clote Scarp took up a fern root, and said "why dost thou seek my life? Since thou hast learned my secret thou must die, as I cannot trust thee." And he smote him with the fern root and Malsunsis fell down dead. And Clote Scarp sang a song over him and lamented. Afterward Clote Scarp slew the great beaver—whose house is even now on the Kennebecasis—along whose shores we now glide.

Rethesay

lies above the line of railway. On the shore side is the grove devoted to Pic-Nics. Opposite Rethesay is the bold coast of Long Island which divides the river. "THE MINISTER'S FACE" is limned on the rock. The train will likely be too speedy in its movement to behold the smiles or wrath of the countenance as the lights and shadows play

H. CHUBB & Co., Steam Job Printers, 65 Prince Wm. Street.

C. W. WETMORE,

ESTATE & LIFE INSURANCE AGENT,

—AND—

MONEY BROKER,

102 Prince Wm. Street, - St. JOHN, N. B.

—AND—

PHOENIX SQUARE, FREDERICTON.

ESTATES SETTLED AT MODERATE CHARGES.

Railroad, Provincial, City, Town and County Bonds
and Debentures and Stocks, Bought and
Sold on Commission.

GENERAL AGENT for the Sale of the NORTHERN PACIFIC COMPANY'S LAND GRANT SINKING FUND 7-30 GOLD BONDS, which are selling at par and accrued interest in U. S. Currency. At present rate of gold (114) these Bonds will yield in N. B. Currency, 8½ per cent on the investment.

The enormous land subsidy of about 23,000 acres per mile of road, rich in lumber, coal, iron, copper, gold, silver, and agricultural capabilities, which, with the permanent way, rolling stock, station houses, telegraph lines and franchise, is bound by the loan, makes these Bonds a most desirable and unquestionably safe investment.

The author of *Poor's Railroad Manuel*, a standard U. S. authority, says: "It is undoubtedly true that railroad securities have proved to be the most productive investment for capital that we have had for twenty years."

Pamphlets and Maps furnished on application.

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over it. It seems he was a stern man, of the hard shell order, whose craggy brows, gloomy and cold even in the bright warm day, are supposed to be shewn in that grim stone. Others say he was an excellent man, and that this rock is his enduring monument. What was his proper name we have not heard with such certainty as to set it down in this veritable history. We need not tarry at QUISPAMIS nor NAUWIGEWAK, but halting at

Ossakeag,

if possible, induce the lover of the picturesque to accompany us to the little town of Hampton, nestling beside the river beneath the hills, which rise nearly to sublimity, looking down on one of the fairest landscapes. But those who have gone forward will soon pass PASSEKEAG, NORTON, and APOHAQUI, all pretty and growing places but hardly notable, till they arrive at

Sussex,

a valley of beauty and riches, spreading away between the hills. This part of the Province is unsurpassed, and is becoming the seat of a large, busy population. Several streams from below the neighbouring hills here meet, whose sparkling waters abound with trout. There are some nice hotels and good things to comfort the piscator. Leaving Sussex, when we have dined or lunched, we sweep on past several Stations, the most notable of which is

Petitcodiac,

a rising and energetic town. At SALISBURY, those who intend to visit the rich mines of Albert County should stop, and take the coach to Hillsborough—famous for plaster—and to the Mines.

Pursuing our way by rail we arrive at

Moncton,

a busy, thriving town now, since the location there of the

H. CHUBB & Co., Steam Job Printers, 65 Prince Wm. Street.

ROYAL Insurance Company.

FIRE.

Moderate Premiums; Prompt and Liberal settlements of Losses;
Loss and Damage by explosion of Gas made good.

LIFE.

Life Bonuses hitherto among the largest ever declared by any office; Resolution of Directors, 1867,—To increase further the proportion of Profits to assured; Profits Dividend every five years to policies then in existence two entire years.

Capital, - - - Two Millions Sterling.

Ten Million Dollars and large Reserve Fund.

Annual Income nearly £800,000 Sterling.

Deposited at Ottawa in Dominion Securities, \$150,000.

Agent for New Brunswick,

JAMES J. KAYE,
SAVINGS' BANK BUILDING.

Fishing Tackle ?

We make a special feature of this branch of our business, having by long experience gained a perfect acquaintance with the requirements of Anglers. We are regularly receiving supplies of these Goods from the best sources in Europe and elsewhere, and can consequently furnish Sportsmen with articles of the very best qualities that can be produced.

H. CHUBB & CO.,

65 Prince William Street.

Grand Falls,

Railway works, and many years ago a place of importance as standing at the head of the navigation of the Petiteodiac Branch of the Bay of Fundy. At

Painsec Junction

the Intercolonial bends away towards Dorchester, Sackville and Amherst, through a rich and beautiful country. Should the tourist like it he may pass on to Nova Scotia by this route. As the rail is not yet complete, however, he will have to coach it over the Cobequid Mountains, past Londonderry to Truro. If he be of mining proclivities he should do this and examine some ~~new~~ coal and iron mines. Meantime we pass on by

Shediac,

from which town those who want to go to Prince Edward's Island or the Gulf, either up or down, will take the proper steamboat, while others may prefer a journey by land in which case they will cross the Cobequid and Buctouche rivers, arriving at Richibucto. The steamer sometimes touches here, and those going to the Miramichi may embark and *en route* visit Chatham and Newcastle, pretty and picturesque towns of historic interest. Here in 1825, occurred the great fire, which swept over 1200 square miles of country, destroying the aforesaid towns, many houses and cattle and people. Large numbers saved their lives by rushing into the river.

Outward and up the Bay of Chaleur the steamer may take the tourist to

Bathurst,

where the Nepisiquit stream will afford the angler plenty of sport. There are to be seen immense quantities of salmon, in ice waiting to be put in boxes or carried for exportation. But the steamer is off, and those who want to visit

H. CHURN & Co., Steam Job Printers, 65 Prince Wm. Street.

UNION LINE!

For Fredericton.

THROUGH FARE.....\$1.50.



CONNECTING with the people's Line of Steamers for Woodstock, Tobique and Grand Falls. Steamer "DAVID WESTON," until further notice, will leave Indiantown for FREDERICTON, MONDAY, WEDNESDAY and FRIDAY, at 9 A. M. Returning, leaves Fredericton TUESDAY, THURSDAY and SATURDAY, at 9 A. M.

Through Tickets for sale on board Steamer, at reduced rates, for Portland and Boston,

A reliable Agent always in attendance at Indiantown to receive Freight.

GEO. F. HATHEWAY, Agent,
39 Dock Street.

GRAND LAKE.



STEAMER "MAY QUEEN" will leave for Salmon River, on WEDNESDAY morning, the 8th May, at 8th o'clock, and will continue to run on that route until further notice, leaving INDIANTOWN on each WEDNESDAY and SATURDAY morning at 8 o'clock, and on return will leave SALMON RIVER on the mornings of MONDAY and THURSDAY of each week, touching at Gagetown both ways.

On the trip of Wednesday and Thursday she will run on the west side of Long Island.

GEO. F. HATHEWAY, Agent,
39 Dock Street.

"EMPRESS."

For Digby  & Annapolis.

STEAMER "EMPRESS" will, until further notice, leave her wharf at 8 A. M.,

Monday, Wednesday and Saturday

of each week, for DIGBY and Annapolis, connecting with Railways for Windsor and Halifax, and intermediate Stations.

GEO. F. HATHEWAY, Agent,
39 Dock Street.

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Only One Price—Manchester, Robertson & Allison, St. John.

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Dalhousie and Campbellton

and see the famous sugarloaf mountain on the Restigouche must go too. Campbellton, six miles up the river, sets beautiful amid the hills. There is fine scenery and sport for the angler to be had up this stream, lashing, which we shall leave him to find his way to Quebec, if he does not wish to accompany us back to St. John where we have waiting for us some tourists who are going by the "City of St. John," or possibly by the "New England" to visit the scenery on the Passamaquoddy. On the boat after starting you will find all still, sometimes solemn. There is a tremulous motion of the boat and probably two or three squalling babies which mar the harmony of the most glorious day. A couple of wedding parties may be on board. The brides—poor things, may be joyous but they look sad—no doubt sick, but trying to hide it—all smiles amid gathering glooms. However, passing Partridge Island, the Bell Buoy, Mahogany Island, as we did on our course upward—we pass Eastport, and steam up the Bay for the old town of

Salut Andrews,

greatly in need of paint, and enterprise, and a good hotel, which would make it a delightful watering place. The energetic St. Stephen tapped the St. Andrew's Railway which had just infused some blood into the town and drew off all the nourishment to feed itself, and so St. Andrews languishes. We next steam off and up the Bay, past Robbinstown, Chamcook Hill, Ducie's Island—now nearly all wasted away, the earliest settlement in the Province where the French wintered in 1604—nearly half of the settlers dying before spring came. You pass the Devils Head, Hill Head and Wilson's, where are a hundred bee-hives. Then passing the Ledge you soon arrive at

St. Stephen,

and there is Calais on the opposite side—the two being joined by that long, covered bridge, over which, it is said, much contraband goods pass.

J. D. LAWLOR, Manufacturer Singer's, E. P. Howe's and Lawlor's Sewing Machines, 82 King-st.

A Story

is told, of a knowing Yankee who borrowed the gunger's horse and waggon to go to St. Stephen and, having brought back to Calais a load of contraband, sent word to the excise-man, that he had some fine linen which he would sell at a cheap rate. The man of duties informed him he would take what linen he had without payment, as he objected to buying smuggled goods. The smuggler replied, that if he did, he would inform against him, as the law forfeited every horse and waggon engaged in smuggling and fined the owner besides. The gunger said no more, but has not since lent his horse to go to St. Stephen.

This town is growing rapidly, and beautiful houses are rising in every direction. The high prices of living in Calais, since the war, has sent some Americans over the River, and the people have vast energy and pluck. They glory in their triumph over St. Andrews, talk of rivalry with St. John—whose merchants are "slow" and "selfish." They are going to build a railway down to deep water at the Ledge, as their winter port, and then St. John may bid a "long adieu to greatness."

Scoudac.

From this point the piscator may visit the celebrated trouting grounds at the head of Scoudac Lake, being the favourite resort of Dr. Bethune. These grounds, principally on the American side, being convenient, we shall treat as in New Brunswick. To reach them take the Baring Rail at Calais and proceed to Lewy's Island, then get a couple of Indians and a canoe, cross the lake and up stream. There encamped, the fish are ready for you—splendid fellows too. They are white and are supposed to be the degenerate descendants of land-locked salmon. The only trouble you have is from the mosquitoes and black flies, and then what to do with all the fish you have caught, and which you see rotting with the heat. Having plenty of clothing, buffalo robes in particular, you can lie out, nodding beneath the winking stars. If after a week of this life you do not come back to

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civilization with strong thews and bounding health there is no hope for you.

Returning with our trophies of fish, some of which we have salted in our provision kegs, we proceed once more to St. John, that we may take shipping for

Nova Scotia.

The steamer *Empress* or *Scud* will take the tourists across the intervening waters—only a ferry-ride of 35 miles. Three hours or less will bring into view Digby Gut, at which name let no fair lady faint. There it is—a chasm of half a mile in width opened through the rock-bound coast, receiving the tides from Fundy, and discharging the waters from the Valley of Annapolis and of Bear River, &c. On the left hand beach are fish houses and huts of the red man who has come to pursue the porpoise. Passing round the long wharf we land at

Digby.

which is a pretty village sitting picturesquely on the side of a shelving hill, interspersed with orchards and gardens, where especially the cherry tree predominates. Indeed this tree waves temptingly over every fence, and in places grows on the public road, respecting which we may relate an

Anecdote.

Two St. John ministers passing one of these public way cherry trees, laden with luscious fruit, thought they might appropriate a few of the red-cheeked darlings. While engaged in the operation a voice gruff and menacing, issued from behind the fence, "Ha, you leave that alone, have ye no learned in your catechism to keep your hands from picking and stealing?"

The clerics felt themselves for once without reply, and made the best of their way out of view.

There is a pretty beach for bathing here. The fogs of the Bay of Fundy scarcely ever shew their faces in the town.

You will sail through the dark weeping mist out into the glorious laughing sunshine as soon as you enter the gut. The excessive warmth of the day by the beach, can be easily modified by ascending the hill two hundred yards, where a sweet cool breeze is sure to greet you from from Saint Mary's, Fundy, or Annapolis Bay. And what a glorious body of water stretching away some eight miles, land-locked, and seldom fretted with storms, fringed around with beautiful houses, with a lovely island as a topaz upon its breast. The Digbyites are a dreamy set. Illustrative of their style of business we may relate

Another Anecdote

of a Storekeeper here, who, finding business dull, went down to the wharf to fish with the boys for tommy cods. Word was sent that a customer was waiting for him. "Tell him," said he, "to wait a minute or two till I take out this fish, I have had two glorious nibbles from him already." Perhaps the traveller will find the sleepy Digbyites waking up, and more alert now than this story might indicate.

Several of our party stop here delighted with the beauty of the place, and the sweet balmy air, but we, poor wandering guides and inveterate tourists must "on, on, on." But how pleasant our journey compared with that of old Simon, who had to *foot* it for evermore. Our steamer puffs and snorts, and skims, like monstrous duck the lake, glassy or furrowed, as the case may be, but ever beautiful, till passing Briar Island we sight the famed "Annapolis" with its

Fortress,

and as soon as we land and have satisfied our appetite on the Divine food of strawberries and cream and *such* tea, we enter this once famous stronghold, pass through its half-filled trenches, over and past those old cups and rags and broken tnmbrils and ammunition boxes, and low line of houses once barracks, and the beautiful brass field-pieces in open shed, foul with ordure of cattle. Does the tourist want

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The History.

As veritable historians, we should begin at the beginning. But where is that? Cutting in at that shot in the loom of time when the uneasy, pertinacious and blundering far-seeing Christopher Columbus was trying to convince the Pope and Cardinals, that he might make a short cut to India and China by sailing to the West, if not stopped by some barrier of Continent, we find the Red man in possession of the whole land, and of Annapolis in particular. Even then, and for many centuries previous, he had built his wigwam on the shore, hunted the porpoise in the bay, speared the salmon in the river, shot the moose with his deadly arrow, caught the muskrat and killed the beaver by the stream, and for aught we know smoked Digby chickens, tasted the soothing virtue of native tobacco, felt happy, and said "Ugh!"

