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L. A. S. L. Louisiana State Lottery Company. We do hereby certify that we have examined the arrangements for all the Monthly and Semi-Monthly Drawings of the Louisiana State Lottery Company, and in person we have seen and controlled the Drawings themselves, and that the same are conducted with accuracy, fairness, and in good faith towards all parties, and we authorize the Company to use this certificate, with facsimile of our signatures attached, in its advertisements.

Commissioner. Incorporated in 1868 for 25 years by the Legislature for the purpose of raising a fund of \$2,000,000 to which a reserve fund of over \$500,000 has since been added. By an overwhelming popular vote in France was made a part of the present State Constitution adopted December 21, 1878. The only Lottery ever voted on and endorsed by the people of any State in the world. It never fails or postpones. Its Grand Single Number Drawings take place monthly. A SPLENDID OPPORTUNITY TO WIN. GRAND DRAWING ON THURSDAY, AUGUST 14, 1888. CAPITAL PRIZE, \$75,000. 100,000 Tickets at Five Dollars Each. Prizes in Proportion to the Amount of the Sale.

1 CAPITAL PRIZE, \$75,000. 1 do, 10,000. 2 PRIZES OF \$5,000, 10,000. 10 do, 1,000. 100 do, 100. 1,000 do, 10. 10,000 do, 1. 100,000 do, 1/10. APPROXIMATION PRIZES OF \$750, 6,750. 10,000, 50,000, 100,000, 250,000. 1897 Prizes, amounting to \$250,000. Application for rates in Canada should be made only to the Office of the Company in New Orleans. For further information write clearly, giving full address. Address: F. O. Money Orders or Remittance.

New Orleans National Bank, New Orleans, La. Ordinary letters by Mail or Express. M. A. Dauphin, New Orleans, La. 627 Seventh St., Washington, D. C.

General Business. IN STOCK and ARRIVING at the Fish Warehouse, PUBLIC WHARF, NEWCASTLE.

- 50 Bbls. Heavy Mess Pork; 50 " Plateand Extra Mess Beef; 50 Tubs Lard; 50 Bbls. and boxes Rankin's Biscuits; 100 Bbls. Refined Sugars; 100 Boxes Raisins; 100 " Soap; 100 Kegs Nails; 100 Dozen Brooms; 100 Boxes and caddies McDonald and Adams' TOBACCO, MATCHES, IMPERIAL, VAPOROL, Little Sargant, Black Bird, Prince of Wales, Bird's Eye, and Brunette; 150 Half-cases TEA; 50 Caddies; 20 Tubs BUTTER; 20 Puncheons MOLASSES; 20 Kegs SODA; Superior Extra Strong.

BAKERS AND PATENT FLOUR, CORNMEAL & OATMEAL, Lowest Wholesale Rates.

JOHN McLAGGAN, July 11, 1888.

FINE CHAMPAGNE, BRAND "MIRAMICHI," PERSONALLY SELECTED.

WHOLESALE ONLY. T. WILLIAM BELL & CO. Ferguson Building, St. John, N. B.

Miramichi Advance, CHATHAM, AUGUST 9, 1888. Salmon Breeding.

We published an interesting letter from John Mowat, Esq., last week, on salmon-breeding, and would have liked to comment on it at the time, but want of space prevented. While he appears to claim too much for the artificial propagation of salmon, there is, no doubt, a good deal to be accomplished by it. Of the history of the work in other countries we know something, but not sufficient to inspire the abundant faith in it professed by our correspondent, especially as our experience with the fish culturists whose work we have tested, justifies us in saying that their statements are so unreliable, as to render their official reports absolutely worthless. We do not wish to be understood as referring to Mr. Wilmot or Mr. Mowat, but to such men as the Inspector of Fisheries for this Province and at least two men serving under him, who, a few years ago, caused such outrageously false statements to be published in reference to the work done at the Miramichi Hatchery as to forfeit public confidence in any kind of fishery statistics emanating from them, if not from fishery officers generally. With the deliberate misstatements in connection with fish-breeding on the Miramichi were made and published in the Departmental reports for several years and that the Department absolutely feared to investigate charges made to that effect, we cannot accept the statements we may have from other countries and other parts of Canada as to the wonderful success of fish-culture, especially as there is a strong family likeness observable among all of them.

