

WORLD TO POST.

LILLIAN C. MILNER,
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Reserve Success and you shall Command it.

SACKVILLE, N. B., THURSDAY, AUGUST 16, 1877.

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WHOLE NO. 369.

LITERATURE.

Story of the Fairbairns.

(FROM CHAMBERS' JOURNAL.)

Towards the end of last century, the family of Andrew Fairbairn resided at the farm of Woodlands, Kelso. Andrew was a man in humble circumstances, but was intelligent and industrious, and fond of reading. He had spent his early life as a ploughboy, and afterwards as a gardener; by which means, along with the perusal of books, he gained a very good knowledge of agriculture. Having in the course of pushing his fortunes gone to reside near a seaport in England, he was, during the exigencies of the American war, pressed on board a frigate, from which he was draughted into a ship of the line, and served under Lord Howe at the destruction of the Spanish fleet at Gibraltar. At the close of the war, he happened to be present at Spithead, when the Royal George sank, August 29, 1782, and assisted in saving the survivors. Receiving his discharge, he returned to Scotland, and settling in Kelso, married Miss Henderson, daughter of a trader in Jedburgh, and in due time had a family of sons and daughters. That may be called the beginnings of the Fairbairns.

Andrew did not return to sea life. He had had enough of naval adventure. Kelso, where he pitched his camp, is a pretty inland town on the north bank of the Tweed, once celebrated for an abbey, of which the ruins still exist, and having in its immediate neighbourhood a palatial mansion of the name of the Duke of Roxburgh. All around is a fertile country, where there is abundant scope for agricultural pursuits. To these he addicted himself, though taking him six days a week from home, and obliging him to devote the upbringing of his children to a great measure to his wife, who was eminently suited for this important duty. She was far from robust, and her poor state of health would have offered a good excuse for idleness; but possessing a spirit of indefatigable industry, she toiled in a way that reminds us of the singularly meritorious wife mentioned in scripture:—"She seeketh wool and flax, and worketh willingly with her hands." She looked well to the ways of her household, and eats not the bread of idleness. Her children were brought up and she up and call her blessed." The picture is accurate in every detail. According to the economy of the period, when as yet the domestic spinning-wheel was in operation, Mrs. Fairbairn spun wool and flax, which she spun into yarn, and then she gave out to a weaver to be manufactured. From the varied materials so produced, she provided shirting, sheets, and blankets for the family. And not only so, but for years she made all the coats, trousers and other garments for her husband and sons, besides all the dresses required for her young daughters.

William Fairbairn, the eldest and most notable of her sons, was born at Kelso, February 19, 1789. He received a plain elementary education at the parish school, paralleled like other boys in the Tweed, and acquired a proficiency in climbing the tall, picturesque ruins of the abbey. In 1799, the family were induced to remove to Moy, a farm five miles from Dingwall in Ross-shire. Here commenced a desperate struggle to bring a subsistence out of a piece of land plentifully dotted over with whins, stones, rocks, and other obstructions. Andrew, the father, had an opportunity of exercising all the agricultural knowledge he possessed. Like many Scotsmen in similar circumstances, he did not despair. To remove the various impediments to the plough, he adopted an ingenious method. Having managed to draw the large stones and rock into heaps, he laid over them quantities of dried whins which he set on fire. The stones and rocks soon became red-hot, and by the heat on them of cold water from a hollow, were fractured and blown to shivers, the whirling neighbors, this cheap and ready method of ridding the land of whins and rocks at the same time was considered an extraordinary performance. Next was instituted a system of draining; and in two or three years, splendid crops of turnips and barley were growing on land which had hitherto been little better than a wilderness.

While the family were at Moy, William received no addition to his education, and had to occupy much of his time as a nurse to his youngest brother, Peter, then a child of fifteen months old. To relieve himself of the trouble of carrying the child on his back, he fell on the device of making little wagons with four wheels. It was a somewhat difficult undertaking, for his only tools were a knife, a gimlet, and an old saw. With these and a red-hot poker to burn holes in the wheels for axles, he was able to knock up a little wagon, which proved quite successful. He dragged Peter about the farm, to the delight of the infant and the satisfaction of the mother. Encouraged by the success of the construction, he began to make small boats and mills with a knife, but were the admiration of neighboring boys; such performances giving, as is believed, a bent to his mind as regards mechanical construction. Some untoward circumstances led Andrew Fairbairn to quit Moy and to become steward to a Highland laird at Milnathory, in this situation he remained only two