Occupation of the French.

And so it was when DeMonts sailed through Digby Gut into the Basin of Annapolis in the year 1604, and granted Pontrincourt, who was struck with its beauty, the liberty of settling in the happy valley. "Port Royal, founded in 1605, was the first durable settlement formed by the French in North America, and the most ancient town in this part of the world after St. Augustine." We need not write how beautiful is the scenery round the basin of Annapolis; nor how the river takes its rise in the Caribon Bog at Aylesford; nor of the the alluvial lands; nor of how the Souriquois were friendly, and readily traded their furs for cloth and beads; nor of the hard labour of the settlers, especially in grinding their grain in hand-mills; nor of the six settlers that died the first winter, partly killed, as supposed, by their hard labor, but more likely by the damp of their undrained dwellings, and drinking of the brook water; nor of the one priest that ministered to the spiritual wants of the settlers, and who also tried to convert the natives; nor of the settlers sailing away to France, but on hearing of the ship sent to their relief returned to the two men left in charge of the fort, in time to fire a salute to the "Jonas," as she cast her anchor

at the mouth of the Rivor ; nor of the hogshhead of the best wine opened by Pontrincourt, and freely partaken by all comers ; nor of Herbert the Apothecary, who afterwards settled in Quebec, and to whom many of the old families in Canada owe their origin—who, “ besides his experience in the healing art, took great pleasure in the cultivation of the earth : ” nor of the hostility of the Indians, on account of some quarrels with the men. We might enlarge on the feasts of Pontrincourt ; and the society of *le bon temps*, whose members served as *maitres d' hotel* in turn, whose duty it was to watch over the wants and amusements of the company ; and tell of the game which furnished a full larder to this public functionary, and of the building of the water-mill, and the amusements of catching herring and pilchards—“ two hogshheads of which were sent to France.” We may note that the Colony was, after all, broken up for a time, reinstated by Pontrincourt, with a large reinforcement of Jesuits, who converted many of the natives and left full narratives of the proceedings of the Colony and the dissensions and difficulties of the settlers.

In English Hands.

Afterwards Argal, an Englishman, destroyed the forts, monuments and other works at Port Royal, valued at one hundred thousand crowns. After being re-built by the French, Kirk made himself master of Port Royal which was restored to France in 1632, to be recaptured by the English fleet from Latour in 1654. It was again restored with all Acadie to France in 1667. From this time England and France were at continual war about the possession of this country, till finally the strong Anglo Saxon succeeded in wresting the entire northern part of the Continent from the French. Then came the administration of the oath of allegiance to the French inhabitants : “ I sincerely promise and swear that I will be faithful to and will truly obey His Majesty, King George the second, so help me God,” which the French refused to take ; and then came the lamentable deportation of the French from the Village of Grand Pre and Annapolis, so celebrated in the song of Evangeline.

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The Shadowy Past.

When reviewing this history on the spot, we are conscious of all the shadowy past. We see the ghosts of fleets in the Basin, and men and horses on the shore, hear the booming of cannon, the crash of shells, as they bury themselves in the earth ere they scatter wide the sand. We see the wounded soldiers and hear their groans. We hear too the shouts of the wild revels where woman was wanting to quell the rude debauch. We enter the low huts and behold those dying of hunger and disease, or see them coming out to sun themselves, and look round on the bountiful grain waving in the breeze. What life, what passion what death, what struggles for the mastery, what victory and what defeat! Who would wish for second sight revealing the future? The past is sufficient. It is too sad to dwell on long. Let us shade our eyes from the vision and dwell in the happy real present.

We pass now with our company up the Valley of Annapolis, and are conscious of the real disadvantage of railways. It is all very well to be whisked through a wilderness at the rate of a mile a minute, but when you want to behold a really glorious scene it is tempting to see only radiating fences and waltzing trees. We sigh for the old coach when Jehu was Mentor, and who detailed for us legend and anecdote. We shall remedy this as far as possible by stopping at some of the most charming stations. Meantime we whisk through the orchards and meadows, past

Roundhill,

and then pay our respects to

Bridgetown,

where the navigation ceases, and on past

Paradise,

which really seems to indicate the quality of the place—so

rich and fair it shows,—and no doubt here are many Adams and Eves who have not yet been turned out for their sins into the desert. But we must on past

Lawrence town and Wilmot.

About a mile and a half beyond this last place there are Chalybeate Springs, only awaiting the time for some speculator to trouble their waters that they may become the healers of the sick and afflicted. There are ice-caves too, somewhere in this neighbourhood where it would not be difficult to keep cool. But as we are not yet overheated we keep on our steed, who stops to let us see

Wilmot,

a very pretty village where the stage once stopped for the night, in the good old coaching days, when the traveller was regaled with all pleasant things, including strawberries and cream, in the season. A number of stations we pass—not unnoticeable in any other country, all picturesque and beautiful, but we are saturated with loveliness and take a doze—which lasts till we come to

Kentville,

where we mean to stop for a few hours, or days—as we please.

The place is very lovely, with meadow, stream and tree, and nice cottages and pleasant people, but there are some things which the traveller should see round here, and a horse and waggon must be had. First, there is a pretty little waterfall which few people, even in Kentville, know anything about. Drive up the hill past the mill about a couple of miles, and make enquiries. You will be directed to hitch your horse at the foot of the stream that comes down the ravine, when travelling up you will see a beautiful little Minnehaha coming down out of the light into the darkness which the sun never penetrates, for the sides of the chasm are so close that the spruce and pine interlock their branches

across. The sides are separated by the laughing water, as some sparkling speech drives assunder fond hearts. There it goes on, cutting and putting between year after year and century after century, yet below in the foundations of their nature the hills are still united, while the gentle trees like affections reach across their long branches. The fall is said to be 70 feet,—but that is fancy—unless two smaller are added to the largest, which itself may be about 40 or 50. It is also of no huge dimensions, being in dry weather compressed into a narrow channel like a drove of sheep, just where they take the leap into the wash-pond. It is a pretty little gem which the lovers of nature will place among the treasures of memory.

Now we will drive to

Canning.

that we may see the rich valley of

Cornwallis.

Several roads lead through to Canning, but one by the old Presbyterian Church and over the Dike, is the finest. Your route lies through a series of orchards, and farms such as only can be seen on deep alluvial soil. Six miles brings you to Canning, which you enter by the Dike, which here interposes to keep out the waters of the Bay of Fundy. When the tide is low the brown slob is by no means pretty. Two or three small vessels are likely lying in the mud. The Village is very pretty, but you had better not waste your time there, but drive on and up the hill forming part of the mountain range which stretches from opposite Digby to Blomidon. On the top of this hill you see a large stretch of the finest land in the world, meadow, orchard and farm. When compared with the vast prairies of the West, but a garden patch, yet in fertility their superior. A traveller who has been over most States of the East affirms that nothing in all he has seen can be compared with these lands, save those on the Shenandoah, and Rapahannock. Turning to the other side you see the waters of the Bay of Fundy

and Blomidon, and away up by Grand Pre, while sheer down you may look over the precipice several hundred feet.

Returning to Kentville, the tourist should proceed by next train, and if not too much interested, to stop at the beautiful village of

Wolfville,

where is a Baptist Seminary, and fine scenery and rich lands, he will surely halt at

Grand Pre,

where it is to be hoped a decent hotel may be ready to refresh him. Of course he has Longfellow with him, out of which he reads:—

“There in the midst of its farms reposed the Acadian village,
strongly built were the houses with frames of oak and of chestnut,
Such as the peasants of Normandy built in the reign of the Henries.
Thatched were the roofs, with dormer windows; and gables projecting
Over the basement below: protected and shaded the doorways.
There in the tranquil evenings of Summer, when brightly the sunset
Lighted the village streets and gilded the vanes on the chimneys,
Matrons and maidens sat in snow-white caps and in kirtles
Scarlet and green and blue, with distaffs spinning the golden
Flax for the gossiping looms, whose noisy shuttle within doors
Mingled their sound with the whirr of the wheels and the songs of the maidens.”

And now he is on the very spot where stood this village, and within a few feet of the graveyard over which the chapel cast its shadow into which the Acadian peasants were decoyed before they were deported, and below is the muddy Gaspereaux where lay the vessels that were to carry them to their destination, with Blomidon looking down calmly on the scene. The old site of the Garrison House is pointed out, where the English soldiers had been all murdered, the sentinel having been first slain by a crouching Indian. This, and like acts are said to form the reason for the deportation of the Acadians, who were not quite the meek lambs of the poet's pages. Still was it a hard fate, and more especially to Evangeline and her lover, who might have been permitted to depart in the same ship. But where had then been the beautiful poem and all the tears which it has evoked for the faithful lovers, as they wander in search of each other, and

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cross each other's path till the last sad hospital scene, where they meet each other and death!

When the traveller has finished the legend, he may ascend to the top of one of the neighbouring hills, and from it behold one of the finest and most extensive scenes. If the hay be cut and harvested he will see a thousand cattle on the after grass. The farms here belong to many, but the meadow is one. Each pays his proportion of the expense of the Dikes which keep out the sea, and receives the benefit, cutting his own hay, but putting on so many head of cattle as is in proportion to his land. This is the rule wherever the Dike system prevails.

After leaving Grand Pre, we pass Horton Landing, Avonport, Hantsport, Mount Denson and Falmouth, and passing over the

Avon,

by the magnificent Bridge, arrive at

Windsor,

where some of our tourists have probably arrived from St. John in the steamer St. John, which has brought them up past Blomidon, and by the

Basin of Minas,

a name, whose origin is lost in the mists of antiquity. It may have reference to Minos of Crete, the son of Jupiter, or to Minyas, the son of Neptune, or to some other divine man. It is however, as pretty a sheet of water *when the tide is full*, as flows about "the Isles of Greece," even though it should only have its name from its supposed vicinity to the mining regions. We feel glad that mines should be lengthened, and softened and made classical, and fit for poetic purposes by the vocal change. The beauty of name which belongs to the river, is only applicable at high tide, and not when the dense mud shews itself. Windsor on the Avon is a pretty conceit, and a lovely town. It has a big hotel,

pretty cottages, white plaster, plenty of flowers in season. a University and considerable trade: and was the place where Judge Haliburton, author of Sam Slick—resided. Be sure and have his house pointed out. Leaving this place, we skirt for two or three miles a pretty fertile district, but soon the country begins to get poor, and still poorer, till at last we arrive at

Windsor Junction,

which might enter competition with any place as the region where Noah's Ballast was deposited. We do not wish to stay here, though we might want to go to Truro as we cannot get forward till next day, so we shall go on towards the Capital, passing some places which we shall hereafter notice. we proceed to

Halifax,

which we arrive at by the sinuosities of the Railway, and the help of omnibus, car or cab, by which we at last get comfortably located in the Halifax, International, or other good Hotel, and get fortified with food and sleep so as to be ready to do the city in the morning. Meantime, if not too drowsy, we can read up the

History,

Founded in 1749, and named after the Earl of Halifax. It received a large number of emigrants from England the same year by 13 transports, guarded by a sloop of war, on board of which was the Hon. E. Cornwallis, Governor and Captain-General. The French, Indians and disease, decimated the ranks of the population. Government House was a sorry affair, on the site of the present parliament buildings, but guarded by small guns mounted on hogheads filled with gravel. It has grown up under the foster care of army and navy and its own advantages to be a considerable

City,

sitting picturesquely on the sloping side of a hill, and crowned at the top by

The Fortress,

built under the Duke of Kent's viceroyalty. A star fort of great strength, combining with the other forts and batteries to form an impregnable stronghold. From the walls the eye takes in a magnificent prospect, of the town lying at its base, of the ships of war and merchantmen in its harbour, of Bedford Basin stretching away up several miles: of the dock-yard, with its stores, workshops, hospitals and trophies. The town lies beneath us, sloping south-eastward to the sleeping waters. We are on a peninsula, which is connected with the mainland by an isthmus scarcely half a mile wide. Towards the south and east the sea and sky bound the distant horizon. In every other direction low ranges of hills rise farther and farther away, till they fade in a line of dim purple. The horizon is often rimmed with great jagged crag-like clouds reminding one of ranges of snow-clad mountains. Slender silvery arms of the turbulent Atlantic run up far inland. These vary in length and width. Without these the south-east coast of Nova Scotia would be a homeless wilderness. *with* these we have shelter and happy homes for our fishermen and traders with their countless fleets of vessels large and small. One of these "Arms" runs up on one side of Halifax, forming its boundary on the west. The harbour is prolonged ten miles inland beyond the city, and expands into a beautiful and spacious Basin, from which as you gaze on it you can perceive no outlet. The harbor is spacious, safe, easy of access, and well sheltered. In the mouth of it lies McNab's Island partly cultivated, partly crowned with a hardwood forest which in Spring delights the eye with its greenness, and in Autumn dazzles with the splendor of its purple and gold. Eastward of the island is the "Eastern Passage," a narrow deep well-screened outlet to the ocean, often used by small vessels. On the western extremity of the island stands the Light House, a humble but substantial structure, that has stood the buffetings of many a storm.

In the heart of the harbor rises

Georges' Island,

small, egg-shaped, bristling with guns which are ready at a

Tourists are invited to call at **Manchester, Robertson & Allisons.**

moment's notice to sweep the harbor from side to side, commanding all the shipping and the wharves, and the entrance to the port. The town itself does not appear to good advantage from the citadel; all that you can thoroughly admire is the beauty of its situation, you can count some fifteen spires or towers of churches from this spot, and see at least five large new School Houses.

At the north of the city are the Wellington Barracks, where more than 1000 soldiers can be very comfortably quartered. A little further south is the

Admiralty House,

where the Admiral on the station is "at home" in summer. Coming down Gottingen Street we see the old Ladies' Home, an institution where about 40 old friendless ladies are kindly cared for. The institution for the Deaf and Dumb also is on this street, and will richly repay a visit. For efficiency it will compare with any school in America; but the building is humble enough in size and looks. Still nearer to the Citadel is the new Military Hospital, the best in America, and one of the largest.