What Mr. Mowat says about a percentage of eggs being either unimpregnated, or destroyed by ice after impregnation, or being buried in gravel is, no doubt, true, though he probably over-estimates the loss. The grand mistake fish-culturists seem to make in their work is the actual hatching out of the fry in the artificial runs of the hatcheries instead of in the natural rivers. Why is it that they do not, a few days before the fry appear, deposit the eggs in ground similar to that on which the parent fish would lay them in the fall? Why allow the fry to be hatched out in the artificial runs and kept there until they absorb the sac? That the reproduction of salmon in the form of fry by artificial means is very much greater than it can possibly be by the natural process is unquestionable, but the mistake of fish culturists is that they do not stop their work at the right stage. There is no difficulty in finding suitable places in our salmon rivers about the time the fry are coming out in which to deposit the ripened eggs. At that time of the year there is a minimum of risk that the eggs or fry will be found or devoured by trout, and if placed on the natural hatching-ground, and there brought out the fry start into life with all the chances in their favor. If the eggs are hatched in the artificial runs and the sac before being liberated they are exposed to two great dangers. The first of these is that being accustomed to those who have them in charge at the hatcheries, they lose, to a great degree, the instinct of timidity, which leads them to rush away and hide at sight of any moving object, and thus fall an easy prey to the trout, which ascend the rivers about the time they are liberated. The second danger arises from the sudden change from the water they have been reared in to that into which they are emptied from the hatcheries.

As to fish bred from the ova of the hatched salmon returning to that river, and no other, we cannot accept Mr. Mowat's theory, notwithstanding his strong belief, supported as it is by personal observations, which is entirely satisfactory to him. This is a large world, and fish-culture, by no means, a science confined to Canada. Eminent fish-culturists have never acted on the theory that each particular river retains, in perpetuity, the product of its own salmon, wherever bred. There are good grounds, we know, for believing that salmon naturally hatched and bred return to their native rivers, but the balance of testimony is largely in favor of the belief that the home of the salmon is in the river where it is bred. This is in accord with nature and all our experiences.

It is most reasonable to believe that while nature's instinct leads the salmon to leave the sea and ascend the rivers for breeding purposes, it is assisted by its preceptions—by all its awakened senses—in finding the particular kind of fresh water in which it was bred and which is the only fresh water it has ever known. Having ascended its native river it naturally goes to the part which its fresh water life has always been associated. The salmon is of the noblest and highest type of fish life and there is no more reason to believe that it is incapable of exercising the faculty of concentration than is the horse, and no one believes that the horse or any other animal looks for its home where it is germinated instead of where it is bred.

If we had more time and space at our disposal we would like to discuss this interesting subject further. If we cannot altogether accept Mr. Mowat's views in respect of the benefits of artificial fish culture it is because we have knowledge of most destructive work having been done on the Miramichi in the name of salmon-breeding, to which, together with the neglect of protection against the netting of gravid fish on the spawning grounds, the decline of the fishery on the Miramichi is mainly due. Mr. Mowat is right in saying that we should strive to perfect the work of artificial fish breeding, but, as it has been conducted on the Miramichi in the past, it is simply a waste and misapplication of public money and a positive damage to our greatest fishery industry.

Miramichi Valley Railway. The Northern and Western Railway Company of New Brunswick was duly organized at the Queen's Hotel, Fredericton, on Thursday last, pursuant to notice given in newspapers, and Northumberland Counties by Messrs. Gibson, Pickard and Muirhead. The meeting was a very interesting one, stockholders representing \$150,000 being present in person and by proxy. After the interests and prospects of the work were briefly and practically discussed, the necessary by-laws were considered and adopted and Directors elected as follows—

Alex. Gibson, J. B. Snowball, John Pickard, Alex. Muirhead, Alfred Rowley. Alex. Gibson, Esq., was elected President of the Company and George F. Gregory, Esq., Secretary. Messrs. L. J. Tweedie and Geo. F. Gregory were appointed Solicitors to the Company. The Secretary was directed to communicate at once with the Dominion and Provincial Governments, acquainting them with the organization of the Company and to take the necessary steps to secure a subsidy-contract with the local Government and the subsidy from the Dominion Government. Subsequently, the members of the Local Government then in Fredericton were consulted on the subject. The result being most encouraging for the prospects of the undertaking, the Government is to meet within a fortnight and it is not improbable that the contract will be entered into and the construction survey immediately begun.

An interview in a speech had at St. John by Directors of the Company with Sir Hector Langevin who gave them every encouraging assurance respecting the payment to the Company of the Dominion subsidy, provided they constructed the necessary mileage of the road to entitle them to it. This was all the Directors could get from the success of the work is, therefore, fully assured. As soon as the contract is entered into with the Local Government an engineer will be sent by President Gibson to locate the road between the Intercolonial and the Southern Railway at the Bartholomew River crossing. As soon as the location is made at this end of the road, construction will be commenced, and the Directors hope to have the section between the Intercolonial and Bartholomew River completed within a few days, and to push the work vigorously up to the point to meet those working from the County end.

The enthusiasm of the promoters of the work in the latter county is most encouraging, after its prospects had been so dampened, and its chances of success rendered so hopeless, by the management of the bogus Company at Newcastle, which has, happily, received its quietus from the Supreme Court. The capital being subscribed by men who are able and willing to pay it, and the work is being done by men who have already done so much in establishing the rights of their localities for Railway and other great business, enterprises is a guarantee to the people who know them well that the era of real work on the Miramichi Valley Railway has, at last, succeeded the eight years of humbug, delay and obstruction which certain gentlemen in Newcastle have been the head and front.

than it has been for a long time, and will materially assist to advance the welfare of the city. We trust that the company will meet with the great success in their undertaking.