years; and now, disgusted with the Highlands, he removed with his family in 1803 back to Kelso. There he left them while he occupied the position of farm-manager in Yorkshire. This was a dark period in the history of the Fairbairns. The father did his best to supply means by transmitting part of his wages, but the wages were irregularly paid, and sometimes the family were on the brink of want. Being now a tall lad of fourteen, William made an effort to get an employment which would bring in a few shillings a week. He considered himself fortunate in getting work as a mason's laborer at the building of the new bridge across the Tweed at Kelso—one of Ronnie's handsome structures. When only a few days at this toilsome employment William suffered a dire misfortune. By the clumsy management of a companion in carrying a hand-barrow, a heavy stone fell on his leg, inflicting a deep wound, and throwing him off work for nearly three months. When the family were in the depths of penury, the father succeeded in getting an appointment at Percy Main Colliery, near South Shields, as steward of a farm belonging to the coal-owners. There was still the disadvantage of being absent from the family, but the pay regularly administered put him in comfort, and he had an opportunity of getting some employment for his eldest son.

The employment so secured was not much to speak of; it was only that of driving a coal cart, but nothing better cast up, and was dutifully endured amidst a dissolute and dissipated population, until, at the instance of the owner of the colliery, William, in 1801, was bound apprentice for seven years to Mr. John Robinson, the engine-wright of the establishment. Such was the start in life of William Fairbairn as an engineer. As first his wages were low, afterwards rising to twelve shillings a week; but there was extra work paid for separately, by which his small wages was sometimes doubled, and he was able to help his parents, who were struggling with a very limited income.

As we all know, there are two ways of pursuing an industrial occupation in youth. One is to do no more than what is immediately required, caring little for the future; the other is to endeavor, by every available means, to strike out a course of self-improvement, not only for the pleasure of learning, but in the hopes of reaping some future advantage. William Fairbairn adopted the latter method of getting through his apprenticeship. He laid down for himself a programme of self-instruction, whilst the other lads about him spent all their leisure time in coarse and profane amusements. His weekly programme is worthy the attention of young men placed in similar circumstances. Every day had its assigned work—Monday evenings, the study of arithmetic and mensuration. Tuesday, reading, history and poetry. Wednesday, recreation, reading novels and romances, Thursday, mathematics. Friday, Euclid, trigonometry. Saturday, recreation and sundries. Sunday, church, reading Milton, etc. These several exercises were greatly aided by the books procured from the North-Shields subscription library, for which his father bought him a ticket. Besides going through a course of reading the best historical and other works, which widened his knowledge and cultivated his feelings, he in a period of three years went through a complete system of mensuration, and as much algebra as enabled him to solve an equation; also a course of trigonometry, navigation, and some other branches of science. At times he devised pieces of machinery, which taught him the necessity of arranging and concentrating his ideas in matters of mechanical ingenuity. Having a taste for music he made a violin, on which he taught himself to play familiar Scotch airs, though never with any degree of brilliance. His mind leaned towards more solid acquisitions. A kind of proposition, he was removed from the workshop to take charge of the steam engine and pumps. Now, he was more his own master, and had intervals of time at his disposal. No amount of leisure, however, diverted him from his course of self-culture. His companions spent not a idle time and money in beer-drinking, which kept them in poverty, and effectually stood in the way of their advancement. One of his early contemporaries was happily superior to these debasing pursuits. This was George Stephenson with whom he became acquainted. George had the charge of an engine at Willington Ballast Hill, only a mile or two off, and being recently married, was somewhat pinched in the means of livelihood. To enable him to earn a few shillings, Fairbairn frequently took a turn at leaving ballast out of the colliery vessels. It is interesting to hear of facts like this of two men who rose to eminence through self-culture and unremitting perseverance.

At the close of his apprenticeship, and now twenty-two years of age, William Fairbairn went to London in search of employment as a millwright or working engineer. At this time Rennie was engaged in building Waterloo bridge, and offered work to William Fairbairn. But—wrote a sad "but" it was the Millwrights' Society, which assumed the duty of determining who should be employed, would not allow work to be given to him; and, for a time, along with a companion similarly

situated, he underwent serious privations. Unless for succour from some hospitable relatives who gave him a dinner on Sunday, he would have been well-nigh starved. A brighter day at length dawned. A number of workmen had the fortune to resist the monopoly of the Millwrights' Society, and banding together, set up a Society of free and independent laborers, under whose auspices Fairbairn got employment at a pattern shop at Shadwell. Here and elsewhere he wrought as a journeyman two years in the metropolis, all the time realizing good wages of from two to three pounds a week, and on all occasions using his leisure hours mostly in reading. As he lived very moderately, he saved some money with which he hoped to push his way forward. Unluckily, he fell in with a crazy projector, who had devised a plan of delving land by machinery. The thing was ingenious but not practicable. Induced to make a machine for the inventor, Fairbairn's small savings were swept away. He was more fortunate in his next order. It was to make a machine for chopping meat for sausages, for which he was promised thirty-three pounds by a pork-butcher. The machine, constructed with a fly-wheel and a double crank, with a dozen knives crossing each other, did its work admirably. The pork-butcher was delighted, and paid handsomely for the machine.