South of the Citadel we see the

Poor House,

a big brick palace, the City Hospital, the Asylum for the Blind and the Convent of the Sacred Heart. Bordering on the "North West Arm" are a number of fashionable residences. Here too, rises a noble monument of public philanthropy, the Industrial School, where there is accommodation for a hundred boys. Following down the course of the "Arm" we see much to admire in the houses, the fields, the shady avenues through well-kept forests, the blooming gardens, the pastures where herds of cattle graze in peace. By and by we come to the remains of old French forts, to relics of centuries ago, and to forts of the newest build, armed with guns of the largest calibre and newest pattern, magnificently situated and strong as the art of man can make them. On higher ground, rising from the bare rock,

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stands the "Tower," an old but strong structure, which might bear a part in the defence of the city were the day of trial to come. Bordering on the Citadel, west of us, is the "Common," our *Champs de Mars*, where are held reviews, sham-fights and great games of cricket.

Dartmouth

Is little more than an important suburb of Halifax. It lies across the harbor, its houses adorning the sides and summits of several small hills. It is growing rapidly in taste as in wealth and population. Many of its houses are white, and embosomed in trees or surrounded with green fields. The Lunatic Asylum, which is on the Dartmouth side of the harbor, is a large but dull structure. Visitors are always courteously received there. It commands an admirable view of the harbor, the city, and the outlying islands and hills. Strangers of an inquiring turn of mind would like to visit

Starr's Famous Skate Factory.

and Starr's immense Rope Walk, both in Dartmouth. The population of Halifax is about 31,000. Of these, about 1000 are Africans. On Market days—Wednesday's and Saturday's—the Africans come in from Preston, Beech Hill and Hammond's Plains, and add much to the picturesque-ness of the streets and ferries.

On Sunday the tourist can take his choice of 4 Episcopal Churches, 3 Roman Catholic, 7 Presbyterian, 4 Wesleyan, 2 Baptist, 1 Congregationalist, 1 Universalist, 2 African, besides three or four "Upper Rooms" where "Brethren" of various views do congregate.

The peninsula on which Halifax is built looks as if it were created to be the site of a great, sightly, healthy city, water all around it, except for the space of less than half a mile, its foundation the everlasting rock, the ground sloping gently on all sides down to the water, thus affording facilities for perfect cleanliness, the supply of good fresh water from lakes in the vicinity superabundant, constant access to

the wide world by sea and land. Nature has done much for this city, but men have not yet done much to help nature. What could be in worse taste than to crown one of the finest heights with the City Prison, and pollute one of the cosiest nooks with the Penitentiary!

Hotels.

The Halifax, the International, the Waverley, the Mansion House, the Acadian, Compain's, &c., will receive the traveller. The Street Railway extends from the Railway Depot at Richmond to the extreme south of the city, passing most of the leading hotels. Fare 7 cents. There are pleasant drives around the city, e. g. round the "Point," round by the "Dutch Village," to Melville Island, to Goodwood, to Bedford. An excursion on the Dartmouth side is usually regarded as necessary to complete a tour of observation.

Dalhousie College,

too, may interest the D.D's., L.L.D's., Professors, and other literati whom we have the honor of conducting in the right way. They may here make the acquaintance of Prof. DeMill, of novelistic notoriety, who will introduce them to the principal and brother professors.

The Provincial Museum

is filled with objects of interest to every traveller. Antiquities, Curiosities, Geological and Mineralogical collections, well arranged samples of the Fauna and Flora of the Maritime Provinces. Dr. Honeyman who is the presiding genius of the institution, is courteous and attentive,

The Post Office and Custom House

are in the same building with the Museum, and are worth a passing glance, they being the finest of their kind this side Quebec.

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The venerable

Provincial Building.

a large and stately structure of freestone, contains the Assembly Hall and the chamber of the Legislative Council. In the latter are a dozen fine portraits, life size, of royal and other notable personages. The Legislative Library deserves a visit. In this building provincial eloquence is heard, where Howe corruscated ore he was sent to illuminate the halls of State in Ottawa, and where still, are listened to with wonderment, the pretentious sentences of amateur orators.

The Club House, Government House,

and the Court House, are also noteworthy buildings, Hollis Street and Granville Street contain a number of very fine mercantile establishments, that will compare favorably with any in British America.

The tourist need rarely miss an opportunity of visiting one or more

British Men-of-War

during the summer months. There is no difficulty in securing a pass which will ensure the visitor every courtesy.

The Horticultural Society's Garden, the City Garden, and the Cemetery deserve a visit. The gardens are often enlivened in the summer afternoon with the music of military bands. Downs's

Zoological Garden,

at North West Arm, is a favorite resort of the citizens on holidays.

The Schools

are held in many fine buildings, and the system of education is as good as any at present extant. The Theatres and other places of amusement have as yet but poor accommodations.

The Temperance Hall,

at present devoted to the admirers of Thespis, Terpsichore and Burnt Corkism is a shabby building, but the Haligonians know better than expend their resources on mere amusements. Their college, schools, libraries and public buildings are monuments of their good morals and correct views of the divine order which should govern progress. St. John and other places would need to have its ideas righted in these particulars.

The Newspapers

are numerous, some of them talented and enterprising. Three dailies, some tri-weekly, and others weekly—in all some eighteen or twenty. The reader will judge of the morning and evening papers with those allowances which strangers should always make, local events and sentiments being only of interest to long residents.

There are plenty of Banks, and it is presumed, plenty of money in Halifax. Many of its merchants are rich. The fish trade seems to have been most prosperous. The shipping owned is not very large, but precious cargoes go forth and return in those small vessels from the West Indies and elsewhere.

The city keeps still the even tenor of its way. It is growing and increasing in wealth, and its accompaniments daily. Having such a noble harbor, an established trade, wealthy merchants, railways running to the most fertile and mineral regions, the nearest available port for European travel, it cannot fail to become a great and flourishing city. The inhabitants have a well-founded confidence in its future.

Leaving Halifax for an

“Eastern Tour”

you must take the earliest train, the later ones being wonderfully tedious, making hardly ten miles an hour. You skirt Bedford Basin, a noble sheet of water destined in a few years to be surrounded with the villas of the richer citizens. At the head of the Basin is

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Bedford,

A rising village, containing two large and well kept hotels, and three churches. This is a favorite watering place, and quite lively and fashionable in summer. The Rifle Range is within a mile of the village. This is the scene of many a keen contest between skilled "shots." Passing Bedford we in ten minutes reach the

Junction,

where the Windsor and Annapolis Line joins the main line. This is a most dreary, desolate and wretched scene, containing a station house, a fourth-class hotel, a number of shanties and a dozen goats. The traveller is pressed here to buy apples, berries, and a variety of fruits at prices varying according to the state of the preservation of the articles offered. A rotten apple will not cost more than two cents, and you may possibly get a good one one for ten.

Near the Junction the enterprising explorer will find the

The Waverley Gold Diggings,

now fallen into decay, but still presenting evidences of much money spent, if not much gold found, there. You can if you chose explore the bowels of enormous strata of slate rock and admire huge piles of glittering quartz where gold ought to be, but is not; and you will be moved to meditate on the vanity of human wishes by the sight of a few scores of miners's shanties and a dozen or more buildings of considerable pretensions, "stores," crushers, mills, &c. Waverley village, near the "diggings," is a lovely summer retreat, has pretty cottages, a series of fresh water lakes, pleasant wooded walks, &c.

The railway runs through a barren and desolate tract for several miles, the only redeeming feature being lakes and streams. The forests that once hid the barrenness of the country have long since been burnt down by the great fires that so often carry devastation along the tracks of railways.

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Grand Lake

is also a favorite summer resort—picturesque, sheltered, islanded here and there, and with a few fine residences rising on favorite spots by its shores. Here we are in the vicinity of more gold diggings. But one sample—as, say, the Waverley, or Mount Uniacke diggings, will ordinarily satisfy the the traveller.

Elmsdale

is a young village in the heart of a fine agricultural district. You are now away from the fogs, the rocks, the chill east winds and the barrenness of the Atlantic coast. The soil is fertile in a high degree. The farmers are thrifty and industrious and beginning to learn their profession and understand their privileges. Here you get a glimpse of a pretty stream that comes rushing down from the Gore hills, —the “Three Mile River.” Following somewhat closely the route of this river we soon reach the village of

Shubenecadie,

a sonorous Indian name, which interpreters tell us means “abundance of fish.” The village is not far from the river which is a tidal stream pouring its tribute, after many windings and meanderings, into the rough bosom of the Bay of Fundy. The dike lands on the Shubenecadie are among the richest in Nova Scotia. Maitland, a remarkably enterprising shipbuilding town, rises at the mouth of it. The country now looks rich, warm, and every way inviting to the eye of a farmer, or one who takes an interest in the profitable and useful as contrasted with the picturesque or the grand. You soon reach the Stewiacke River, a stream of considerable volume which flows through one of our oldest and best cultivated valleys. Passing Brookfield, which requires no special remarks, we soon reach the stirring, thriving and handsome town of

Truro.

This town is surrounded by a distant frame of hills. The town itself is flat, and it would be dull to the eye were it

not for the care taken by the people to keep their buildings tidy and to surround them with trees. It promises to become an important manufacturing centre. Already it boasts of one of the best and largest shoe factories in the country. It has foundries, hat factories, &c. Its people are remarkable for their intelligence, enterprise, morality and hospitality. The

Normal School

is here. The buildings are by no means what they ought to be for such an institution. It contains five handsome churches. Truro in summer is a place of bloom and fragrance, and in autumn its many orchards are lovely and inviting with abundance of fruit. Its streams are overshadowed by beautiful drooping elms and willows. Many of its roads are shaded with trees. There are many charming "drives" in the vicinity. Here the Pictou Railway and the Intercolonial converge.

Leaving Truro the trains hurries up close to the "Salmon River" through meadows red with clover, through orchards, gardens, well cultivated fields. You get glimpses of captivating woodlands and scenery—pensile elms, cool evergreens, delicate silvery birches. The farmers live in pretty cottages well kept and tidy. Here and there you see large herds of sheep and fine herds of cattle. A sweeter Arcadian scene you cannot often see. Thus without pausing you hurry up stream, the valley gradually narrowing. You frequently pass through deep rock cuttings refreshing to the eye of the wandering geologist. At no time of the year is this route more attractive than in autumn when the trees are aflame with golden leaves—every hillock having its "bush burning yet not consumed." At

Riversdale

you halt for wood and water. The vast original forest rises on both sides of the road. Five minutes walk would take you into secure retreats under the shadows of great beeches, maples and birches, where you might feel the force of the poet's cry :

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"O for a lodge in some vast wilderness,
Some endless congruity of shade,"

and where you could get so much of solitude that you would consider yourself well stocked with it for the rest of your life. Ten miles to your left is Earltown, a hilly settlement possessed by a thriving colony of Scottish Highlanders. Ten miles to your right is the head of the fertile and blooming valley of Stewiaeke. The forests around were once famous haunts of moose, bears, foxes; and it is still easy to win a splendid day's sport among the partridges. On from Riversdale the road passes through a high, well wooded tract of country, with, here and there, the cabins of adventurous but poor settlers. The traveller would wish the journey shorter till he reaches

Hopewell

which presents a fair sample of country districts in the county of Pictou, with its small farms, with small houses and big barns; women as well as men toiling in the fields; the implements of agriculture rather primitive; signs of progress all around, but still very much room for more progress. Hopewell is beginning to be a manufacturing centre, as it has good water power within reach. Six or seven miles, and you are at the

Albion Mines.

The coal seams are thicker than any elsewhere found in America,—the thickest perhaps in the world. The quality of the coal fits it admirably for the use of steamers and steam engines generally. It is of late used very extensively for domestic purposes. You are now in the heart of the great coal basin of Pictou, a wonder and a mystery, the source of immense and inexhaustable wealth for ages to come. These districts are black but not comely. The colliers' houses in the town of Albion Mines are of the poorest order. Built by the proprietors to supply the commonest necessities of life, they stretch their low length by the dingy street. They consist of two rooms—many of

them in a ruinous condition, being deserted since the termination of the Reciprocity Treaty, and the imposition of heavy duties on coal in the States. There is beauty about ruined churches and ivied castles, but none about deserted cabins in a coal district. There is something of poetry even in the pig as he goes about the door, in the consciousness of possession, but none about a cabin sinking to ruin amid dust and dirt—where gentle and beautiful things are never seen, and where flowers make but poor attempts to bloom, vexed to death at having their pretty dresses always soiled and smirched with smoke and colly. Here roses are no longer white or red, pansies are no more pied. All put on the crape of coal as, though they mourned for the dead. Better houses, of Superintendent and officials are at a little distance, presenting an agreeable contrast to the general aspect, but these bring out the greater poverty of the miners' huts. The grimed men who reside in there may be happy. Fancy is not strong in them, and even if it were, would not elevate them above their condition. Poetry however in its lowest form, has here tried its wing rather unsuccessfully on a sign board that reads :

James Clish lives here,
Sells good ale and beer,
Pass ye east or pass ye west,
If you pass here you pass the best.
Also liquor of all kinds
All good quality ye'll find.

The tourist may visit James Clish or the mines. The descent to these may be made from the outcrop by an inclined plane of, say 15 or 20 degrees; boys with oil lamps light you through the long descent. The other course is to go down the shaft in the bucket—by far the easiest mode. Once at the bottom of the shaft you hear the coal trucks coming along the tram-ways, and see the lights which the miners carry in their fronts, and visit the horses which are sleek and fat, and contented though they have not seen the light of the sun for years. Having explored some of the leads, you are glad to come to light again, which you can do as readily as by the elevator of the Victoria Hotel. By this time you are ready to proceed to

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New Glasgow,

a rising town, spoiled by the parsimony of the owner of the soil, who, to save land, made the streets all lanes. It is a pity, as, without doubt, it may yet be a place of wealth and importance. The people are almost entirely Presbyterian,—indeed the whole district for many miles rejoices in that faith. Very primitive in manners and pious, they are also highly intelligent. The town stands at the head of the navigation, and is the great port of coal shipment. From this town we whirl around till we arrive at the opposite side of the river from

Pictou,

to which we are transferred by ferry-boat. Here are many vessels at anchor, waiting each for its turn for a cargo of coal. Several lines of steamers make this harbor a port of call. Its coal makes it an important centre in the gulf trade, and its importance is yearly on the increase.