Too Much Truth in It. One of the Maine Editors who recently visited the Province of New Brunswick and Nova Scotia, tells his readers that—

The Province of Nova Scotia and New Brunswick contain more political squires than they can carry with advantage. In this country we take a rest between elections, but over the border the political squires bulls furiously all the time, and the feeling is more intense than in the American can realize. Our political differences are as naive in comparison. These politics are carried into social and business relations, and one party can see absolutely no good or anything to be gained from the other. This necessarily operate against the public interest.

Chatham has, we believe, suffered more from the kind of politics referred to than any other place in New Brunswick, but has, of late, taken a new departure. It is probable that party politics will, in future, be kept fairly in its proper place and not allowed, as heretofore, to be used by designing outlaws whenever they wish to promote their own interests by dividing the place against itself. Hereafter Chatham will have an eye to business in behalf of itself and the rest of the County and will, meantime, not forget how to operate the party political forces when it is proper to do so.

His LORDSHIP, the Bishop of Chatham, returned from his trip to Rome last week, and was affectionately welcomed on Sunday by the Chatham portion of his flock, as well as by all others who have had the pleasure of meeting him since.

CROWN LANDS SALES.—As we anticipated last week, the Crown Lands Sales have been postponed, the Royal Gazette announcing that the General Sale of Timber Licenses advertised to take place at the Crown Lands Office on the 8th, 9th, and 10th days of August, is postponed until Wednesday, Thursday and Friday, the 8th, 9th, and 10th days of September next. Regulations to govern the sale will be advertised in a subsequent issue of the Royal Gazette.

A Great Enterprise. A correspondent of the Moncton Times has furnished the paper with some facts respecting the new cotton factory now being erected on the Nashwaak by Alex. Gibson, Esq. As the acquaintance of Miramichi people with the section of the road in which this new enterprise is about to be established is not very close, it is at present in the name of the Valley Railway, which Mr. Gibson is to be largely instrumental in building, we reproduce the greater part of the correspondent's interesting letter, as follows—

The site chosen is a flat on the further Miramichi side of the Nashwaak, almost opposite the mill race. Three or four dwelling houses are on the site, but these have been removed. The work of excavating for the foundation was begun a little over two months ago, and now the work is about completed. By taking into consideration the size of the building you will have some idea of the number of men and horses which were employed in the work.

The building is to be 419 feet long and 100 feet wide. It will be four stories high, with a tower twenty-two feet at the base. At each end of the building there will be a large door, from which will extend a series of ways to the different flats. These stairways are erected on the brick, and in case of fire, operatives will have a safe passage to the outside. It is almost on the same principle as a bank vault. Automatic sprinklers and all modern improvements for safety of life and limb will be employed.

At the northern or up stream end of the main building the oil or picker will be placed. It will be 284 by 98 feet, containing 180,000 bushels of cotton. The passage is by 36 feet. The engine-house is 56 by 42 feet, and the boiler-house 48 by 94 feet. These last named buildings will be two stories high. The main chimney will be 18 feet square at the base, and 160 feet high. To light and ventilate these buildings, there will be 618 window windows, each containing 36 panes. There is to be a great deal of machinery in the building, and to make this shop the best of its kind in the Province. The most skilful mechanics, the best tools and the latest improvements in machinery will be employed, so that as little delay as possible will be made in repairs.

The power will be supplied by two engines of six hundred horse power each. Water for the engines and other purposes will be brought from the Miramichi, a distance of about a half mile. The stream will be drained, so that it will give the factory a head of 87 feet. This will allow the mill in case of fire to be raised, and the machinery to be removed. There will be 600 operatives, and employment for 600 operatives. It will require to finish the structure upwards of four million feet of lumber, including nine hundred thousand feet of Southern Pine. A great quantity of wood annually goes to loss at the lumber mill; but a large bridge known as a "double decker," is to be built over the Nashwaak at the factory, so that the wood may be made use of in the engine room. The lower deck of the bridge will be occupied by trains conveying the wood, while the upper deck will be for general traffic.

the underground clay as used in the old way, and by the appearance of the bricks at the present time they give promise when completed to be of the finest quality.

On the factory grounds a fine planing mill has been erected to manipulate the lumber for the cotton buildings. It contains a planer for large timber, a machine for planing joints, tongues and grooves small lumber, a table saw for cutting and boring pilfers, fifteen feet long, an automatic grader with every wheel for grinding planers, and several other valuable machines for the mill. The power is furnished by a twenty h. p. engine, whose noisy little whistle is listened for eagerly by the workmen at meal times.

This is without doubt one of the greatest undertakings in the Dominion, attempted by one man. It is the intention of Mr. Gibson to have the factory in operation in a year from now. He will manufacture goods of the best quality, in the greatest variety, and will employ the best machinery and most skilful operatives; and he will lead New Brunswick in the cotton business as he has for many years in the manufacture of lumber.

