







ROUND THE MOON.

CHAPTER XVI.—Continued.

Every precaution was taken to keep the corvette almost completely motionless. Before trying to raise the projectile, Engineer Murchison wanted to find its exact position at the bottom of the ocean. The submarine apparatus destined for this expedition was supplied with air. The working of these engines was not without danger, for at 20,000 feet below the surface of the water, and under such great pressure, they were exposed to fracture, the consequences of which would be dreadful.

J. T. Maston, the brother Blombery, and Engineer Murchison, without hesitating a moment, took their places in the air-chamber. The commander, posted on his bridge, superintending the operation, ready to stop or haul in the chain on the slightest signal. The screw had been shipped, and the whole power of the machinery collected on the capstan would have quickly drawn the apparatus on board.

The descent was rapid. At seventeen minutes past two, J. T. Maston and his companions had reached the bottom of the Pacific; but they saw nothing but an arid desert, no longer animated by either fauna or flora. By the light of their lamps, furnished with powerful reflectors, they could see the dark bed of the ocean for a considerable extent of view, but the projectile was nowhere to be seen.

The impatience of these bold divers can not be described, and having an electrical communication with the corvette, they made a signal already agreed upon, and for the space of five minutes the "Sous-marins" moved their chamber along some yards above the bottom.

Thus they explored the whole submarine plain, deceived at every turn by optical illusions which almost broke their hearts. Here a rock, there a projection from the ground, seemed to be the much-sought-for projectile; but their mistake was soon discovered, and they were in their departure.

"But where are they? where are they?" cried J. T. Maston. And the poor man called loudly upon Nichol, Barbicane, and Michel Ardan, as if his unfortunate friends could either hear or answer him through such an impenetrable medium! The search continued under these conditions until the viated air compelled the divers to ascend.

The hauling in began about six in the evening, and was not ended before midnight. "To-morrow," said J. T. Maston, as he sat on the bridge of the corvette. "Yes," answered Captain Blombery. "And on another spot?" "Yes."

J. T. Maston did not doubt of their final success, but his companions no longer upheld by the excitement of the first hours, understood all the difficulty of the enterprise. What seemed easy at San Francisco, seemed here in the wide ocean almost impossible. The chances of success diminished in rapid proportion; and it was from chance alone that they succeeded in recovering the projectile.

At this moment a perfect howling was heard; it was the brave J. T. Maston, who had just fallen all in a heap. Forgetting on the one hand that his right arm had been replaced by an iron hook, and on the other that a simple gutta-percha cap covered his brain-box, he had given himself a formidable blow.

They hurried towards him, picked him up, and restored him to life. And what were his first words? "Ah! truly brave! quadruply idiot! I quintuply boobies that we are!" "What is it?" exclaimed every one around him.

"What is it?" "Come, speak!" "It is, simonies!" howled the terrible Secretary. "It is that the projectile only weighs 19,250 lbs." "Well?" "And that it displaces twenty-eight tons, or in other words, 56,000 lbs, and consequently it floats!"

"Ah! what stress the worthy man laid on the verb 'float!' And it was true! All yes! all these savants had forgotten this fundamental law, namely, that the projectile, after being drawn by its fall to the greatest depth of the ocean, must naturally return to the surface. And it was floating quietly at the mercy of the waves.

The boats were put to sea. J. T. Maston and his friends had rushed into it! Excitement was at its height! Every heart beat loudly whilst they awaited the projectile. What did it contain? Living or dead? Living, yes! living, at least unless death had struck Barbicane and his two friends since they had hoisted the flag. Profound silence reigned on the boats. All were breathless. Eyes no longer saw. One of the scuttles of the projectile was open. Some pieces of glass remained in the frame, showing that it had been broken. This scuttle was actually five feet above the water.

A boat came alongside, that of J. T. Maston, and J. T. Maston rushed to the broken window. At that moment they heard a clear and merry voice, the voice of Michel Ardan, exclaiming in an accent of triumph. "White all, Barbicane, white all!" Barbicane, Michel Ardan and Nichol were playing at dominoes!