Pictou town lies on the side of a hill, and it can often be seen reflected very prettily in the still waters of the harbor. Some of the hills in the neighborhood of Pictou should be ascended by the tourist. He cannot go wrong to choose either "Fitz-Patrick's Mountain," or Green Hill," or McLellan's Mountain. From any of these he can see minor hills and valleys, behold the Strait of Northumberland and the dusky line of P. E. Island edging the horizon in the far distance. He sees fertile valleys, villages, hamlets, towns, harbors with ships at anchor, ships, great and small, with sails spread wooing the reluctant breeze, steamers leaving the bright-foam track in the blue waters and a trailing cloud of smoke in the clear sky. This is a land of Scottish Highlanders, an industrious and cautious race who are just waking up to the coming wealth of their country.

Cape Breton.

There two ways of going to Cape Breton from Pictou.
The

Land Route

by coach from New Glasgow will take you through a picturesque country of hills and dales, fertile and well cultivated farms, and overshadowing forests. You will see Antigonish, a quiet and lovely village. It is the seat of St. Xavier's college. It contains a handsome Catholic Cathedral, and Presbyterian, Episcopal, and Baptist churches. It is the centre of a fine agricultural country. You pass through the fertile meadows of Tracadie, and have an opportunity of seeing how much the houses, barus, farms, and people resemble what you have seen in Lower Canada. Everything is Acadian French. It is a fine country, but bare—the tree having been persecuted off the face of the land. The houses are low and small, with large windows. Here and there are lovely bits of scenery, especially where the view opens out on the gulf, and where the horizon eastward is shut in by the bold headlands and hill-ranges of Cape Breton. The iron horse will in a few years supersede the four-horse team, which now takes you over the road at the rate of 7 miles au hour.

Two or three times a week you can proceed by sea, in a safe and comfortable steamer from Pictou to Port Hood or to the

Strait of Canso

where the land route has led you. Here you see much to charm the eye. The Strait winds peacefully between bold headlands. Cape Porcupine towers high above the rest, and from its forest crowned summit the Telegraph wire was stretched across the Strait, before the days of submarine cables. Under the shadow of Cape Porcupine you are ferried over to Plaister Cove, or Port Hastings, whence three or four mail routes start for different parts of the island. A more striking and beautiful scene is seldom witnessed than the Strait of Canso on a summer morning. Ships, great and small, steamers, schooners, brigs and brigantines, whale boats &c, plough the glassy surface. The limit of our horizon on the Nova Scotia side is a clump of masts and a few houses marking the neighborhood of Port Mul-

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grave. Eastward, on the C. B. shore, is the Marine Rail-
 way, where a large number of vessels repair the damages
 met with at sea. All along the eastern shore of the
 Strait are clusters of pleasantly situated colleges, and
 numerous indications of industry and enterprise.

Plaster Cove (Port Hastings) affords the safest possible
 shelter from the roughest winds. The Straits in many
 points of view will remind the traveller of some reaches of
 the Hudson River, some favorite spots on the Frith of
 Clyde, some portions of the Loch Lomond scenery. The
 "Strait" is 15 miles from St. George's Bay, on the north
 to Chedabucto Bay on the south. The greater part of it is
 more than a mile wide. Northward from Plaister Cove
 you travel by a good road twenty-eight miles through a thinly
 peopled country till you reach

Port Hood

the county town of Inverness. It is a place of call for most
 steamers that have intercourse with Cape Breton on this
 side. It is exposed to the fury of the northwest winds,
 which are often very rough and destructive here. At-
 tempts have been made to erect a breakwater, so as to save
 the harbor, but hitherto without success. There is a cre-
 scent shaped island out a mile from the shore, under the
 lee of which vessels find shelter. Within the memory of
 people still living, this island was separated from the main
 land only by a shallow, fordable channel, a few yards wide.
 The connection might have been maintained at the expense
 of a few dollars. But when the woods were cut away the
 power of the storms increased, and the resistance of the
 soil decreased, till now the channel is over a mile wide, and
 deep enough to allow the passage of any ship. The island
 is wasting rapidly every year. Port Hood is rising in im-
 portance, as a link of connection between Pictou and Cape
 Breton. Here often in autumn a hundred vessels, chiefly
 American fishermen, may be seen at the same time. This
 coast is a favorite resort of mackerel and herring. From
 Port Hood you proceed about ten miles to

Mabou,

one of the finest agricultural districts that the eye could wish to rest on. The valley is fertile, and on each side rise ranges of hills. The tide rolls up some twelve miles, swelling the volume of a slow, and meandering river. The harbor is obstructed by a sand bar. If this bar were removed Mabou harbor would probably supercede that of Port Hood. The soil here is loamy and rich and easily tilled. The farms are large and the buildings on them wear an aspect of comfort that speaks of well rewarded industry. The Mabou river winds with a peaceful flow from side to side of the valley, here and there resting in deep reaches that mirror the purple, and scarlet, and loving green, of clumps of maples, beeches, birches, haematac, and hemlock. The Mabou Hills are the finest in the Maritime Provinces. Their bases are laved by the sea or the river. Their sides are green with rich pasturage, and thickly dotted with herds of cattle and flocks of sheep, and their summits are crowned with hardwood forests, whose splendor in autumn it would be hard to overstate. Their monarch is Cape Mabou, from whose brow one sees the lesser summits ranged along the shore and far inland. They are tumbled, like the big waves of a rough sea, into most orderly and beautiful confusion — apparent confusion, yet perfect mathematical order, which becomes speedily manifest to the experienced eye. The Hills are the rough frame of this lovely valley, — foil to the polished emerald of these fertile meadows. Country roads skirt their flanks, and though not wide or smooth they are in effect beautiful avenues, shaded and over-arched by stately trees. Here you may enjoy the deepest solitude, the kindest shelter, the sweet hush of nature, as if there were no winter brewing in the north and no tempest lurking in the south. Art has not yet produced "grounds" like these, even for monarchs. Nature's pleasure grounds, nature's forests are ever first and finest. Through Mabou valley you travel seventeen miles over a very excellent road to

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now unfortunately robbed by act of the Legislature of its sonorous Indian name, and compelled henceforth to wear the name of "Inverness." The new name is all right in itself; but it is blind policy to drop the original names now countries for borrowed one. The basin of Whyeomal, the head waters of Big Bras d'Or, is sheltered on every side, and slumbers quietly among the hills as if it were no child of the stormy Atlantic. We are now on the east side of Cape Breton. "Inverness" is a rising village, the centre of a fine picturesque country. Coal oil has been discovered in this vicinity. Salt springs, too, abound. The shores of "Hagona" basin are settled by a thriving population, except portions that are still "reserved" for the wandering Indian. It is at Whyeomal that the waters of the Bras d'Or first flash on the sight,—bright and still, worthy of the golden name conferred long ago by the French—"The Arm of Gold." We proceed by steamer from this place to

Baddeck,

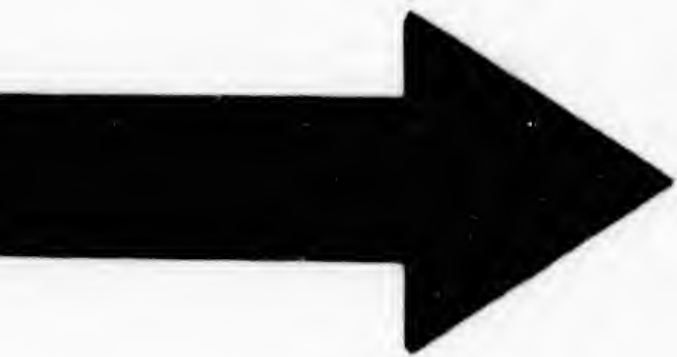
the shiretown of Victoria County, lying on the north side of a very pretty basin communicating with the Bras d'Or. The place is young yet, but it is rising in importance. A fine farming country surrounds Baddeck.

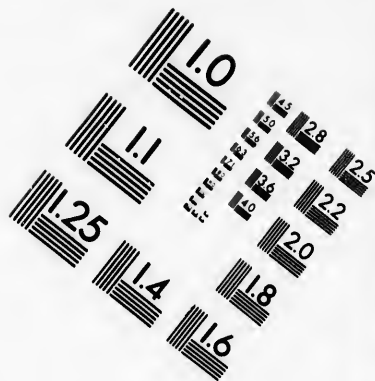
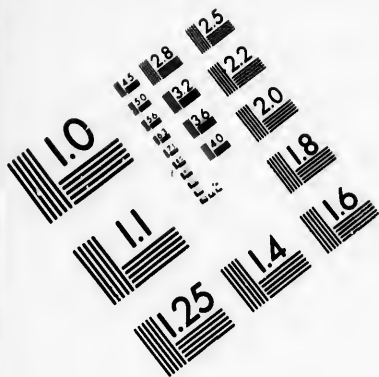
The Bras d'Or Lake is a large bay almost land-locked. Boularderie almost closes the mouth of it. On one side of the island is the channel of the "Big Bras d'Or." Boularderie is 12 miles long by 4 wide. "Bras d'Or Lake" communicates by St. Peter's Canal with Arichat, &c., on the other side of the island; so that Cape Breton is cut in two by St. Peter's canal.

An adventurous tourist should visit St. Ann's, the Margaree valley, and the magnificent wilds extending to Cape North. This part of Cape Breton is but little known, but the scenery is grand; the climate is delightful in summer, and the facilities for fishing, shooting, botanizing, geologizing, &c., are inexhaustible.

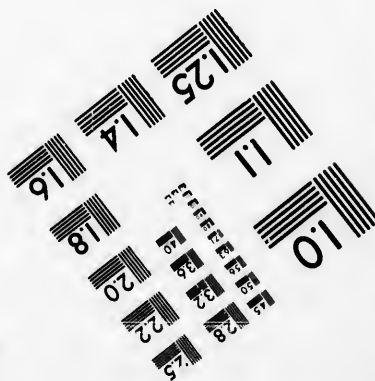
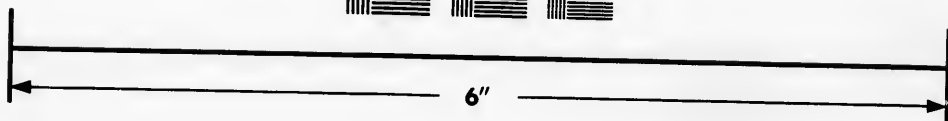
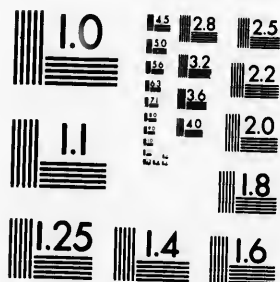
Following the usual route you pass by steamer through the "Big Bras d'Or" and are landed, if you wish it, at Sydney.







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North Sydney or "Sydney Mines"

does not present an attractive appearance to the traveller. He sees long, low ranges of dingy houses for the miners, and three or four tall chimneys and a snorting engine or two on a railway track. The district has a flat, exposed, bleak appearance. It were hard to guess from superficial appearance what immense treasures of wealth are stored below the surface of the ground. It is from this place that the best coal for household use is exported. Sydney harbor is spacious and well sheltered. It opens to the northeast, and is easy of access. A "bar" narrows the entrance and affords shelter to the shipping in the inner harbor. Inside of the bar a large number of vessels are usually seen, waiting for cargoes of "black diamonds." A village rises near the "bar." There are some handsome residences in the vicinity. Across the harbor stands the venerable town of

Sydney,

once the capital of the colony of Cape Breton. Your first glance impresses unfavorably, as there appear to be far too many old and ruinous buildings,—closed shops, decaying houses, tumbling barns, &c. A walk through the town corrects this impression, and shows that there are many fine residences, and that the ruins of the place are in the way of being repaired. The population is increasing and the value of property enhances. The town will soon be more prosperous than in the "age of gold" when it was the seat of vice-royalty. The suburbs are charming. This harbor is often enlivened by the visits of French and English men-of-war.

From Sydney there are facilities for visiting Cow Bay, Lingan, and other important coal mining districts. More interesting perhaps than visits to coal mines will be a run to

Louisburg,

the French capital of the Island, where there are still sad mementos of the deadly struggle of a century ago. A rail-

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way will soon be built between Sydney and Louisburg, which will be the winter port of this end of the Island.

The tourist may with advantage return along the south-eastern coast of the island, and enjoy the bracing air of the Bras d'Or, see the Marble Mountain, and visit Arichat. Much lovely scenery will meet his eye, picturesque interlacings of land and water, islets, "twice seen in their lakes," virgin forests and thriving hamlets. Everywhere there is evidence of undeveloped wealth, on the surface or beneath it, in the waters or on land. The mineral wealth of Cape Breton is immense and inexhaustible. In a few years this island will be the most stirring region of British America. It boasts of mines of gold, silver, copper; a mountain of marble, health-giving mineral springs, oil wells, and unknown breadths and depths of coal. It requires no very vivid fancy to see these wildernesses transformed into gardens, the hamlets into villages, villages into towns, and towns into flourishing cities.

Prince Edward Island.

Leaving Pictou, a few hours steaming brings the traveller to Charlottetown. On nearing the coast he is conscious that the Island is of wonderful beauty and fertility. The whole country is arable, and the greater portion of it is under culture. There are no dry barrens, nor sterile mountains to detract from the general excellence of the soil which is friable and easily wrought. The sea sends its arms through the inlets, bringing its rich manure of mussel mud within easy access of each farm. The agricultural products of the Island are immense.

The History

may be shortly told. It was colonized by France under the name of St. John's Island, was taken by the British in 1758, and ceded to Britain in the treaty of 1763. It formed part of Nova Scotia till 1770, and received its present name in 1800 in honour of Prince Edward, Duke of Kent.