The Valley Railway and the Obstructionists. It seems that although "Major" and "President" Call, who have been the two names playing the part of "President" in the so-called Miramichi Valley Railway Company—a purely bogus and fraudulent organization—known on Thursday morning last, as the "Company," were under the ban of an injunction from the Supreme Court in Equity, prohibiting him and them from attempting to organize a company under the Northern and Western Railway Company Act, he had the temerity to proceed to do so, and an injunction existed. A report of the proceedings of his illegal meeting appeared in the St. John Telegraph on Friday morning, and is as follows—

The meeting called by Messrs. Call, Miller & Swin, in connection with the formation of the Northern & Western Railway Company, assembled this morning at the Waverley Hotel, Newcastle. Alex. A. Davidson was called to the chair, and Wm. A. West chosen Secretary. Besides these gentlemen there were present R. P. Whitney, R. P. Whitney, C. Miller, James J. Wilson, owner of Wilson Point, the proposed terminus of the road, and Wm. A. West, Esq., Attorney-at-Law, and E. Perley Williams, the Chairman requested Mr. Williston to withdraw, stating that the meeting was a private one for the stockholders of the company.

Mr. Williston replied that he was desirous of promoting the construction of the Valley Railway and of subscribing, if possible, a large sum for stock, and taking part in the meeting. "Chairman" said that the whole of the stock had been subscribed, whereupon Mr. Williston asked that he be allowed to speak, which was refused. At the request of the Chairman, and on motion of Mr. Call, seconded by Mr. Farquhar, Mr. Williston was asked to leave the room. He again declined to do so on the grounds he had already given, and against his being asked to leave the room, the shareholders present left the room, and went to a small rear room, of the general parlour, where they held a meeting. It is said, held a meeting there.

The proprietor of the hotel, on being asked by Mr. Alex. Morrison, who was the chairman, Mr. Davidson, suggested an adjournment to some other room from which Mr. Williston could be excluded. The meeting rose as a matter of course, and as they were about to leave the room, the chair, and a motion to adjourn was necessary, and such motion being made and seconded, and the shareholders present left the room, and went to a small rear room, of the general parlour, where they held a meeting. It is said, held a meeting there.

Information had reached Newcastle, at about 11 o'clock, that an injunction had been issued to restrain these gentlemen from holding their meeting had been issued by Judge Williston. At about ten Mr. Murray, counsel in the matter, representing Messrs. Gregory & Blair, counsel for Alex. Gibson, and Pickard and Muirhead, who were to meet this morning at the same place in Fredericton, was requested by Newcastle telegraph operator, that a despatch was there for him, which she reported to be in the name of Mr. Murray. After Mr. Murray had waited some fifteen minutes for the despatch, Mr. Call went to the office and spoke to the operator and thence to the office of Lawlor & Adams in the next room, and thereupon Mr. P. Whitney, who had been waiting at the telegraph office, and had an interview with Mr. Call, and spoke to the operator and locked it, keeping Mr. Murray about three-quarters of an hour from the time she had locked the door, but received no response from within and, being urged to continue his efforts to communicate with the operator, he did so and was told by a voice from within that he would be admitted as soon as he was copied. Several persons with dispatches for transmission, meanwhile, knocked at the door but could get no response.

At last, at five minutes to eleven o'clock, Mr. Murray, who had waited some ten minutes at the door, for delivery of his despatch, or to be informed of its contents, and having called loudly upon the operator to read this despatch, she, apparently, did so, and speaking from within, said it would be ready in a minute or two. Just thirteen minutes later she unlocked the door and delivered the despatch and asked Mr. Murray to return a copy of it to her as she had not had time to make one. She said she received messages on paper and not by sound and that she was obliged to take time to copy them off. This was nearly as bad as the outrageous delay of the despatch, which only covered a little more than a page of letter paper and any ordinary copy.

The World's Newcastle correspondent, who is a clerk in Mr. Call's office, referring to the delay of the injunction order, says— "Injunction and contempt fees since been expressed at the mean and cowardly attack on the lady telegraph operator here, who had no more than to be unjustly some parties for having detained the telegram pertaining to be a copy of the same. She was not to be held responsible in any case, and are universally condemned here as unworthy of people calling themselves gentlemen."

discontented and could only have been prompted by knowledge of the bogus character of the stock list which Mr. Williston demanded to see.

If the majority of those present at the meeting felt they were acting legally they would not have hesitated to put Mr. Williston out by force, and in the whole ground against the stock organization and practically, drove them, by the back door, into a little bedroom or some other apartment suited to the work they were engaged in. Mr. Morrison says they entered in getting into a lady's room, where they "took the necessary" "precautions to keep intruders out and" "when Mr. Alex. Morrison and Mr. Scott Farley, two of the corporations named in the Railway Act, applied for admission, they were refused."