Put in pocket by this piece of business, Fairbairn proceeded to Dublin in quest of work, and got employment in constructing nail-making machinery. This lasted during a summer, and back he came to England, the voyage by packet to Liverpool occupying two days. A lucky thought directed him to try Manchester as a field of operations. Here he received employment from Mr. Adam Parkinson, for whom he worked two years, and from his earnings was able to save twenty pounds, a sum which he destined to set him up in married life. For several years he had corresponded with Dorothy Mar, daughter of a farmer at Morpeth, and for whom he entertained an ardent affection. Fortune, as he imagined, being now propitious, marriage with Miss Mar could be directly contemplated, and the marriage took place June 16, 1816. The young pair commenced housekeeping in a very small and modest domicile at Manchester. William, who had had little to make his way in the world, and blest with this good wife, set about doing it vigorously. For certain spheres of usefulness, Manchester offers better scope than even London. In partnership with first Mr. Adam Parkinson, and then independent career as a millwright, he became a contractor for any large undertaking from a bridge to a spinning factory. The two in setting up in business had hardly any money, but they had brains, which had been pretty well exercised, and people were disposed to give him credit in the way of what seemed to be a young and clever young man. A large job executed for Mr. Murray, a cotton spinner, put them on their feet. Well-doing needs only a beginning. Almost immediately followed the works on a new cotton mill for Mr. John Kennedy, a partner in the firm of Messrs. McConnel and Kennedy, then the largest spinner in the kingdom. The skillful manner in which improvements were introduced into the new mill brought a press of orders. The business prospered so greatly, that at the end of five years the young man found himself with a stock and tools worth five thousand pounds. Large and commodious premises were erected, and contracts for gigantic works were undertaken in England, Scotland and Switzerland.

Fairbairn lived at a time when the world was started with the mania of steam-traction on railways, and he fancied that a similar taste for propulsion could be adopted on canals. In this, after several costly experiments, he found himself mistaken, and the drainage of money was so great as to lead to a dissolution of his partnership with Mr. Lillie. Now (1832), he rested entirely on his own energies and resources; but, strong in self-reliance, he had no fears of the result. He turned his attention to a new branch of engineering manufacture, that of iron ship-building. For a time he had two establishments, one in London, the other in Manchester, and collectively employed two thousand hands. In 1835 began his famous investigations into the strength of iron, as regards girders, beams, pillars, etc.; his experiments being of such scientific and mechanical importance. This, indeed, might be described as the great work of Fairbairn's life; for from his discoveries has sprung that remarkable adaptation of cast-iron in various forms—to house-building, the construction of bridges, and other works. About this same time, owing to a strike of boiler-makers at Manchester, he invented a method of riveting the plates of boilers by machinery, which has since superseded hand-labor. No longer were people assailed with the din of a hundred hammers riveting together iron plates. The machine of Fairbairn's invention substituted a rapid, noiseless, and comparatively cheap method of construction.

Until his fiftieth year, Mr. Fairbairn wrote an autobiographical account of his career, and the projects with which he was concerned, which has been incorporated in the recently issued work, *The Life of Sir William Fairbairn, Bart.*, by W. Pole (Longmans, 1877). Mr. Pole contains the narrative, but in so fragmentary

and meagre a form as to give us little insight into the private life of the person to whom he refers, or of the family to which he belonged. Happily we were honored with the friendship not only of Sir William, but of his brother, Sir Peter Fairbairn of Leeds—the brother whom when a child he drew about in a little wagon of his own making, long ago in the Highlands. Our last interview with Sir William was shortly before his decease, when on what we believe was his farrowest visit to Scotland. From both brothers we learn a variety of details relative to their respective professional pursuits, and on all occasions were struck with the strong practical common-sense and lucidly guided thought through life. From the humblest possible circumstances, each in his own way had attained distinction by the exercise of sound judgment and persevering industry connected with the manufacture of machinery. The reason which their attainment was that which he fastened on life, less generally due to genius than to indomitable diligence along with integrity of character.