The Area

of the Island is equal to a square of 46 miles—its extreme length being 130 miles with a breadth of 30. Its form is crescent-shaped, and it is interspersed with bays and creeks.

The Soil

is a sandy loam formed from the underlying sandstone, which is soft and friable. There are no stones sufficiently hard to make roads found on the Island. Road material has to be imported at considerable expense. The roads are, in spring, nearly impassable, but in summer very pleasant to drive over, if the wind do not blow.

The Climate

is delightful. Extremes of heat and cold of such a northern latitude are not so great as in the provinces lying south of it. The surrounding waters temper the air, both of winter and summer. The summer and autumn months are delicious, and amid the meadows, cornfields, and gardens, or down by the sea, the tourist who has come at our invitation from the burning suns and sands of the southern climes will bless us for having conducted him to such a paradise. His aspiration will be: This is my rest; here will I stay for I like it well.

Charlottetown.

the capital and only city of the Island, is situated at the confluence of three rivers, and is a place of much trade and bustle and wealth. The harbor is good. The principal streets are 100 feet in width—wise arrangement for the great future of the traffic and population which is anticipated. It has several fine public squares, several magnificent school houses, and two colleges. The market for farm produce is worth visiting as it is one of the best arranged to be found in any city, and the products of the soil are of the finest quality. The people are industrious and enterprising.

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The Parliament House

stands on Queen's Square. It is a handsome stone building with usual halls for the Lords and Commoners of the Island, and all other affairs of state.

The Government

is vested in the Lieutenant Governor, appointed by the Crown, and a responsible Executive Council. The Legislature consists of the Governor, a Legislative Council, elected by the people every 8 years, and Assembly every 4 years. The Islanders have not yet been persuaded to come into Confederation. They look on everything Canadian with a jealous eye, and glory in their separate independence.

From Charlottetown a Railway is in progress through the Island. This will be a great boon, as the iron road can be more readily kept in repair in spring than the stone ones. Meantime, the tourist will have to coach it, or steam it, or boat it, or foot it to whatever place he may desire to visit. He can reach

Summerside

by steamer, if he has not yet touched there coming from Shediac, where he will find a good trade springing up with New Brunswick.

There are many bays, which may yet become the seats of thriving towns and trades. Richmond and Hillsborough Bays divide the Island into three peninsulas. Cardigan Bay, Bodeque Harbor and Egmont Bay are also worthy of notice.

The Telegraph and Ice Boat.

In the winter the communication with the continent is carried on by means of a submarine telegraph, which stretches from Cape Traverse to Tormentine in New Brunswick, and by means of Ice Boats which ply between the same points. The peculiarity of the ice boat is that it is fitted for both ice and water. Sometimes the ice in very

severe calm weather, stretches nearly from shore to shore, at other times water being visible. An open harbor would be of immense importance, but that is not to be hoped for in the St. Lawrence, whose tides are too low to break up the formation of the ice, which dominates till the sun comes with his recovered power to drive the usurper to more northern climes.

The Products

of the Island are principally agricultural, but fish, lumber, and ships have the care of the inhabitants. No minerals of any value have so far been found.

The Inhabitants

are mainly the descendants of British and Irish colonists, with about ten thousand of French origin, and a few Indians. The population is not yet 100,000.

The Bore.

Returning by one of the P. E. Island steamboats to Shediac, we may retrace our steps to Moncton, and stay a day, if necessary, near the head of the Petitcodiac Bay to see the *Bore*. This phenomenon is sometimes more worthy of note than at others owing to state of wind and tide. The waters of the bay, becoming more and more confined by the narrowing banks, roll up yards with ever accumulating force. The increasing wave growing high and crested, the waters next the bottom rubbing against the slob are less nimble than those on the top, which tumble over and over as the wave rushes on with the speed of a swift horse. The waters of the Bore, in favorable circumstances of wind and tide, are several feet in height. Small vessels lying in its way will hardly escape being swamped. When it is seen coming, or when the peculiar noise of the tumbling wave is heard by the pigs or other animals that have gone out to fish for clams or mussels, they too rush away with all speed to reach the shore ere the swift waters catch them. The phenomenon is similar to that described by Scott as having

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been witnessed by one of his heros in Red Gauntlet, on the Solway sands; but the Bore of Fundy is much swifter than that of the Solway, as the tide is higher—the highest indeed in the world—the variation in level at the head waters being, between high and low spring tides, some sixty feet or more.

Formerly a steamboat conveyed passengers from Moncton to St. John, but the railway has ruined that route. The tourist who has not visited the rich districts of Westmorland, N. B., or Cumberland, N. S., should do so now. Near Amherst he will be in the immediate vicinity of the the Bay Verte canal, a work which promises to change the course of commerce by wedding the waters of Fundy to those of the St. Lawrence.

Fishing.

To the disciples of Old Izaak "Down East" is a paradise. From the Southernmost County of Charlotte to the Northernmost one of Restigouche, salmon, trout, toad, bass and perch abound in the various rivers, lakes and streams. These are easy of access, and all or most of them afford a certainty of sport. To the tourist who visits New Brunswick for the purpose of pursuing this favourite pastime the following pages will prove of service.

From the town of Calais, on the American side of the St. Croix, or St. Stephen on the Canadian side, the Angler can take the morning train running from Calais to Princeton, and on arriving at the latter place, about noon, can engage the little steamer "Gipsey" to transport him and his impedimenta to Grand Lake Stream, which he will reach in time to pitch his tent, make all comfortable for the night, and catch for his supper the famous "land-locked salmon" of these waters. No fish that swims, excepting the true *Salmo Salar*, affords the angler such exciting sport, and not even the king of fishes will afford the *gourmand* a more luscious *bonne bouche*. This variety of the *Salmo* family abounds in the waters of both branches of the St. Croix, and will, from May till September, give the most greedy angler a surfeit of sport, which may be pleasantly varied by excursions

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91

up the Lakes, where the Great Lake Trout (*Salmo Narjuncush*) here called the "toag," abound and are taken by trolling. The speckled trout and the white perch also offer a pleasing variety of sport, while the scenery alone, is well worth the jaunt.

If the angler is ambitious of adding the lordly salmon to his trophies, two routes to the North are open to him. From St. John he can take the inland route by steamer to Grand Falls, ascend the Tobique, which affords fine angling, cross a short portage into Nepissiguit Lake and descend that famous Salmon River to Bathurst. Or he can cross from Portage Brook into Upsalquitch Lake, descend the Upsalquitch and Restigouche to Dalhousie. By proceeding further up the St. John to Grand River he can ascend that stream, cross to the Wagonis, and reach the upper waters of the Restigouche, far above the confluence of the Upsalquitch: the trip down the Restigouche will afford the lover of nature a rare treat. The finest salmon and trout fishing can be had by either of these routes, and the forest scenery is magnificent. Should the shore route be preferred, the tourist can take the cars from St. John to Shediac, where the Gulf steamer will land him at Chatham, Bathurst, or Dalhousie, as he may choose. From each of these towns as a centre, he can find good angling in any direction. From Chatham half a day's drive will place him on the famous *Tabusintac*, where speckled trout of 5 lbs. weight will reward his skill. Having satisfied himself with this preliminary practice, an afternoon's drive will land him in Bathurst, where the Nepissiguit is easily reached, and here the glorious *Salmo Salar* is waiting for him, amidst the finest river scenery in the world.

Should he prefer proceeding direct to Dalhousie by steamer, he can do so, and once here, the whole Bay Chaleur, with its numerous salmon and trout streams, is within easy reach, and he who cannot there find sport enough must be hard to please. Opposite Dalhousie are several streams in which the speckled trout abounds from 3 to 5 lbs. weight, while within a few hour's drive the Charlo and Jacquet can be reached, in both of which salmon and trout will reward the angler's skill. On the Quebec side of the Bay the Great and

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Little Nouvelle, the Grand and Little Cascapedia, the Bonaventure and several rivers of lesser note abound with salmon and trout. All those are within easy reach, and here also the scenery is grand and imposing.

Whether the tourist takes the inland or the shore route to the northern part of the Province, he can not fail, from May till September, to find sport on every river, lake or stream, while every description of nomadic life can be tried in succession, amidst the finest scenery that nature produces. Mountains, lakes and forests; thundering waterfalls, winding rivers, woodland glades, dancing streams, and murmuring brooks will be his constant companions; exciting sport, healthful exercise, and a ravenous appetite will reward his adventurous spirit, and open up to him a new and enjoyable phase in the journey of life.

Shooting.

During the months of September, October and November, the Northern Counties of New Brunswick will afford the gunner rare sport. Partridge, Woodcock and Snipe, Geese, Brant and Ducks, are plentiful everywhere. The latter abound in vast numbers on all the shores and in all the estuaries from Shediac to Dalhousie.

At Escuminac and Tabusintac in Northumberland County, at Tracadie and Pokemouche in Gloucester County, and on all the shores and estuaries of Restigouche County, but especially in the lower portions of the Restigouche River, water-fowl of all kinds are to be found in myriads. Acres in extent are covered by them. Fat young birds, fresh from their feeding grounds, congregate here previous to their southern flight, and offer great inducements to the fowler.

During the months of September and October the Moose and Cariboo are in their finest condition, and afford most exciting sport to the hunter when properly pursued under skilful guidance, while occasional chances of a shot at a Bear, Lucifee or Otter enliven the pastime, and render life in the woods at this season especially attractive. Beaver-trapping can also be successfully pursued by the enthusiastic hunter, and often rewards him by valuable furs, which

are more prized from being the trophies of his own skill and love of adventure. In short, no route the tourist can select offers greater inducements to all classes who seek to escape the "heated term" and recruit exhausted energy, than a ramble "Down East."

Accident Insurance.

As every man is liable to accident, and as accident may happen by rail and river, an Accident Insurance policy should be taken by every traveller. "Good luck" cannot always be depended upon. It will not prevent trains from running off the track, steamboat boilers from exploding, horses from running away, side walks from being treacherous with orange peel, nor a thousand other accidents from happening to those travelling on business or for pleasure. No man should go on a long journey without having the risks of travel covered by an accident insurance policy. We never feel quite comfortable if we have neglected this duty on the Road, Rail or River. If our travelling friends have neglected to insure before setting out they should remedy their mistake by taking out an accident policy in the Traveller's Insurance Company of Hartford, Conn., either on arriving in St. John, where Morris Robinson, Esq., 110 Prince William Street, will attend to their wishes, or Halifax, where J. D. Wells, Esq., 121 Hollis St., will pay like attentions. The cost of a two or three or ten thousand dollar policy will be as nothing to the assured comfort which one feels in travelling from day to day.

Shopping.

Before leaving the maritime provinces our tourists will, without doubt, find it to their advantage to take with them souvenirs of their visit from St. John in the form of silks, satins, gloves, bijouterie, &c. Messrs. Manchester, Robertson & Allison, Market Square, Messrs. Lansdowne & Martin, corner of King & Prince William Sts., Mr. Bennet, Messrs. Hegan, Prince Wm. Street, will be found the best places to visit for all articles of ladies' dress; Mr. May, Prince Wm. Street, will suit the taste and the person of the

most fastidious in gentlemen's out-fit. Mr. Patterson, of King St., and Mr. Bartsch of Prince William Street, will supply all demands in the jewelry line. Mr. Berryman, of King Street, has excellent hardware—the best English knives, &c. Messrs. Peiler, Prince William Street, have on hand the best and newest music, and their opinion in musical matters will be found of great value. Mr. Harney, King St., can furnish Sewing Machines, of the best quality, at very moderate rates. Mr. Notman's fame as a Photographer and portrait colorist is known over the continent; while Messrs. Woodburn & Climo, will produce excellent likenesses, and give satisfaction to their patrons. Those about to establish mills should not fail to visit the factory of Mr. Lawton, whose saws are of the finest quality. The capitalist can buy some of Jay Cooke's 7.30 bonds from Mr. Wetmore, P. W. Street, and take them home as a present to his friends. Those who are devoted to sanitary conveniences should see what Anderson & Kedey have got to shew in the shape of Earth Closets. Some may wish to have a life insurance policy in the North British or the Royal. For the former call on Mr. Jack, corner of Princess and Canterbury Streets, and for the latter on Mr. Kaye, Ritchie's Buildings, Princess St. Medicine and perfumery of all kinds can be had from Mr. Smith, Market Square; from Mr. George Stewart, Jr., King Street; or from Mr. Chaloner, corner of King and Germain Streets; or from Mr. Barker, King Street. Fancy biscuits, of all styles, may be got from Mr. Rankin, Dock Street. Mr. Chubb, Prince Wm. Street, and Mr. Hall, of Colonial Book Store, King Street, will be happy to furnish all articles in the Stationery line. Mr. Chubb can supply a complete outfit for the Fishing Grounds. Dr. Baxter will supply his Chalybeate to those requiring it; and Mr. Spencer has a varied assortment of patent Medicine. Mr. Vassie, 22 Canterbury Street, has British and Foreign Goods on wholesale. Messrs. Logan & Lindsay, King Street, are Grocers who have the very best of everything in that line. For shoes call on Starr, 32 King Street; or Vaughan, 86 Prince Wm. Street. Mr. Burpee, Prince Wm. Street, has a fine stock of Hardware, Silver, Goods, &c.

The prices at which almost all things mentioned in our catalogue may be procured will be a matter of surprise. We hope all our friends will feel satisfied and delighted, and carry away sweet remembrances, so that they will not fail to visit our town as often as convenient.

Au Revoir.