The business these gullible promoters of the project they had retained for eight years, and which had cost the company could not have been very important, for one or more of them, prominently, Mr. Call was in and out from the retreat he had fled to, every five minutes, the one between their flight—as the confused chairman hurriedly put it—"to some other room," where they "took the necessary" appearance on the street, being about five minutes, when both he and the "secretary," reply to Messrs. Morrison and Farley, re-constituted against the illegality of Messrs. Call & Co's advertisement calling the Newcastle meeting of Monday last, those who now abuse him would, no doubt, be giving him a champagne supper.

The Moncton Times and some other papers, in giving accounts of the injunction proceedings at Newcastle, and the High Sheriff was "taken aback" when "one of the corporations" asked him to produce the order from which he served Messrs. Swin, Call, and Miller. The Sheriff showed the judge's telegraphic order to the gentleman on whom he served copies. By advice of plaintiff's attorney he did not show it to Inland Revenue Collector Lawlor, whose demand to see it was of a piece with his conduct at the telegraph office. It was he who "taken aback" and not the Sheriff. If Mr. L. will confess himself to his official duties and to the office he has been imported to Chatham to fill, he will get along much better than in his attempts to take other officials "aback." He is not yet old or experienced enough for that kind of business.

Mr. Call and those whom he is leading—or misleading—in this matter are endeavoring to make it appear that it was a piece with his conduct at the telegraph office. It was he who "taken aback" and not the Sheriff. If Mr. L. will confess himself to his official duties and to the office he has been imported to Chatham to fill, he will get along much better than in his attempts to take other officials "aback." He is not yet old or experienced enough for that kind of business.

What place between the operator and Mr. Lawlor we do not know, but we do know that the circumstances all suggest the suspicion that Mr. Lawlor was carrying out the order of the court, received from Mr. Call. The operator had special orders to keep the office strictly private during Thursday night, unless she was acting in collusion with Mr. Lawlor, she would not have permitted him to make use of the secret of unlocking the door and then to have cloaked himself with her.

Mr. Murray, who was waiting for a most important despatch, as well as other gentlemen interested in the project, could not but feel a sense of outrage under such circumstances, and they have a right to connect Mr. Lawlor's singular and unaccountable conduct with the use of the secret of unlocking the door and then to have cloaked himself with her.

When Mr. Lawlor left the operating room, he took the key with him, and then, after Mr. Murray had waited some fifteen minutes for the despatch, Mr. Call went to the office and spoke to the operator and thence to the office of Lawlor & Adams in the next room, and thereupon Mr. P. Whitney, who had been waiting at the telegraph office, and had an interview with Mr. Call, and spoke to the operator and locked it, keeping Mr. Murray about three-quarters of an hour from the time she had locked the door, but received no response from within and, being urged to continue his efforts to communicate with the operator, he did so and was told by a voice from within that he would be admitted as soon as he was copied. Several persons with dispatches for transmission, meanwhile, knocked at the door but could get no response.

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ly intimate with the locks of the telegraph office door in Newcastle as to be able to manipulate them at will, and who took the liberty of cloaking himself with her name as we have described. It may be that he considered the emergency sufficient to warrant him in exposing the "lady operator" to the suspicion of wrong-doing, but, in the whole matter, the public may be safely questioned with the decision of the justice as to who the parties are whose conduct was unworthy of people calling themselves gentlemen.

As soon as the injunction notices were served on Messrs. Call & Co., and it was seen that Mr. D. Gregory, agent of the Bank of Montreal, had made an affidavit showing the date on which the Newcastle obstructionists obtained the discount of the note on which they raised \$20,000 for their purposes, people here were greatly gratified that gentleman. Indeed nearly every man in Newcastle having business with that Bank has been approached in some way with a view of aiding in Mr. Chesnut's expulsion from his place as manager at Chatham. And now a scandalous attack upon him in connection with the matter appears in the Moncton Times dated at Newcastle. Mr. Chesnut has been guilty simply of answering questions bearing on a pending suit in equity. If he had lied and concealed the illegality of Messrs. Call & Co's advertisement calling the Newcastle meeting of Monday last, those who now abuse him would, no doubt, be giving him a champagne supper.

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now in Toronto, is in full sympathy with the Northern and Western Railway Company and Mr. Muirhead, Mr. Gibson, Mr. Sailer, Mr. McLaggan, Mr. Farley and Mr. Burdell are members thereof, while such men as Mr. Snowball, Mr. Alex. Morrison, John Pickard and others of means and business position are associated with them.

What confidence the promoters of the Valley Railway Company must have in public opinion? They assert they have a stock list, which they are afraid to show at their meeting; they barricade the door of the little back room in which they are assembled and refuse the privilege of being present to everybody but themselves—9 of the sitting over gentlemen who were named as corporations in the Act they professed to be working under? They ought to have been kept as public enemies.