Sir William Fairbairn never, as we know, aimed at being a great man. He wanted only to be useful to his own day and generation. His habits of industry were extraordinary. Besides devoting himself specially to new mechanical contrivances and scientific researches, he spent much time in his later years in writing papers for the British Association and other public bodies, and in lecturing on machinery. This lasted during a summer, and back he came to England, the voyage by packet to Liverpool occupying two days. A lucky thought directed him to try Manchester as a field of operations. Here he received employment from Mr. Adam Parkinson, for whom he worked two years, and from his earnings was able to save twenty pounds, a sum which he destined to set him up in married life. For several years he had corresponded with Dorothy Mar, daughter of a farmer at Morpeth, and for whom he entertained an ardent affection. Fortune, as he imagined, being now propitious, marriage with Miss Mar could be directly contemplated, and the marriage took place June 16, 1816. The young pair commenced housekeeping in a very small and modest domicile at Manchester. William, who had had little to make his way in the world, and blest with this good wife, set about doing it vigorously. For certain spheres of usefulness, Manchester offers better scope than even London. In partnership with first Mr. Adam Parkinson, and then independent career as a millwright, he became a contractor for any large undertaking from a bridge to a spinning factory. The two in setting up in business had hardly any money, but they had brains, which had been pretty well exercised, and people were disposed to give him credit in the way of what seemed to be a young and clever young man. A large job executed for Mr. Murray, a cotton spinner, put them on their feet. Well-doing needs only a beginning. Almost immediately followed the works on a new cotton mill for Mr. John Kennedy, a partner in the firm of Messrs. McConnel and Kennedy, then the largest spinner in the kingdom. The skillful manner in which improvements were introduced into the new mill brought a press of orders. The business prospered so greatly, that at the end of five years the young man found himself with a stock and tools worth five thousand pounds. Large and commodious premises were erected, and contracts for gigantic works were undertaken in England, Scotland and Switzerland.

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The Haytian Revolution.

A BLOODY-MINDED ASPIRANT FOR THE PRESIDENCY.

KINGSTON, Jamaica, August 1.—A revolution has broken out again in Hayti. The insurgents are in force about ten miles from Port-au-Prince, in a schooner laden with arms and ammunition, and are known to be in the vicinity, and a Haytian steamer-of-war had been sent to look after her. The city of Port-au-Prince is declared in a state of siege. A large portion of the city was fired on for two days and continued for two days and had not been extinguished when the mail steamer left. President Canal was unpopular with the native element from his known feelings of cordiality with foreign merchants and foreign persons. He is suspected accordingly on that account. He is a good soldier, however, and however strong the foreign element may be it cannot protect him from the designs of those who seek to gain the object of their ambition by assassination. Formerly Minister to England, and the Imperial ruler of Sonlongue, is the present aspirant to office, and he says when he gets into power the colored man and the white man may both look out, and the black republic will be the streets of Port-au-Prince will be the blood of both of them. The southern side of the island is equally disaffected, and at present the newspapers are openly at variance with the existing administration. Numerous arrests have been made by the Government, chiefly among persons suspected of being secret engaged in revolutionary plots. Along and important despatch from Mr. Bassett, the United States Minister, has been sent to the State Department on the subject of the American interests in the present crisis.

A Self-reliant Dixon.

THREE CONFIDENCE MEN WHO LOST CONFIDENCE IN HIS GREENNESS.

(From the Detroit Free Press.)

A man about twenty-seven years of age, named Charles Dixon, whose home is in Hamilton, O., arrived in this city yesterday with \$300 in his pocket. He arrived here daily with more or less money in his pockets. He had arrived in Hamilton, O., and was employed in the construction of the famous tubular iron bridge across the Menai Strait, which is entitled to be called the mechanical wonder of England. We have never been shot along in a railway train through that iron tube, but we have seen a succession of square coils placed end to end without thinking of Fairbairn's bold ingenuity. The reputation he acquired by this and other inventions of a useful kind brought him honours from numerous quarters. He had declined to accept of a baronetcy, but he was offered the higher one of a baronetcy, which was conferred during Mr. Gladstone's tenure of office in 1869. Two years previously, he had the misfortune to lose his eldest son, John, a blow which was severely felt by him. Coming from a long line of farmers, he was engaged in 1841 at the age of eighty-six, and tall, robust, and active, he enjoyed health till nearly the end of his days. He died peacefully Aug. 18, 1874, leaving three sons and a daughter, also a widow, to mourn his loss. He was a man of great industry and a valuable moral which it is unnecessary to repeat. His brother Sir Peter Fairbairn of Leeds, predeceased him, leaving likewise descendants to perpetuate the reputation of the Fairbairns.