CHAPTER XVII. THE END. We may remember the intense sympathy which had accompanied them on their departure. If at the beginning of the enterprise they had excited such emotion both in the old and new world, with what enthusiasm would they be received on their return! The millions of spectators which had beset the peninsula of Florida, would not rush to meet these sublime adventurers? Those legions of strangers, hurrying from all parts of the globe to watch the American heroes, would they leave the Union without having seen Barbicane, Nichol, and Michel Ardan? No! and the ardent passion of the public was bound to respond worthily to the greatness of the enterprise. Human creatures who had left the terrestrial sphere, and returned after this strange voyage into celestial space, could not fail to be received as the prophet Elias would be if he came back to earth.

The expedition of Barbicane and his friends round the moon had enabled them to correct many admitted theories regarding the terrestrial surface. They knew what system should be rejected, what retained with regard to the formation of that orb, its origin, its habitability. Its past, present, and future had even given up their last secrets. Who could advance objections against conscientious observers who at less than twenty-four miles distance had marked that curious mountain of Tycho, the strangest system of lunar geography? How answer those savants whose sight had penetrated the abyss of Pluto's circle? How contradict those bold ones whom the chances of their enterprise had borne over that invisible globe, the moon, which no human eye until then had ever seen? It was now their turn to impose some limits on that Seleneography, which had reconstructed the skeleton of a fossil, and say, "The moon was thus, a habitable world, inhabited before the earth! The moon that, a world uninhabitable, and now uninhabited."

To celebrate the return of its most illustrious member and his two companions, the Gun Club decided upon giving a banquet, but a banquet worthy of the conquerors, worthy of the American people, and under such conditions that all the inhabitants of the Union could directly take part in it. All the head lines of railroads in the State were joined by flying rails; and on all the platforms, lined with the same flags, and decorated with the same ornaments, were tables laid and all served alike. At certain hours successively calculated, marked by electric clocks which beat the seconds at the same time, the population were invited to take their place at the banquet tables. For four days from the 5th to the 9th of January, the trains were stopped at the same on Sundays on the railways of the United States, and every road was open. One engine only at full speed, drawing a triumphal carriage, had the right of traveling for those four days on the railroads of the United States. The engine was manned by a driver and a stoker, and bore, by special favor, the Hon. J. T. Maston, Secretary of the Gun Club. The carriage was re-

served for President Barbicane, Colonel Nichol, and Michel Ardan. At the whistle of the driver, amid the hurrahs and all the admiring vociferations of the American language, the train left the platform. It traveled at a speed of 70 miles in the hour. But what was this speed compared with that which had carried the three heroes from the mouth of the Columbia!

Thus they sped from one town to the other, finding whole populations at table on their road, saluting them with the same acclamations, lavishing the same bravos! They traveled in this way through the east of the Union, Pennsylvania, Connecticut, Massachusetts, Vermont, Maine, and New Hampshire; the north and the west by New York, Ohio, Michigan and Wisconsin; returning to the south by Illinois, Missouri, Arkansas, Texas and Louisiana; they went to the southeast by Alabama and Florida, going up by Georgia and the Carolinas, visiting the center by Tennessee, Kentucky, Virginia, and Indiana, and after quitting the Washington station, reentered Baltimore, where for four days one would have thought that the United States of America were seated at an immense banquet, saluting them simultaneously with the same hurrahs! The apotheca was worthy of these three heroes whom fable would have placed as demigods.

And now will this attempt, unprecedented in the annals of travel, lead to any practical result? Will direct communication with the moon ever be established? Will they ever lay the foundation of a traveling surface through the solar world? Will they get from one planet to another, from Jupiter to Mercury, and after awhile from one star to another, from the Polar to Sirius? Will this means of locomotion allow us to visit those things which swarm in the firmament?

To such questions no answer can be given. But knowing the bold ingenuity of the Anglo-Saxon race, no one would be astonished if the Americans seek to make use of President Barbicane's attempt. Thus, some time after the return of the travelers, the public received with marked favor the announcement of a company, limited, with a capital of a hundred million of dollars, divided into a hundred thousand shares of a thousand dollars each, under the name of the "National Company of Interstellar Communication." President, Barbicane; Vice-president, Captain Nichol; Secretary, J. T. Maston; Director of Movements, Michel Ardan.