The editor of the Fredericton Reporter has discovered the "secret" of his party" wish to build the Valley Railway from Newcastle to Fredericton, while the Gibson Company intend to build from Chatham. "But," says the Reporter, "the Newcastle men appear to have the most money. They subscribed for stock to the amount of \$200,000; while the Chatham men only subscribed for \$150,000 worth; and so the matter stands." The Reporter's idea that Mr. Gibson's wealth down upon poor Alex. Gibson, John Pickard, J. B. Snowball, Senator Muirhead, Alex. Morrison, John McLaggan, Scott Farley and their associates, who could only scrape together \$150,000, the only wonder is that Mr. Call did not subscribe the whole \$200,000 himself. We are quite sure he could do it, if he liked.

Ask Mr. Call how it is that six out of nine of the "directors" he advertised in an *Advocate* editorial as having been with him in the Valley Railway matter are now acting with Mr. Gibson? He will not tell us that they grew tired of his blowing and advertising himself as President and "lady operator," and have determined to join hands with a man who means business and is able to carry it through, but this is the fact, all the same. They are tired of Mr. Call boasting about the survey expenses he paid, when he contributed only his share with others, and they are especially opposed to his concealing the fact that those now in sympathy with Mr. Gibson paid the lion's share of these survey expenses. It has been always so, however, in the Valley Railway matter, one part of the money and Mr. Call has done all the blowing and taken all the credit. No wonder he has now besides himself but two out of nine of those who started with him in the matter!

Every Spring. HOW AN EFFECTING ANNUAL VISITOR WAS DRIVEN FROM A WEARY WOMAN. Plain and simple mechanisms are not liable to get out of order. Complicated watches, intricate machinery, and the like, are liable to break down at any time, and to mark the movements of the moon and stars, are certain to need frequent repairs. Husbands and fathers often fail to see that their wives and daughters are more delicately organized than themselves, requiring constant care when they are ill. Yet much labor for women's line systems is a trustworthy medicine, ready at all times for use, than a deal of tinkering by semi-educated local practitioners.

"Every Spring" said the wife of a well-known employee of the Grand Trunk Railway, Montreal, "I have been for some years past troubled with nervous debility and weakness. It was a burden which so many women are called upon to bear, although none the lighter for that." "Advice and doing, to be sure, I had plenty; still, on each returning spring my nervousness came as regularly as the buds and blossoms.

"Oh yes; I consider myself almost or quite well, and it came about in this way: I fell living on St. Catherine street in the city, commencing my attention *Sulphur and Iron Bitters*. It gave me strength and life. My sister, living in Brookville, whose disease was nearly the same as mine, was equally benefited by the same thing." Sulphur and Iron Bitters, prepared by the *Climes Chemical Co.*, Montreal, is for sale by all druggists. Price, 50 cents.

Liver, Kidney and Bright's Disease. A medicine that destroys the germ or cause of Bright's Disease, Diabetes, Kidney and Liver Complaints, and has power to root them out of the system, is now on hand. A good medicine is Hop Bitters and positive proof of this can be found by one trial, or by asking your neighbors, who have been cured by it.

A GOOD THING.—The Toronto *Obispo* London correspondent says—I understand that it is highly probable arrangements will be made for showing at the forthcoming Exhibition at St. John, N. B., a working dairy from this country. Mr. Manchester, of that city is endeavoring, I believe, to complete arrangements to this end, by which the whole working of an English dairy on the most approved system will be shown, with lectures and full explanations by one of the best English authorities on this subject, namely, Professor Sheldon. The idea is that in this way a considerable impetus might be given to the development of the export butter trade in the Maritime Provinces. It seems beyond doubt that if worked under proper conditions a large and profitable trade might be promoted in this article. I hope to have further information on this point to send you before long.

There is no preparation before the people—They that command their confidence more, or meet with a better sale than does Dr. Fowler's Extract of Wild Strawberry—the infallible remedy for all forms of Summer Complaint. For sale by J. D. B. F. Mackenzie, Chatham, N. B.

It is no preparation before the people—They that command their confidence more, or meet with a better sale than does Dr. Fowler's Extract of Wild Strawberry—the infallible remedy for all forms of Summer Complaint. For sale by J. D. B. F. Mackenzie, Chatham, N. B.

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Business Notices

The ADVANCE office is open for business from 8 a. m. until 6 p. m. every week-day. It is not open for delivery of papers in the evening. Town and county subscribers will therefore please call for their papers at the delivery window before 6 p. m.

ADVERTISEMENTS. The insertion of advertisements can only be inserted on week days, the office being closed on Saturdays.

Miramichi and the North Shore, etc.

CORRESPONDENTS are requested to forward their communications until their favor can receive a notice.

A WATCH AND A REVOLVER, found on the streets of Chatham, may be had of application to Anthony Forrest, Policeman.

THE DEEDS, "ST. LAWRENCE," has resumed operations on the Miramichi River. Capt. Thompson is heartily welcomed again to the river.

ANNUAL DRILL.—Chatham Battery No. 7, Lt. Col. Gillespie, will commence its annual drill on Friday, (tomorrow) evening at Masonic Hall.

THE NAPAS CHURCH.—The new Lower Napas church is to be opened on Monday next, as will be seen by the committee's announcement in another column. All who can do so should visit Napas on the occasion, which will be one of great interest to the people there.