Hope for the Rich.—When the oxy-hydrogen microscopic was first exhibited in Edinburgh, a poor woman, whose riches would never hinder her ascent to the kingdom above, took her seat in the lecture room where the wonders of the instrument were shown, and which were for the first time to meet her sight. A piece of lace was magnified into a salmon net, a flea was metamorphosed into an elephant, and other like marvels were performed before the eyes of the venerable dame, who sat in silent astonishment, staring open-mouthed, at the die. But when at length a milliner's needle was transformed into a poplar tree, and confronted her with its huge eye, she could hold no longer. "My goodness," she exclaimed, "a camel could get through that! There's some hope for the rich folk yet."

A LEFT-HANDED COMPLIMENT.—"Is he a good doctor?" asked one gentleman of another, speaking of an acquaintance. "Not a bad one," replied the other; "but as far as my experience goes, if I were a patriotic man, and there was going to be a long war I should like him to have charge of the enemy's wounded."

Nothing is made in vain—nothing by a complex process which can be made by a simple one; and it has often been remarked by the most diligent students of the living world, that the infinite wisdom of the Creator is more strikingly displayed in the economy than in the manifestation of power.

Business Cards.

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Wilson, Gilmour & Co.,
204 UNION ST.,
Capt. McLean's Brick Building,
ST. JOHN, N. B.

Marbleized Mantles and Grates,
PORTABLE RANGES,
STOVES.
Tinware, etc., etc.,
REFRIGERATORS,
GRANITE IRON WARE
July 19 W. G. & CO.

U. S. Piano Co.
\$290.

YOU ask WHY we can sell Pianos for \$290. Our answer is, that it costs less than \$300 to make any \$300 Piano sold through Agents, all of whom make 100 per cent. profit. We have no Agents, but sell direct to Families at Factory prices, and warrant five years. We send our Pianos everywhere for trial, and require no payment unless they are found defective. See the Illustrated Circular, which gives full particulars, and contains the names of over 1500 Bankers, Merchants and Families that are using our Pianos in every State of the Union. Please state where you saw this notice.

ADDRESS:
U. S. PIANO CO., 810 BROADWAY,
New York.
(May 9)

CARD.
NORTHWESTERN
Mutual Life Ins. Co'y
—OF—
MILWAUKEE, WIS.
Assets over \$16,000,000.

EDWARD F. DUNN,
General Agent for New Brunswick.
FLEMING & MOORE,
Medical Advisers, Sackville.

SEWING MACHINES.
Light Running Royal, and Wheeler and Wilson.
NEEDLES
For Wheeler & Wilson, Singer, Banner, Wilson, Lockman, Home Shuttle, Sewing, Waver, & Chamberlain, and Royal Sewing Machines.
Sent per mail on receipt of price—cents each.
J. C. COLE,
610 CUPERTON ST., AMHERST, N. S.

Government House, Ottawa,
Thursday, 26th day of July, 1877.

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.
ON the recommendation of the Honorable the Minister of Marine and Fisheries, and under the provisions of the 19th section of the Act passed in the session of the Parliament of Canada, held in the 31st year of Her Majesty's reign, chapter 60, and known as "The Fisheries Act," His Excellency, by and with the advice of the Queen's Privy Council for Canada, has been pleased to order, and it is hereby ordered, that the following Fishery Regulation be and the same is hereby made and adopted:

"In the Province of New Brunswick, 'Smelts shall not be fished for, caught or killed, by means of any kind of Bag-net having meshes of a less size than one inch and a quarter extension measure.'"
aug 9-21 W. A. HIMS WORTHY, Clerk Privy Council.

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"The use of Seine's for the purpose of catching Smelts is prohibited in the Dominion of Canada."
aug 2-21 W. A. HIMS WORTHY, Clerk Privy Council.

Just Received.
2 TONS HORSE SHOES;
1 case STEWART'S SUEW TURNBULL;
10 cases SHOE INK;
24 COPPING PRESSSES;
9 LAWN MOWERS.
aug 2 W. H. THORNE & Co.,
St. John.

HALL & FAIRWEATHER Have Rebuilt their Warehouse

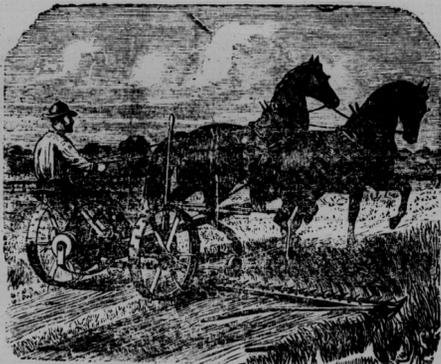
JOHNSTON'S WHARF, (Adjoining North Side Carleton Ferry Landing)

WHERE THEY WILL BE PLEASSED TO MEET THEIR CUSTOMERS.