On the return from N. B. to the United States several routes present themselves. The Rail, which we described in the former part of our little book, via McAdam, at which place those who have not seen St. Stephen and St. Andrews may take the car to either of these towns, and from thence by the connecting steamer, join at Eastport the International Boat, and so proceed to Portland or Boston. Our traveller may, if he wish, proceed to Bangor via Matawankeag, and then take steamer of Inside Route, or by the Bangor and Pisquataquis Line, or by Sanford's Independent Line. But no one should leave Bangor without actually *seeing* one of the handsomest cities, of its size, on the continent, for one may pass through and not see the city. To see Bangor the tourist must either walk or drive to the high ground above the Kenduskeag river, where he will have a view of every house in the town. With the exception of a few streets devoted to business, he will find that each house is embowered in trees; and has its grounds and gardens and flowers. The streets radiate from and to all points, but this adds to the beauty of the scene, which is very natural. Deep below among the hills is the Kenduskeag river as it flows away to join the Penobscot. Are there no classic stories of this scene? Poets and novelists should be born and nurtured here, as certainly as wealth and culture have found on these beautiful hills a home. The soil too is rich, but the spoils of the forest have added a superabounding wealth. Lumber has been the staple trade, and made all the people rich. They seem religious. From the heights, the steeples of many churches of a high class are visible. As in the rest of Maine, temperance reigns here. To all our visitors who have been guided by us in their journeyings through our maritime scenery and cities, we say AU REVOIR.

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POSTSCRIPT. —We forgot to say, when describing the route from Woodstock to Grand and Little Falls, that Messrs. Tupper of Woodstock, and Newcomb of Tobique, run a swift stage on this line. Those passing through Tobique should not fail to give Mr. Newcomb a call. He can furnish a good bed, good board, and a good team.

ADDENDUM.—The Rothesay Hotel, omitted by mistake in our notice of good St. John Hotels, is situated at the head of King and Corner of Charlotte Street. It has lately been renovated, and being well located, will claim the attention of travellers in search of a comfortable stopping place. Mr. Hinch, the proprietor, will see that his guests' wants are all duly attended to.

ERRATA.—The hurry with which our Guide was got up may account for numerous errors. There are two or three which we would notice.

Page 31, article Fog—for "an agreeable variness and so easy a transaction," read, "an agreeable variety, and so easy a transition."

Page 81. In the article "Strait of Canso," the eastern shore is represented as having "clusters of pleasantly situated colleges." Our readers will measure out two ell's and supply two tees, when, though the scholars with their gowns have vanished, numerous groups of young students will be found in the lanes and fields, learning the natural history of butterflies, bugs, and such.

There are many "points" which we would wish to alter, and some spelling, not according to Webster. The nominative is sometimes divorced from its verb by an impudent comma which, we hope, the good reader will discard from his mind's eye as it passes over our pages.

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For Extension from St. John Westward.

Summer Arrangement.) TIME TABLE. (Summer Arrangement.

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Miles	TRAINS GOING WEST.	No. 1		No. 2		Miles	TRAINS GOING WEST.	No. 4		No. 6	
		Pass & Mail	Mail	Pass & Mail	Mail			Pass & Mail	Mail	Pass & Mail	Mail
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1	Carlton,	8:40	1:25			0	St. Croix,				
4	Fairville,	8:50	1:35			6	McAdam,	P. M. 1:30			
6	Launceston,	9:00	1:42			15	Maguadaville,				
11	Grand Bay,	9:00	1:57			35	Harvey,				2:11
						39	Cork,				2:41
15 1/2	Westfield,		2:08			42	Tracy,				2:57
	{ Arr						{ Dep				
19 1/2	Nerepis,	9:10	2:12			45 1/2	Tracy,				3:30
	{ Dep	9:20	2:21				{ Arr				
25 1/2	Welford,					45 1/2	Tracy,				3:30
	{ Arr						{ Dep				
	{ Dep	9:45	2:38				45 1/2	Tracy,			3:40
29 1/2	Clarendon,					0	Fredericton,				
33 1/2	Gaspereaux,	9:50	2:48			1	Salamanca,	A. M. 7:40			2:45
35 1/2	Finkskillen,	10:08	2:56			6	Glastier,	7:41			2:48
39 1/2	Hoyt,	10:16	3:04			10	Wassiss,	7:55			3:00
41 1/2	Blissville,	10:25	3:11			14	Russlingouls,	8:02			3:10
46	F'ron Junction,	10:34	3:19			19	3 Tree Creek,	8:17			3:20
		10:47	3:29			22	F'ron Junction, Arr	8:30			3:27
								8:40			3:45
0	F'ron Junction, Dep	11:00	3:35			15 1/2	F'ron Junction,	A. M. 8:45			3:45
3	3 Tree Creek,	11:09	3:44			49 1/2	Blissville,	8:51			3:57
7	Russlingouls,	11:21	3:56			53 1/2	Hoyt,	8:56			4:00
12	Wassiss,	11:31	4:06			59 1/2	Finkskillen,	9:02			4:11
16	Glastier,	11:43	4:18			64 1/2	Gaspereaux,	9:10			4:22
21 1/2	Salamanca,	11:57	4:31			67 1/2	Clarendon,	9:28			4:31
25 1/2	Fredericton, Arr	12:00	4:35			69	Welford,	9:40			
46	F'ron Junction,	A. M. 10:37				71 1/2	Nerepis,	9:45			4:41
	{ Arr					76	Westfield,	10:01			5:04
49 1/2	Tracy,							10:13			5:12
	{ Dep	10:57				80	Grand Bay,	10:24			5:21
61 1/2	Cork,					83 1/2	Launceston,	10:30			5:30
66 1/2	Harvey,	11:31				87 1/2	Fairville,	10:45			5:46
		11:40				91 1/2	Carlton,	11:00			5:55
77 1/2	Maguadaville,	P. M. 12:20					St. John, Ferry,	11:10			6:10
83 1/2	McAdam,	12:47									
91 1/2	St. Croix,	1:03									
100 1/2	Allison,	1:20									
		6:35									

After 29th July, Night Express, with Pullman Cars, leaves St. John at 9 p. m., connecting with morning train for Boston and making connection with Train at Danville Junction, due in Montreal 33 hours from St. John.

Also from Bangor for St. John at 8 p. m., on arrival of Train from Boston, and due in St. John at 6 a. m., in time for Steamer to Halifax and Prince Edward Island.

J. D. LAWLOR, Manufacturer Singer's, B. P. Howe's and Lawlor's Sewing Machines, 82 King st.

**EUROPEAN AND NORTH AMERICAN RAILWAY,
And Intercolonial Railway.**

1872. SUMMER ARRANGEMENT. 1872.

LEWIS CRVELL, General Superintendent.

TRAINS GOING EAST.

Miles.	STATIONS.	No. 2.		No. 4.		No. 8.		No. 12.		Miles.
		Mails & Express.	Passengers.	Freight and Passenger.	Accommodation.	Passengers.	Passengers.	Mails & Express.		
0	St. John,	A. M. 7:00	P. M. 5:00	A. M. 11:10	P. M. 5:00	A. M. 11:10	P. M. 5:00	A. M. 11:10	P. M. 5:00	0
5	Moospath,	"	"	7:08	5:08	"	"	"	"	0
5 1/2	Topsail,	"	"	7:15	5:15	"	"	"	"	2
7	Riverside,	"	"	7:19	5:19	"	"	"	"	2
8 1/2	Rothesay,	"	"	7:24	5:24	"	"	"	"	6
12	Quispamsis,	"	"	7:33	5:33	"	"	"	"	6
17	Nanwigewank,	Arr. 12:20	P. M. 12:00	7:46	5:46	"	"	"	"	36
22	Hampton,	Dep. 12:30	P. M. 12:30	8:00	6:00	"	"	"	"	36
		Arr. 12:50	P. M. 12:50							
		Dep. 1:00	P. M. 1:00							

TRAINS GOING WEST.

Miles.	STATIONS.	No. 1.		No. 3.		No. 7.		No. 9.		Miles.
		Mails & Express.	Passengers.	Mails & Express.	Passengers.	Freight and Passenger.	Accommodation.	Freight and Passenger.	Accommodation.	
0	Point DuChene,	Dep. 8:00	P. M. 10:40	A. M. 8:00	P. M. 10:40	A. M. 8:00	P. M. 10:40	A. M. 8:00	P. M. 10:40	0
2	Shediac,	Arr. 8:05	P. M. 10:45	8:06	10:45	8:06	10:45	8:06	10:45	2
6	Dorchester Road,	"	"	8:17	11:00	8:17	11:00	8:17	11:00	6
0	Amherst,	"	"	"	"	"	"	"	"	0
2 1/2	Attalee,	"	"	"	"	"	"	"	"	2 1/2
9 1/2	Sackville,	Arr. 8:51	P. M. 11:30	"	"	"	"	"	"	9 1/2
21	Dorchester,	Dep. 8:51	P. M. 11:30	"	"	"	"	"	"	21
29	Memramook,	Arr. 9:00	P. M. 11:30	"	"	"	"	"	"	29
36	Meadow Brook,	Dep. 9:00	P. M. 11:30	"	"	"	"	"	"	36

The Intercolonial.

6.45
6.54
7.30
7.31
8.15

The Intercolonial.

91 Sackville, { Arr. 11.30 }
21 Dorchester, { Dep. 11.40 }
23 Memramcook, { Arr. 12.01 }
36 Meadow Brook, { Dep. 12.10 }

P. M. 12.20 5.46
7.46 12.30
8.00 12.50
8.00 6.00

17 Nauwigewank, { Arr. 7.46 }
22 Hampton, { Dep. 8.00 }
{ Arr. 8.00 }
{ Dep. 8.00 }

ines, 82 King st.

Sealskin Jackets, Manchester, Robertson & Allison, St. John.

TRAINS GOING WEST.—Continued.

27	Fuskeag,	Dep.	8.11	1.20	6.11	41	Painsec Junction,	{ Arr. 8.35 } { Dep. 11.30 }	8.35	11.30	5.30
27	Bloomfield,	"	8.14	1.24	6.14	12	Cook's Brook,	"	8.44	11.40	
324	Norton,	{ Arr. 8.20 } { Dep. 6.29 }	8.20	1.46	6.29	17	Humphrey's Mill,	"	8.53	12.01	
394	Apoahqui,	"	8.47	2.12	6.47	19	Moncton,	{ Arr. 9.00 } { Dep. 12.10 }	9.00	12.10	6.00
431	Sussex,	{ Arr. 9.00 } { Dep. 7.00 }	9.00	2.45	7.00	29	Boundary Creek,	"	9.23	1.22	
47	Pimwaseep,	"	9.09	2.59		32	Salisbury,	"	9.28	1.22	
51	Penobscuit,	{ Arr. 9.10 } { Dep. 3.30 }	9.10	3.30		37	Pellet River,	"	9.40	1.42	
55	Dunsmaine,	"	9.30	3.30		42	Petitcodiac,	{ Arr. 10.02 } { Dep. 2.15 }	10.02	2.15	7.01
604	Anagance,	"	9.45	3.55		46	Hayward's,	"	10.17	2.37	7.13
66	Hayward's,	{ Arr. 10.00 } { Dep. 4.15 }	10.00	4.15		47	Apoahqui,	"	10.31	3.00	
71	Pellet River,	"	10.10	4.25		58	Dunsmaine,	"	10.41	3.16	
76	Salisbury,	"	10.23	4.42		57	Penobscuit,	"	10.42	3.22	8.00
79	Boundary Creek,	"	10.37	5.01		01	Plumwaseep,	{ Arr. 11.00 } { Dep. 3.45 }	11.00	3.45	8.10
894	Moncton,	{ Arr. 11.14 } { Dep. 6.10 }	11.14	6.10		64	Sussex,	{ Arr. 11.15 } { Dep. 4.30 }	11.15	4.30	8.10
914	Humphrey's Mill,	"	11.17	6.18		69	Apoahqui,	{ Arr. 7.50 } { Dep. 4.58 }	7.50	4.58	
984	Cook's Brook,	"	11.30	6.38		75	Norton,	"	7.50	4.58	
984	Painsec Junction,	{ Arr. 11.40 } { Dep. 6.42 }	11.40	6.42		81	Bloomfield,	"	7.45	5.23	
5	Meadow Brook,	"				82	Pasecat,	"	7.48	5.28	
12	Memramcook,	"				86	Hampton,	{ Arr. 8.10 } { Dep. 1.05 }	8.10	1.05	
20	Dorchester,	"				91	Nauwigewank,	"	8.17	1.22	
314	Sackville,	{ Arr. 11.50 } { Dep. 7.53 }	11.50	7.53		96	Quispamsis,	"	8.35	1.51	9.38
354	Aulac,	"				994	Rothsay,	"	8.41	1.55	7.01
41	Amherst,	{ Arr. 12.09 } { Dep. 7.26 }	12.09	7.26		101	Riverside,	"	8.44	1.00	7.07
102	Dorchester Road,	"				1024	Toryburn,	"	8.51	1.06	7.17
106	Sheilas,	{ Arr. 12.15 } { Dep. 7.33 }	12.15	7.33		108	St. John,	"	9.00	1.15	10.00
108	Point DuChene,	"									

The Intercolonial.

H. CHUBB & Co., Steam Job Printers, 63 Prince Wm. Street.

1872.



1872.

GOVERNMENT RAILWAYS, NEW BRUNSWICK.

**European and North American and
Intercolonial.**

**Connecting the Bay of Fundy, the Gulf of St. Lawrence,
and Amherst, N. S.**

Connections are made at Point DuChene,

With the Steamers of the

Prince Edward Island Steam Navigation Co.,

For Summerside, Charlottetown, and Georgetown, P. E. I., Port Hood, Strait of Canso, Pictou, N. S., there connecting with the Nova Scotia Railway for Halifax, N. S. With the steamer "Rothesay Castle," for Richibucto, Miramichi, Shippegan, Caraquette, Bathurst, Dalhousie and Campbellton. And with the Steamers of the Quebec and Gulf Port Steamship Company, for the Ports on the North Shore of New Brunswick and Gulf of St. Lawrence, Father Point, Quebec and Montreal. At Shediac with Stages for Cocaigne, Richibucto, Miramichi, Bathurst and Dalhousie. At Salisbury with Stages to and from Hopewell, Hillsborough, and the Albert Mines. At Amherst with Stages to and from Truro and all parts of Nova Scotia. At St. John with the Western Extension Railway for Fredericton, McAdam Junction, &c.; thence by Stages to Mattawankeug, connecting there with Maine Division for Bangor, &c.; also connects at St. John with Steamers of the International Steamship Company for Eastport, Portland and Boston.

m. Street.

872.