FULL OF LOVE.—The News reports Major R. E. Callaghan as being in St. John, "full of love for Judge Walden." Between the Advocate and the Major, poor Judge Walden must suffer. It is too bad, however, for the News to join in poking fun at the great "President."

A PICNIC AND EXCURSION is to take place at Regville on Tuesday, the 14th inst. Special arrangements are being made with the authorities of the I. C. R. for the transportation of patrons from Moncton, Chatham and Newcastle to the picnic grounds.

TRAVELLING.—It was recently reported that Mr. Fred Cameron of Newcastle, was about to become proprietor of the Hotel, St. John. Such report was probably untrue, as he cannot now be found either in St. John or Newcastle, although a good many interested friends in both places would be glad to see him.

ST. MARY'S PICNIC, Newcastle, on Monday last, was one of the most successful ever held by that congregation. His Lordship the Bishop of Chatham visited the grounds during the day and was most respectfully welcomed by the news hearty welcomed back from his visit to the Episcopal City. The proceeds of the picnic amounted to nearly \$1,100.

A RICHIBUCTO CORRESPONDENT writes: G. A. Girouard, M. P., Sheriff Girouard, and D. Richard, Inspector of Weights and Measures, had a narrow escape from drowning on Friday evening while sailing in Richibucto harbor. Through the presence of mind of G. V. McInerney and James Fitzpatrick, who were of the party, a fatal accident was averted.

GRAND PICNIC AND BAZAAR.—The R. C. Cathedral of Campbellton will open their Pic Nic at 8 o'clock on the morning of the 21st inst., followed on the evening and the following day by their annual Bazaar.

Excursion tickets at one first class fare will be issued from Chatham Junction and intermediate stations to Campbellton, good to return on the same day or the following day.

THE "AAS" AND THE "HORSE-FLY."—And now the "Aas" is angry over the success of the Northern and Western Railway Company and vents its spite on somebody who it does not mention, for having assisted the horse fly promoter, while it was muzzled. It is quite evident that "the aas between the two bunches of hay" has been struck by the "horse-fly."

ARROW FAIR, BAU DU VIN.—The "Willing Workers" of the Church of St. John the Evangelist, intending having their annual sale of canned goods and wares, on the Rectory grounds, Thursday, Aug. 23rd inst. The Steamer Arrow will leave Nelson at 8.30 a. m., and Newcastle at 9 a. m., calling at Bushville, Douglastown, Chatham and Black Brook. Returning will leave Bau du Vin at 5 p. m. Dinner, tea, and refreshments will be sold upon the grounds. There will also be swings, games, running and jumping matches and other amusements. Entrance free—10 cents. Dinner—35 cents. Tea—30 cents.

HARMONIC ADVICE.—Referring to the Regatta the Advocate says:—

The prize list, in silver cups and cash, amounts to \$450. Two of the prizes are on exhibition in the drug store of Mr. E. Lee Street—to be awarded to the single scull and sailing races. That for the winner in the first named race is an open cup, handsomely ornamented with floral designs, two blank spaces being left for inscriptions. Under the cup and supporting it are four oars, which rest on the base, which is also richly ornamented. Height 14 1/2 inches. Valued at about \$25.00.

The other cup is for the winner in the canoe race, and is of natural design—and tastefully ornamented, and also contains blank spaces for inscriptions. From the lower edge of the cup cables are suspended from opposite sides, and about midway between the cup and the base these cables are coiled around two pairs of oars, the handles of which rest upon the base. The cup is surmounted by a figure in sailor dress, and two gilded anchors hang from opposite sides of the cover. With cornice the cup is 18 inches high, and is worth about \$100.00.

Cups are also to be awarded in the canoe race, and double sculls for seniors. These have not yet arrived, but will be on exhibition shortly.

The Committee have done their part well—it now remains for the public to second their efforts by giving the Regatta a generous patronage.

Dedication. On Friday the 17th inst., will take place solemn benediction of the new Catholic Church of St. Peter's Village, Chatham. His Lordship the Bishop of Chatham, lately arrived from the Eternal City, will be present, and a large number of the clergy is expected to assist.

The Dedication ceremony will commence at ten o'clock a. m., after which there will be a Pontifical High Mass and a sermon appropriate to the occasion. The Rev. Fr. De La Parie of the Parish Trinity.

ance Society which has been under the instruction of a competent teacher for some time past, will make its first public appearance on that day. Admission to the Church will be by tickets, which can be procured at several of the Village stores and at the Church doors on the 17th.

Excursion tickets for the occasion will be issued on the 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, and 1st of the following day.—Com.

Jabesh Snow, Gunning Cove, N. S., writes: "I was completely prostrated with the asthma, but hearing of Dr. Thomas' Kidney Pills, I procured a bottle, and it done me so much good that I got another, and before it was used, I was well. My son was cured of a bad cold by the use of a half bottle. It goes like wild-fire, and makes cures wherever it is used."