- IN STORE AND AT RAILWAY STATION: 400 lbs. Major, Imperial Star, and Champion, Superior Extra; 500 lbs. Howland's Choice; 1000 lbs. White Pigeon, Peruvian, Peacemaker, Naval and Empress, Extra; 200 " Waterdown, Spring Extra; 200 " Watta's Fancy, Southern Western, etc; 200 " Phoenix, Spring Extra; 200 " Waterdown, Spring Extra; 200 " Columbia, Strong Bakers; 200 " Corn Meal, Edinburg; 200 " Tilsbury's Oatmeal; 40 " Graham Flour; Mess Pork, Beans, Tobacco, Teas, Molasses, etc.

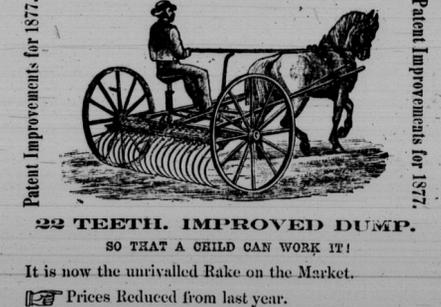
At Lowest Market Rates. HALL & FAIRWEATHER. After first November next the Subscribers intend to occupy their former stand, South Market Wharf.

COSSITT & BRO.'S NEW MODEL Improved Buckeye Mowers!



Unexcelled by any other for LIGHTNESS OF DRAFT, GENERAL ADAPTATION TO VARIOUS LAND SURFACE, DURABILITY and STRENGTH. OVER NINETY MACHINES SOLD by the Subscriber DURING THE PAST TWO SEASONS. EVERY MOWER WARRANTED AGAINST ORDINARY BREAKAGE FOR FIRST SEASON. Ten cents each has covered all calls. Terms liberal. Call and examine. JOS. L. BLACK, Agent.

COSSITT & BRO.'S Ithaca Pattern (WIRE TEETH) Horse-Dumping Wheel BAKE



Patent Improvements for 1877. Patent Improvements for 1877. 22 TEETH. IMPROVED DUMP. SO THAT A CHILD CAN WORK IT! It is now the unrivalled Rake on the Market. Prices Reduced from last year. J. L. BLACK, Agent.

AMHERST Wood-Working Factory

DOORS, WINDOW FRAMES, SASHES, Blinds, Shutters, Door Frames, Turned, Band Sawing, Car, Sawing, Balusters, Walnut and Pine Mouldings, Door and Window Frames, FLOORING, Scrool work; BRACKETS made to order. Establishment fitted with First-class Machinery. DRY HOUSE of improved style, enables us to dry lumber in any quantity, and at the shortest notice. STORES and OFFICES fitted up in the latest and most approved manner. RHODES, CURRY & CO., Amherst, N. S. FLOUR! FLOUR! 200 lbs. Howland's Choice Extra. Just Received by GEORGE S. DEFOREST. HAS MOVED into his OLD STAND, 11 South Market Wharf. St. John, N. B., July 12th.

SHERATON'S CARPET Warehouses! GERMAIN STREET, New Market Hall, ST. JOHN, N. B.

HAVE had a great run ever since the season opened. Here Mr. A. B. SHERATON has one of the finest warehouses in Canada—certainly the most spacious and convenient of any in the Maritime Provinces. The room is 80x50 feet, with a 12 ft. gallery all around, and is lighted by 50 large windows, forming a most cheerful, airy and pleasant place, where to spend an hour in the deliberate performance of an important household duty at this season of the year—the study and selection of new carpet outfits. The stock of carpets here offered to intending purchasers is quite bewildering, as a most varied variety of makes, patterns and styles, but while many may be in doubt as to the best selection to make, we so many new and beautiful designs are offered in Brussels, Tapestry (Crosley's choice), All-wool Scotch, Unions, etc., there is not the slightest doubt in regard to prices, which all agree in regarding as hitherto unprecedented in cheapness in this city. The hall and stair carpeting, the felt druggists and squares, the cocoa and manilla matting, the mats, rugs, and stair coverings, are presented in great variety, and all of which place first-class goods within the reach of all. There is also a great display of floor cloths, in all widths up to 20 ft., and of the latest designs in English and American goods; Curtains Materials in every variety and fashion; gilt wall paper, and handsome gaiters, corsets, and all other necessary household articles. The establishment is complete in all its departments; and the rush of business which has rendered work necessary far into the night attests to the satisfaction which buyers have received at Mr. Sheraton's hands. Carpet cleaning, by steam, is also connected with this establishment; and charge is only four cents per yard. Mr. Sheraton has been fortunate in securing the services of Mr. J. W. Langley (formerly of Serravallo, Son and Skinner) as his principal book-keeper, and in the labor of attending to his customers, he has also the able assistance of Mr. Robert Thompson (from the same house)—both well known and highly respected in this line of business. Altogether, the new firm has made a most auspicious opening, and enters upon its career cheered by the patronage and practical favors of a host of friends. [June 21]