AYS,

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Lawrence,

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E. L. Port
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Stages for
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Truro and
Extension
by Stages
for Ban-
Intern-
oston.

Gentlemen's Scarfs & Ties - Manchester, Robertson & Allison.

103

NEW BRUNSWICK AND CANADA RAILWAY.

HENRY OSBURN, General Manager,.....ST. ANDREWS, N. H.

J. P. CRANGLE,.....Superintendent.

Westward Trains.				Eastward Trains.			
MI.	STATIONS.	Mix	Mix	MI.	STATIONS.	Mix	Mix
					Leave	a. m.	
6	ST. STEPHEN Lv	3 00		0	WOODSTOCK ..	9 00	
5	Maxwell.....	10 30		3	Hodgdon.....	9 15	
8	Moore's Mills.....	10 50		11	Debec June... Arr	9 45	
15	Meadows.....	11 00					
10	Watt June... Arr	11 35		0	Houlton.....	9 15	
				1	Greenville.....	9 30	
0	St. Andrews... Lv	9 15		8	Debec June... Arr	9 15	
11	Chumcock.....	9 25					
13	Bartlett's.....	10 00		8	Debec Junction..	9 55	
13	Wawelg.....	10 10		10	Wickham.....	10 05	
15	Roix Road.....	10 30		15	Eel River.....	10 20	
19	Hewitt's.....	10 50		25	Canterbury.....	11 05	
20	Rolling Dam.....	10 55		31	Deer Lake.....	11 35	
21	Dunbarton.....	11 20					
27	Watt June... Ar	11 35		17	McADAM JNC. Arr	12 30	
						a. m.	
27	Watt June... Lv	11 45		0	St. John... Lv	8 30	
29	Lawrence.....	11 55			Fredericton, C.E.N.A. Bangor, V	8 00	
31	Barber Dam.....	12 15					
13	McAdam Jnc. Ar	12 45		17	McADAM JNC. Lv	1 50	
				56	Barber Dam.....	2 25	
82	St. John... Ar	6 10		62	Lawrence.....	2 50	
	Fredericton, C.E.N.A. Bangor, V	5 10		63	Watt Junction Ar	2 55	
		6 35					
13	McADAM JNC. Lv	1 50		63	Watt Junction Lv	3 05	
50	Deer Lake.....	2 55		66	Dunbarton.....	3 25	
65	Canterbury.....	3 25		70	Rolling Dam.....	3 45	
75	Eel River.....	3 55		71	Hewitt's.....	3 50	
80	Wickham.....	4 10		75	Roix Road.....	4 15	
82	Debec Junction Ar	1 20		77	Wawelg.....	4 25	
				79	Bartlett's.....	4 35	
82	Debec Junction Lv	4 30		85	Chumcock.....	5 10	
86	Greenville.....	4 45		100	St. Andrews... Ar	5 30	
90	Houlton..... Ar	4 55					
				0	Watt Junction Lv	3 05	
0	Debec Junction Lv	1 30		4	Meadows.....	3 20	
8	Hodgdon.....	4 50		11	Moore's Mills.....	3 45	
11	WOODSTOCK Ar	5 00		14	Maxwell.....	4 00	
				10	St. Stephen... Ar	4 15	

McADAM JUNCTION connects with New Brunswick Division of European and North American Railroad to and from Fredericton and St. John.
WATT JUNCTION connects with the Branch to and from St. Stephen.

Change Cars.
A STAGE leaves Houlton daily (Sunday excepted) about 7 a. m., for Presque Isle, and Woodstock about 6 p. m., for Grand Falls.
Connection is made daily (Sundays excepted) at McAdam Junction with trains on European and North American Railway for Bangor, Saint John and Fredericton.
Passengers leaving St. Andrews, Woodstock, Houlton, and St. Stephen by morning train, arrive at Bangor (in time for Night Express to Boston); at Fredericton 7.35 p. m., and St. John, at 7.10 p. m.
Passengers leaving Bangor (on arrival of Express Train from Boston) at 8 a. m.; Fredericton at 7.40 a. m., and St. John at 7.30 a. m., arrive at St. Stephen at 1.15 p. m., and St. Andrews at 6.30. Woodstock and Houlton at 6.15 p. m.

J. D. LAWLOR, Manufacturer Singer's, B. P. Howe's and Lawlor's Sewing Machines, 82 King st.

Railway & Carriage Rugs - Manchester, Robertson & Allison.

104

NOVA SCOTIA RAILWAY.

GENERAL OFFICES - HALIFAX, N. S. [Dec. 11, 1872.

GEORGE TAYLOR, General Sup'l.
THOMAS FOOT, Accountant.

ALEXANDER McNAB, Chief Engineer.
W. JOHNSTON, Locomotive Sup'l.

Halifax to Pictou.				Pictou to Halifax.				
Miles	STATIONS.	Exp.	Acc.	Acc.	Miles	STATIONS.	Acc.	Exp.
	Leave	a. m.	a. m.	p. m.		Leave	a. m.	p. m.
0	HALIFAX	7 00	9 15	3 30	0	PICTOU BOAT	8 30	1 30
3	Four Mile House	7 09	9 27	3 11	1	Pictou Landing Ar.	8 40	1 40
8	Bedford	7 25	9 48	1 05		Do. Train. Lve	8 45	1 45
11	Rocky Lake	7 33	10 00	1 20	2	Fisher's Grant	8 50	1 50
13	Windsor June. Ar		10 10	1 30	9	New Glasgow	9 21	2 10
	Do. Lve		10 10	1 30	12	Stellarton	9 38	2 14
20	Fletcher's	8 02	11 30	4 35	17	Hopewell	10 03	2 33
23	Grand Lake	8 10	11 30	5 20	21	GLENGARRY	10 37	2 54
25	Oakfield	8 16	11 52	5 25	31	West River	11 25	3 11
28	Enfield	8 25	12 04	5 40	39	Riversdale	11 53	3 35
30	ELMSDALE Arr			5 50	43	Union	12 13	3 49
	Do. Lve	8 36	12 15	6 00	52	Truro	12 50	4 15
35	Milford	8 42	12 31	6 20		Do. Arr	7 00	1 05
39	Shubenacadie Ar				56	Johnston's	7 20	1 38
	Do. Lve	9 09	12 50	6 39	60	Brookfield	7 38	1 50
44	Stewiacke	9 13	1 12	7 00	65	Polly Bog	8 03	2 10
48	Polly Bog	9 25	1 29	7 18	69	Stewiacke	8 22	2 26
53	Brookfield	9 42	1 50	7 40	74	Shubenacadie. Ar	8 45	2 48
57	Johnston's	9 53		7 55		Do. Lve	9 00	2 47
61	Truro	10 05	2 25	8 10	78	Milford	9 18	3 02
	Do. Lve	10 20	2 40		83	ELMSDALE Ar		
70	Union	10 48	3 18			Do. Lve	9 40	3 22
74	Riversdale	11 00	3 40		85	Enfield	9 50	3 30
82	West River	11 25	4 12		88	Oakfield	10 05	3 42
89	GLENGARRY Lve	11 47	4 10		90	Grand Lake	10 14	3 52
96	Hopewell	12 08	5 09		93	Fletcher's	10 27	4 01
101	Stellarton	12 25	5 30		110	Windsor June. Ar	11 00	4 40
104	New Glasgow	12 34	5 42			Do. Lve	11 05	4 40
111	Fisher's Grant	12 55	6 10		102	Rocky Lake	11 14	5 00
112	Pictou landing. Ar	1 09	6 15		105	Bedford	11 27	5 00
	Do. Boat Lve	1 05	6 20		109	Four Mile House	11 49	5 20
113	PICTOU	1 15	6 30		113	HALIFAX	12 04	5 30
	Arrive	p. m.	p. m.			Arrive	p. m.	p. m.

A. & J. H. BARTSCH,
Chronometer, Watch and Clock Maker,

113 PRINCE WILLIAM STREET,
(Cor. Duke and Prince Wm.)

SAINT JOHN, N. B.

Dealer in Nautical Instruments, Charts, Books, Watches,
CLOCKS, JEWELLERY, &c., &c.

J. D. LAWLOR, Manufacturer Singer's B. P. Howe's and Lawlor's Sewing Machines, 82 King-st.

Dec. 11, 1872.

of Engineer,
Supt.

ax.
Acc. Exp.

a. m.	p. m.	Exp.
8 30	1 30	
8 40	1 40	
8 45	1 45	
8 50	1 50	
9 21	2 10	
9 38	2 18	
10 03	2 33	
10 37	2 51	
11 25	3 11	
11 53	3 35	
12 13	3 49	
12 50	4 15	
1 05	4 25	
1 38	4 38	
1 50	4 50	
2 10	5 05	
2 26	5 18	
2 47	5 33	
3 02	5 45	
3 22	6 00	
3 30	6 08	
3 42	6 15	
4 02	6 22	
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4 30	6 40	
4 40	6 52	
5 00	7 06	
5 20	7 21	
5 30	7 30	
5 40	7 40	

aker,

atches,

s, 82 King-st.

The Best Quality of Hosiery.. Manchester, Robertson & Allison.

105

WINDSOR AND ANNAPOLIS RAILWAY.

GENERAL OFFICE, KENTVILLE, (May 1, 1872.)

P. ISSUES,

Annapolis to Windsor and Halifax.						Halifax to Windsor and Annapolis.					
MILES	STATIONS.	PAS.	MIN.	EX.	MILES	STATIONS.	EX.	MIN.	PAS.		
	ST. JOHN, N. B. Bay	a. m.	a. m.	a. m.		HALIFAX	a. m.	a. m.	a. m.		
	Steamer Leave		8 00			Leave	8 00	8 15	8 00		
0	Annapolis		6 50	2 20	0	1 Mile House		7 25	3 12		
8	Roundhill		6 50	2 40	8	Bedford	8 25	7 45	3 30		
14	Bridgetown		7 20	3 00	14	Rocky Lake		7 55	3 40		
19	Paradise		7 35	3 10	19	Windsor Junction		8 05	3 50		
22	Lawrencetown		7 50	3 15		Do.					
28	Middleton		8 15	3 30	19	Beaver Bank	8 10	8 15	4 00		
31	Wilnot		8 25	3 35	23	Mr. Urlocke	Ar	8 25	4 10		
35	Morden Road		8 40	3 45		Do.	Ly	9 20	9 30		
40	Kingston		8 50		35	Stillwater		9 10	5 00		
42	Aylesford		9 05	4 10	36	Elleshouse		9 40	5 10		
47	Barwick		9 25	4 20	39	Newport	Ar				
54	Coldbrook		9 35	4 30		Do.	Ly	10 00	5 20		
59	Kentville	Ar	10 20	4 50	42	Three Mile Plains		11 20	5 25		
	Do.	Lee	6 30	10 40	45	Windsor	Ar	10 15	11 00		
61	Port Williams		6 45	10 55	47	Palmouth	Ly	10 20	1 00		
66	Wolfville		6 50	11 15	50	Mount Denison		1 05	6 15		
69	Grand Pre		7 05	11 30	52	Hantsport		1 10	6 20		
70	Horton Landing		7 05	11 40	57	Newport		1 15	6 30		
72	Windsor		7 15	11 50	57	Horton Landing		10 50	1 15		
77	Hantsport		7 30	12 10	57	Grand Pre		11 05	2 05		
79	Mount Denison		7 35	12 20	63	Wolfville		11 10	2 20		
82	Palmouth		7 45	12 30	65	Port Williams		11 15	2 30		
84	Windsor	Ar	7 50	12 30	70	Kentville	Ar	11 30	2 50		
	Do.	Ly	8 00	1 15		Do.	Lee	11 40	3 05		
87	Three Mile Plains		8 15	1 25	75	Coldbrook		11 50	3 15		
90	Newport	Ar			79	Waterville		12 00	3 35		
	Do.	Ly	8 30	1 40	82	Barwick		12 05	3 50		
93	Elleshouse		8 40	1 55	87	Aylesford		12 25	4 10		
96	Stillwater		8 50	2 05	89	Morden Road			4 20		
103	Mr. Urlocke	Ar			91	Kingston		12 50	4 40		
	Do.	Ly	9 20	2 15	95	Wilnot		12 50	4 55		
113	Beaver Bank		9 50	3 25	101	Middleton		1 00	5 10		
116	Windsor Junction		10 00	3 30	107	Lawrencetown		1 15	5 30		
	Do.	Ly	10 25	4 00	110	Paradise		1 20	5 40		
118	Rocky Lake	Trunk Line	10 33	4 10	115	Bridgetown		1 30	6 00		
121	Bedford	Trunk Line	10 45	4 20	121	Roundhill		1 50	6 30		
125	1 Mile House	Trunk Line	10 55	4 30	120	Annapolis		2 15	7 00		
129	HALIFAX	Arrive	11 05	5 20	130	ST. JOHN	Ly	8 00			
		Steamer							p. m. p. m. p. m.		

CONNECTIONS AT ANNAPOLIS with Steamer for St. John, N. B., and at Windsor Junction with Trunk Line, Nova Scotia Railway, for Halifax, N. S.

H. CHUBB & CO.,
 Prince Wm. Street, near the Banks.
 Dealers in Stationery of all kinds, Opera Glasses, Fishing Tackle, Genuine Cologne, &c. &c.

EUROPEAN & NORTH AMERICAN RAILWAY OF MAINE.

No. 25. TIME TABLE. No. 25.