THE REGATTA. To-day week, 16th inst., the day appointed for the third Annual Miramichi Regatta, the arrangements for which are nearly all completed.

THE BAND. The Moncton Cornet Band, which number sixteen musicians, and has the reputation of being a first class organization, will reach Newcastle Wednesday night's Express and after playing in that town will go on board the Andover, proceeding to Parkers and returning with the steamers on the 17th inst. The band will appear in Chatham at 9 a. m. and returning to Bushville will play there during the day for the entertainment of the patrons of the regatta.

ARRANGEMENTS have been made for Railway Excursion return tickets from all points to Newcastle or Chatham and return, good on the day before Regatta day by the Regatta management and will run as follows:—

Leave for Parkers 6.00 a. m. Newcastle 7.00 a. m. Millerton 7.15 a. m. Newcastle 8.00 a. m. Bushville 8.30 a. m. Bushville 9.00 a. m. Chatham 9.30 a. m. Douglastown 10.00 a. m. Bushville 10.30 a. m. Newcastle 11.00 a. m. Chatham 11.30 a. m. Douglastown 11.45 a. m. Bushville 1.30 p. m. Newcastle 2.00 p. m. Chatham 2.30 p. m. Bushville 3.00 p. m. Douglastown 3.15 p. m.

The rates of fare for return tickets will be as follows:— From Nelson, Newcastle and Chatham and return, 25c. From Douglastown and return, 15c. From Parkers and Millerton and return 50c.

Tickets will be sold at the usual stores in Chatham, Newcastle, at Messrs. Barrell's, O'Brien's and Platt's in Nelson at Mr. Hutchinson's in Douglastown, at Parkers' Store, Miller's, Millerton, at the Stewards and at the Andover.

Excursionists are requested to procure their tickets, if possible before going on the steamer or at the ticket office as soon as they go on board.

GOOD ORDER will be strictly enforced both on the steamer and at the grounds. Special Police will be particularly instructed to detect, put a stop to and afterwards prevent any person or persons who may vend any kind of intoxicating liquors or near the Regatta grounds. No quarter will be shown to those who violate the law in this respect and any intoxicated persons will be arrested and conveyed to the Chatham lockup in conveyance to be especially provided for the purpose.

AMUSEMENTS. Mr. Walter M. Buck is entrusted with the management of the grassed polo, and the Japanese Day Fireworks will be in charge of Mr. J. D. B. F. Mackenzie. Amusing and interesting diversions may be looked for in this department. Walking the grassed polo for prizes will be open for competitors during the whole day. Will consist of walking out with a small spear overhanging the wickered wharf, a distance of 15 to 18 feet and securing a small object placed on the end of the pole, which will secure the prize.

The entrance fee will be ten cents and the prizes \$1 each; any winner of three prizes to be, thereafter, harrier.

Logs, and poles to propel them along the shore will be furnished by the committee on the ground, and entries for this race must be made with the Secretary or one of the stewards as early as possible on the day of the Regatta.

THE PEROUCE RACE. In order to remove any misapprehensions that may exist we are requested to state that the dug-out or log perouce only will be admitted to this race—no bark Rice Lake or other canoe will be allowed to start—the object of offering prizes for perouces being to encourage the cultivation of skill in handling a useful boat much used up river, along the shores of the river bays and rivers and at the booms.

ENTRIES. Intending competitors will do well to observe the time appointed for entries to close with the Secretary at Newcastle, viz.—On or before Monday evening next 12th inst., as that is the latest time that will admit of the necessary information being published in

THE REGATTA PROGRAMME. This Programme will be issued on the morning of the Regatta and will contain full information as to the events of the day, the competitors, etc., and will, we believe, be a splendid medium for advertising all kinds of business. It will be published by the Regatta management and the information it contains will therefore be official. The edition will number 2000 copies.

STARTING THE RACES. The Sailing Race will be started by the signal given by the flying start, which will be as follows.—At 10 o'clock a "make ready" gun will be fired on board the official boat. Ten minutes after the starting gun will be fired, at which time all competing boats must be on or about the e. e. p. river from—a line square across the river from the upper side of Bushville wharf, this second gun to be the signal for start. All boats are expected to be above the starting line when the second gun is fired, but should any be below it they will be set back twice the distance by the Judges, Starter and Umpire to compute such distance by time immediately after the start and such computation to be final.

All the other races are to be called by the firing of a gun on the occasion, ten minutes before the start and they are to

be started by the word "go," from the management.

arrangements are to be provided on the wharf, and visitors are requested to patronise only the booth under the management of the Committee.

THE MANAGEMENT of the Regatta will be under the following:— Ernest Hutchison, President. Thos. Crummo, Secretary. D. G. Smith, Starter. Jas. Wheeler, Judge of Course. John C. Miller, Umpire. E. Lee Street, J. G. Street, Capt. of Course.

ARRIVED. July 28.—St. John's, 237, Green, Haver, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

ARRIVED. July 28.—St. John's, 237, Green, Haver, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