NEW TOMATOES.—Mr. S. Whiston has laid on our table a fine lot of ripe tomatoes grown in the open air, in his garden, and of the best evidence as well of Mr. Whiston's skill as a gardener, as of the capabilities of our climate. FIRE AT FAIRBANKS.—On Tuesday morning, a house at Cook's Brook, which had been the residence of some females of doubtful character, was burned. The inmates were absent, and under arrest for a charge of felonious assault made before Judge Gilbert. THE ABOLITION AT HARVEY A. C. Bank Dyke gave way on Friday last, and felled the main. In addition to the cost of repairing the Abolition, which will be \$100 at least, the hay crop will be lost. This will, it is estimated, be about \$3,500. The Abolition will be repaired at once. SHIPPING ITEMS.—"Brigt," "Willie," arrived at Liverpool on 13th, 18 days from Casco; (by Cable to Capt. Milner).—"Brigt," "Riberia," "Upland," sailed on 10th from Wood Point for Liverpool, deals from J. L. Black. Arrived at Seckville on 14th, bright. Annie P. O'Neil—Barrett—Mariner, Thurnott, arrived at Seckville on 6th inst., to G. Kinnear, to load deals. The schr. "Mary C." Stewart, arrived on 15th inst. to M. Wood & Sons, to load hay for Barbadoes.—"Schr. "Adelaide," Chase, master, is, bright, ing griststone to Rockport, Seckville. "PARSBORO' ITEMS.—While Charles Roberts was engaged in loading a pile at Fullerton's wharf, his axe glanced and inflicted a terrible gash on his right foot; he is recovering. A siding is being constructed which will connect Vicky's wharf with the railway.—The "Herald" are agitating for a local paper and literary journal. A number of ladies and gentlemen of Parsboro' and vicinity picketed at Cape Blomidon on Saturday, 11th inst.—Several picnic excursions from the opposite side of the Basin have visited Parsboro' and Partridge Island this season. PUOWASH ITEMS.—Lanschel from the shipyard of Mr. John Nicholson, on 9th inst., a fine schooner of 114 tons. She was built by Mr. Nicholson, and is named "Silas H. Morse," and is classed eight years at American Lloyd's. She is owned by Messrs. Black & Black, Halifax, and Silas H. Morse, Esq., Fort Philip.—The brigantine "R. Burgess," 120 tons, McBride, from Greenock, arrived on 9th, and is now loading deals by J. W. King.—The barque "Aspotogan," Mackenzie, will sail to-day for Pictou, thence to Liverpool, G. B., with deals, from Black & Co. NEW BUILDINGS.—Capt. John Purdy has a cottage at Boulton's corner nearly completed. Mr. John Deming is erecting a cottage near Salem. Capt. E. D. Chase has also one under way in the same vicinity, as also Mr. Jobias Richardson and Mr. Amos Bulmer. Mr. John Ford has built one the back road. On the landing road, Jas. D. Dixon has a very neat residence in progress. Mr. John Bell has completed a large addition to his shop. The Colonial Foundry are erecting a large warehouse near the Station. Mr. H. Pihney is about erecting a large tin and stove shop at Boulton's corner. The new Temperance Hall, near J. L. Black, Esq.'s, is in a forward stage. Lower Seckville has, during the past two years, shown decided evidence of improvement.

CHIGNECTO HALL, for concerts and meetings and public gatherings of all kinds. (1) BEANS EXTRA. GENTS AND BEVS' STRAW AND FEEL HATS and LADIES' SUMMER HATS are selling at Geo. E. Ford's for less than cost prices. S. H. & P. RAILWAY.—Deals are being forwarded by rail from Southampton, by S. H. & P. Railway, to Parsboro'.

BENSONG, the caricaturist of Grip, performs at Moncton on Saturday night. His show is better than Barnum's Circus. FELL in a well at the Joggins Mines a day or two ago, a little girl belonging to Amos Brown. She was rescued by Mr. Barnhill. NEW VESSEL.—Mr. D. R. Eaton is building a ship of 160 tons at Eatonville, N. S.—W. H. Biglow is building a barque at Spencer's Island. THE EARL GRANVILLE, 1,250 tons, the new ship built at Harvey, A. C. by Mr. Turner, was launched on Friday last. Her owners are Steeves Bros., St. John. BELLEVUE.—At the annual meeting on Tuesday, the officers were re-elected. The stockholders present expressed themselves much pleased with the indications. CHIGNECTO POST AGENCIES, where orders will be taken and receive prompt attention. At the Bookstore. AMHERST.—at C. Cole's, Picture store Parsboro'—at Miss Rees's, Book Store.