M. H. ANGELL, Superintendent

Trains going East.			Trains going West.		
Passenger Train.	Distances from Bangor.	STATIONS & SIDINGS.	Distances from St. John.	Passenger Train.	Distances from St. John.
No. 1. St. John Express.				No. 2. Bangor Express.	
7.50 a.m.	I.V.E.			
8.00 "	BANGOR, M.C. DEPOT.	295.5	6.35 p.m.	
8.12 "	4.8	EXCHANGE STREET.	295.0	6.32 "	
8.18 "	7.6	VEAZIE.	290.7	6.19 "	
8.10 "	8.0	BASIN MILLS.	197.0	6.12 "	
8.22 "	8.4	EIGHT MILE SIDING.	197.5		
.....	11.0	ORONO.	197.1	6.00 "	
.....	8.8	STILLWATER.		
8.30 "	11.5	WEBSTER.	190.7	
8.40 "	12.6	GREAT WORKS.	194.0	5.59 "	
8.50 "	13.4	OLDTOWN.	192.0	5.55 "	
9.02 "	18.3	MILFORD.	192.1	5.47 "	
9.11 "	23.0	COSTIGAN.	187.2	5.50 "	
9.26 "	26.7	GREENBUSH.	182.5	5.29 "	
9.35 "	31.0	OLAMON.	178.8	5.11 "	
9.45 "	35.0	PASSADUMKEAG.	174.5	5.00 "	
9.57 "	40.0	ENFIELD.	170.5	4.51 "	
10.05 "	44.7	*SOUTH LINCOLN.	165.5	4.42 "	
10.10 "	46.3	LINCOLN.	160.8	4.32 "	
10.20 "	50.5	LINCOLN CENTRE.	159.2	4.25 "	
10.30 "	55.5	*SOUTH WINN.	155.0	4.13 "	
10.42 "	58.0	WINN.	150.0	4.02 "	
11.05 "	69.0	MATTAWAKEAG.	147.5	3.55 "	
11.13 "	69.0	KINGMAN.	139.5	3.30 "	
11.29 "	75.5	*CROSSBENTIC.	136.5	3.18 "	
11.39 "	79.0	*WYTOPITLOCK.	130.0	3.04 "	
12.03 p.m.	88.0	*BANCROFT.	129.5	2.50 "	
12.12 "	93.6	DANFORTH.	117.5	2.37 "	
12.33 "	101.5	JACKSON BROOK.	112.5	2.21 "	
12.46 "	106.7	*EATON.	104.0	2.01 "	
12.53 "	108.0	*WILDERNESS.	98.8	1.48 "	
1.10 "	114.0	*LAMBERT LAKE.	90.5	1.42 "	
.....	114.5	VANCEBORO.	61.5	L 1.30 "	
.....	120.0	SAINT CROIX.	91.0	A 1.10 "	
	139.0	McADAM JUNCTION.	85.5	
	156.0	HARVEY.	66.5	L 12.55 "	
	159.5	TRACY.	49.5		
	169.8	FREDERICTON JUNCTION.	40.0		
	180.0	ENNISKILLEN.	35.7		
	190.0	WELSFORD.	25.5		
	201.5	WESTFIELD.	15.5		
	205.0	PAHVILLE.	4.0		
	205.5	CARLETON.	.5		
		ARR. ST. JOHN FERRY. I.V.E.			

* Full-faced Figures indicate Meeting and Passing Points. * Flag Stations at which Trains must Stop on Signal.

going West.

Passenger
Train.
No. 2.
Bangor
Express.

6.35 p.m.
6.32 "
6.19 "
6.12 "
.....
6.00 "
.....
5.59 "
5.53 "
5.47 "
5.30 "
5.20 "
5.11 "
5.00 "
4.51 "
4.42 "
4.32 "
4.25 "
4.13 "
4.02 "
3.55 "
3.30 "
3.18 "
3.04 "
2.50 "
2.37 "
2.21 "
2.01 "
1.48 "
1.42 "
1.30 "
1.10 "
.....
12.55 "

Stations

at, 82 King st.

Rights of Travellers and Railroad Companies.

The Courts have decided that applicants for tickets on railroads can be ejected from the cars if they do not offer the *exact* amount of fare. Conductors not bound to make change.

Passengers losing their tickets may be ejected from the cars unless they purchase again. Railroad tickets good until used.

Passengers are bound to observe decorum in the cars, and are obliged to comply with all reasonable demands to show their tickets.

Standing on the platform if persisted in, or otherwise violating the rules of the company, renders a person liable to be put off the train.

No person has a right to monopolize more seats than he has paid for.

Any *article* left in the seat while the owner is temporarily *absent*, entitles him to his seat on his return.

Railway Companies are liable for not giving due notice of a change in the time of running or starting trains.

By purchasing tickets before entering the cars, money is saved and trouble avoided.

Baggage of *all kinds* should be checked. Companies are not responsible for the loss of packages carried by passengers into the cars.

Photographs!-- Where to get them!

The Public wish to get what is good and most reasonable in Price. At the AMERICAN GALLERY, 60 Germain Street, the best Photographs are supplied.

D. LAWLOR Manufacturer Singer's, E. B. Howe's and Lawlor's Sewing Machines, 82 King st.

Hackney Coach Fares.

ST. JOHN, N. H.

For conveying one passenger from any public stand to any part of the City, or from any one part of the City to any other part thereof, 20c. ; and for every passenger exceeding one, 10c. additional ; and if any driver of any carriage or other vehicle shall be detained at any place by any passenger, or shall make any agreement for carrying any passengers by the hour, he shall be entitled to ask, and receive the following rates, viz. : For any time not exceeding half an hour, 25c. ; and in that proportion for every half hour that such carriage or other vehicle shall be detained or employed. Provided always, that in case any driver shall be required to cross the ferry to Carleton, he shall, in addition to the foregoing fares, be entitled to demand and receive the ferrriage for himself, his carriage and horses, both going and returning.

Horse Railway, 5 cents.

HALIFAX, N. S.

To any distance up to half a mile, 10 cts. ; 1 mile 20 cts. ; 1 mile and a half 25 cts. ; 2 miles 30 cts. ; 2 miles and a half 35 cts. ; 3 miles 40 cts.

In case of detention for a quarter of an hour, when hiring by the distance, cabmen may charge 12 cts. ; and a half an hour 25 cts.

One half of the price to be paid if returning in the same carriage.

To and from any steamer, passenger vessel, to and from any hotel or dwelling house, to any stage office or any other place within a mile, with half cwt. of luggage, 25 cents.

As above, with more than half cwt. and less than 2 cwt. of luggage, 50 cts.

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r of any car-
any place by any
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POST OFFICE, SAINT JOHN, N. B.

Mail Arrangements.

OFFICE OPENED DAILY (SUNDAY EXCEPTED) FROM 5.45 A. M. TO 9.00 P. M.

MAILS CLOSE	MAILS DUE
6.00 a. m.	1.30 p. m.
6.30 a. m.	7.15 p. m.
6.30 a. m.	12.15 p. m.
6.30 a. m.	7.15 p. m.
7.00 a. m.	12.15 p. m.
8.00 a. m.	4.00 p. m.
7.00 a. m.	4.30 p. m.
10.00 a. m.	4.30 p. m.
10.00 a. m.	5.30 p. m.
7.30 a. m.	3.00 p. m.
7.30 a. m.	3.00 p. m.
7.30 a. m.	2.00 p. m.
7.30 a. m.	2.00 p. m.
7.30 a. m.	2.00 p. m.
7.00 a. m.	2.00 p. m.
4.00 p. m.	7.15 a. m.
7.00 p. m.	7.15 a. m.
7.00 p. m.	6.00 p. m.
2.00 p. m.	8.30 p. m.
1.00 p. m.	4.00 p. m.
	5.00 p. m.

Per E. & N. A. RAILWAY.—Bothesay, Clifton, Kingston, Hammond River, Harvey, Contreville, Hillsboro, Stokville, Amherst, Halifax, Shelburne, Newcastle, Charlton, close every day (Sunday excepted).

WESTERN PLYMOUTH RAILWAY.—Fairville, South Bay, Mount of Nepean, Gagetown, Woodstock, River du Loup, Boston, Montreal Quebec, Ontario, Manitoba, Vancouver's Island, Ac., &c., &c., daily.

FREDERICTON, daily.

Oromocto, daily.

Grand Bay, Tuesday Thursday and Saturday.

Upper Gagetown, Sheffield, Sheffield Academy, Upper Sheffield, Mangerville, and Upper Managerville, daily.

St. GEORGE MAIL.—Musquash, Lancaster Mills, Prince of Wales, New River, Lepraux, St. George, and Spruce Lake, Friday; due Monday.

DIEHY ROUTE.—Dix, Farmouth, Annapolis, Bridgetown, Windsor, Halifax, Ac.; Monday, Wednesday, and Saturday.

SALT SPRING MAILS.—French Village, Golden Grove, Laketide, Smith Town, Trussville and Salt Spring close Friday; due Thursday.

HAMMOND MAILS.—Barnsville, Upland, Hillside, Hammond Vale, Ac, close Wednesday; due Tuesday.

St. MARTIN'S.—Daily (Sunday excepted).

Willow Grove and Fairfield, close Tuesday and Saturday; due Wednesday and Friday.

Quebec Road, Loch Lomond and Shanklin, close Wednesday and Saturday; due Monday and Tuesday.

Black River, Ten Mile Creek, and Gardener's Creek, close Monday and Friday; due Tuesday and Saturday.

CALETON.—Twice a day (Sunday excepted).

ISBIAVTOWN.—Twice a day (Sunday excepted)

MILLINGVILLE.—Tuesday and Friday.

MUSPECK.—Saturday.

7:30 a. m.	Black River, Ten Mile Creek, and Gardener's Creek, close Monday and Friday, and Saturday.
7:00 a. m.	CALETON.—Twice a day (Sunday excepted).
4:00 p. m.	FRIDAYTOWN.—Twice a day (Sunday excepted)
2:30 p. m.	MIDDLINGVILLE.—Tuesday and Friday
2:00 p. m.	MUSPECK.—Saturday

2:00 p. m. Tuesday

Mails arriving before 9 o'clock will be delivered the same evening.

Mails will be forwarded, if prepaid by Stamps, after the closing of the respective Mails, upon payment of a "Late" fee of 10 cents, up to such time as the post is closed as circumstances will permit.

The Bags for Postal Car Clerk, E. & N. A. Railway, will be open for Letters (correspondence for Clifton excepted) until 6:30 a. m.

The Bags for Postal Car Clerk, Western Extension, (places east of Mouth of Nerepis excepted) will be open for Letters until 7:00 a. m.

After the closing of the respective Railway Mails, newspapers will be received for Car Mails, while Postal Car Bag is open and forwarded, if brought to the office before 10 o'clock, for other routes, and sent out by the boats.

Mails for Windsor, Parrashoro' and Halifax will be forwarded per "City of St. John" on Thursday evenings, at 6:00 a. m. Supplementary Mails on following Mondays at 7:00 a. m. Postage—Letters 6 cents; Newspapers and Periodicals 2 cents each; must be pre-paid. Book Packets, under 1 oz. 2 cents; 2 oz. 4 cents; 4 oz. 6 cents; 8 oz. 12 cents. Canadian Periodicals 2 cents each.

Mails for United Kingdom, per Canadian Steamers, via Quebec, close at 6:30 a. m., every THURSDAY. Postage same as by Steamers via Halifax.

Mails for United Kingdom, via New York, close every Monday morning at 6:30. Postage—Letters 8 cents; Newspapers 3 cents; must be pre-paid.

Correspondence for Newfoundland sent to Picton every day. Steamers leave Picton, June 3, 17; July 1, 15, 29, and every second MONDAY. Due at Picton about May 28; June 12, 26; July 10, 24, &c. Postage—Letters 12 cents; Newspapers 2 cents; must be pre-paid.

Correspondence for Bermuda and the West Indies, via Halifax, sent to Halifax every day. Steamers leave Halifax June 17, July 15, August 12, and once in four weeks; also by Ships of War as opportunity offers. Postage—Letters 12 cents; Newspapers 2 cents; must be pre-paid.

Correspondence for Bermuda alone, Postage, Letters 6 cents; Newspapers 2 cents; must be pre-paid.

Correspondence for British Columbia and Manitoba is liable to the same rates of postage as for other Provinces of the Dominion.

Postage on Drop Letters for St. John delivery, 1 cent each, to be pre-paid by Stamp. If unpaid will be sent to Dead Letter Office.

Postage on Drop Letters for other Provinces of the Dominion, 1 cent each, to be pre-paid by Stamp. If unpaid will be sent to Dead Letter Office.

* Letters intended to be registered, must be posted a quarter of an hour previous to the closing of the particular Mail by which they are forwarded, and the postage, as well as the registration fee, must be pre-paid.

Corner Orange and 2 1/2 p. m. in the morning, 2 1/2 p. m. in the afternoon, 2 1/2 p. m. in the evening, 2 1/2 p. m. in the night.

Supplemental Mail, 2 1/2 p. m. in the morning, 2 1/2 p. m. in the afternoon, 2 1/2 p. m. in the evening, 2 1/2 p. m. in the night.

The office at the Marsh Building will be visited at 2 and 5 p. m. in the morning, 2 and 5 p. m. in the afternoon, and 2 and 5 p. m. in the evening.

POST OFFICE, Saint John, May 28, 1872.

J. HOWE, POSTMASTER.

Rouillon's Kid Gloves..Manchester, Robertson & Allison.

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1872 Nova Scotia 1872

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1872

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1872. CALENDAR. 1873.

June.	May.	April.	March.	Feb'y.	Jan'y.	June.	May.	April.	March.	Feb'y.	Jan'y.
1	2	3	4	5	6	1	2	3	4	5	6
7	8	9	10	11	12	7	8	9	10	11	12
13	14	15	16	17	18	13	14	15	16	17	18
19	20	21	22	23	24	19	20	21	22	23	24
25	26	27	28	29	30	25	26	27	28	29	30
31						31					

Current Money of all kinds Bought and Sold at H. Chubb & Co.'s.

June.	May.	April.	March.	Feb'y.	Jan'y.	June.	May.	April.	March.	Feb'y.	Jan'y.
1	2	3	4	5	6	1	2	3	4	5	6
7	8	9	10	11	12	7	8	9	10	11	12
13	14	15	16	17	18	13	14	15	16	17	18
19	20	21	22	23	24	19	20	21	22	23	24
25	26	27	28	29	30	25	26	27	28	29	30
31						31					

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from Nervous
Weakness.

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**The Public are Cautioned to ask for FELLOWS
Compound Syrup of HYPOPHOSPHITES**, and take
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of a good medicine.

Co., Druggists, Boston.

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ask for FELLOWS

SPHITES, and take

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ut up in pint bottles,

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union price \$1.50; six



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