RELIGIOUS.—Services on Sabbath next (D. V.) by Rev. Wm. Clarke, at Cookville, at 10.30 a. m., Centreville, at 3 p. m., and at Anderson's at 6.30. LAUNCH AT ADVOCATE HARBOUR.—On Thursday, 9th inst., a large number of people gathered at the shipyard Advocate, to witness the launch, and attend the meeting by the ladies of the Methodist Church; but to their great disappointment, they found that the launch—ways had been washed up by the tide of the previous night, and that the launch would not take place until next day. At 12 o'clock, Friday, a large crowd of ladies in spite of the heavy rain, and saw the "Glasgowia" start—go neatly one length of herself and stop. Cause—bad grease. Help was obtained from the Spencer Island shipcarpenters and the vessel was made ready for launch on Saturday, next tide and ways again rose to their level. A dry launch was then proposed. The ways was again laid, and after a great deal of pulling and straining the ship was successfully landed on the beach and floated with the next tide.—Com.

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PRINTED COTTONS, SUMMER DRESS GOODS, Flowers, Plumes, Feathers, Summer Gloves, Hosiery, Parasols, Umbrellas, Slippers, etc., etc., at greatly reduced prices, to clear, at Geo. E. Ford's.

ACCIDENT AT MEMRAMOOC.—On Monday two men were badly injured in the ballast pit by an explosion of blasting powder. Their names were O'Brien and White,—the latter lost his eye sight.

DIPHTHERIA.—The public will sympathize with Mr. and Mrs. Alex. Robb, Dorchester, in their late affliction. Three years ago they lost two children. On Tuesday last they lost their only boy of diphtheria.

A MOWING MACHINE accident took place at Peacock Settlement, Pictou, some days ago. A young man named Peacock, while mowing, fell off the machine, the cutter of which went over him inflicting six wounds.

RELEASED.—Charles Nelles, who committed the murderous assault on Mr. Charles Hillson, was on Tuesday released on \$200 bail, and on the other two \$400 each, on the order of the Chief Justice. A burlesque on justice!

MECHANICS' DIVISION PICNIC takes place this afternoon on the Fairfield road. All good temperance people are invited to attend and bring their families with them well filled. There will be various games, races and sports.

FIRE.—A barn belonging to A. Barrett, Esq., with all its contents was burned at Harvey, A. C., on Sunday week. The loss is about \$400—uninsured. The fire is supposed to have been the work of an incendiary.

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PIONEER DIVISION.—The following are the officers of Pioneer Division, No. 15, S. of T., Dorchester, for the current year: Rev. C. Comben, W. P.; Dr. A. Chandler, W. A.; Joshua Chandler, R. S.; S. Patterson, A. R.; S. E. V. Tait, F. S.; D. Chapman, T.; Rev. J. D. H. Brown, Chap.; A. McDowell, Com.; W. Weldon, A. C.; S. Knapp, L. S.; J. Sutherland, O. S.; Peter Landry, P. W. P.

Consistency.—To the Editor of Chignecto Post. Sir,—Is it right and consistent for members of a Temperance organization to drink and get intoxicated while away from home, where they think they will not be found out? In my opinion it is very wrong, yet it is being done repeatedly in this place. There was a party left here the other day on a fishing excursion, composed largely of members of two Divisions of the Society. They were out for the purpose of fishing, but had a little drunken spree, and two worthy Patriarchs, one Past Worthy Patriarch, and at least one member, got intoxicated. If the leaders will do such things what can be expected of the followers? I would not mention this if it was the first time it had happened, but it is being carried on constantly. I think that this is a sad state of affairs, when men of good intellect and education, will stand up and pledge themselves before God and man not to touch, taste or handle, and use their influence against the traffic in liquor, and then, regardless of all this, drink whenever they are behind the door and there is no one to bring them to account. It is not right to expect that the father of a family, such as the Worthy Patriarch of the Society, should not mention this if it was the first time it had happened, but it is being carried on constantly. I think that this is a sad state of affairs, when men of good intellect and education, will stand up and pledge themselves before God and man not to touch, taste or handle, and use their influence against the traffic in liquor, and then, regardless of all this, drink whenever they are behind the door and there is no one to bring them to account. 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