And as it is part of the American temperament to force every thing into business, even failure, the Honorable Harry Trollope, and Francis Drayton, magistrates, were nominated, beforehand, assignees in bankruptcy!

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Medical. HALL'S VEGETABLE SICCUM HAIR RENEWER. The standard article is compounded with the greatest care. Its effects are as wonderful and satisfactory as ever. It restores gray or faded hair to its youthful color. It removes all eruptions, itching and dandruff; and the scalp by its use becomes white and clean. It restores the hair to its natural position; it restores the capillary glands to their normal vigor, preventing baldness and making the hair grow thick and strong. As a dressing nothing has been found so effective, or so agreeable to the hair.

BUCKINGHAM'S DYE. For the Whiskers. This elegant preparation may be relied on to change the color of the hair from gray to its natural color, to brown or black, at discretion. It is easily applied, being in the form of a cream, and quickly restores its permanent color which will neither rub nor wash away.

DR. CHANNING'S Sarsaparilla FOR THE BLOOD. CURES ALL RHEUMATISM, GOUT, GRAVEL, SCROFULA, SYPHILIS, SALT-RHEUM, DOUBLE IODIDES, ALL SKIN-DISEASES, TUMORS, ENLARGEMENT OF THE LIVER AND SPLEEN, RHEUMATIC AFFECTIONS, DISEASES OF THE KIDNEYS, BLADDER AND URINARY ORGANS, LEUCORRHOEA, CATARRH, AND ALL DISEASES RESULTING FROM A DEPRAVED AND IMPURE CONDITION OF THE BLOOD.

MIRAMICHI FOUNDRY WAREHOUSE, Lower Water St., Chatham. STOVES, COAL, &c. I HAVE IN STOCK AND TO ARRIVE A FULL ASSORTMENT OF Cooking Stoves and Ranges, BASE BURNERS, of all kinds and Sizes, HALL & PARLOR STOVES, REGISTER GRATES, AND HOT AIR FURNACES. A FULL ASSORTMENT OF Hollow Ware, Stamped Tin and Wire Goods, Russian, Galvanized and Common Sheet Iron. STOVE PIPE & CORRUGATED CASTINGS, SHIP, MILL, PLOUGH, and all kinds of LABRINGS, ANTI-RUST, and all kinds of Black and Blue COALS, always on hand. JAS. W. FRASER, Chatham, July 24th, 78.

THE GREAT MENDER Hyde Bros. Cement Mends Everything. "Will mend your broken pipe or chisel, half or less. Or for joining leather straps. Or for mending iron surfaces. For instant use and thorough work in sticking things together. And holding them in heat or cold. Or dry or with weather. It 'beats the Dutch' no go and buy a bottle while you can. For if you don't you'll wish you had most every other day."

JOHN M'CURDY, M. D., PHYSICIAN AND SURGEON, CHATHAM, N. B. CONSUMPTION CURED. An old physician, tired of active practice, having been cured of his complaint, has prepared a simple and effective remedy for the cure of Consumption, Asthma, Bronchitis, Catarrh, and all other pulmonary affections. It is a simple and effective remedy, and is sold by all druggists.

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NEWCASTLE BAKERY. H. WYSE, BAKER & CONFECTIONER, CASTLE STREET, NEWCASTLE. WE WEDDING CAKES MADE TO ORDER. Canned Fruits in 1 Spices, Green Fruits in Season, Choice Family Groceries, Sugar Cured Hams, Roll Bacon, Corned Beef, etc.

KNOW THYSELF. By reading and profiting from the experiences of others, you can avoid many of the mistakes and dangers of life. This book is a valuable guide to the path of wisdom and success. It is sold by all druggists.

Medical. HELLEBORE, &c., &c. JUST RECEIVED AT PALLEN'S DRUGSTORE. HELLEBORE, a certain destroyer of Grubs; Canary Seed, Cuttle Fish and Station, Zapon, Macaroni, Vermouth, Sugar, Raisins, Royal Food, Ridge Pot, Arrowroot, Mashed Potatoes, Yorkshire Sauce, White Wine, Cognac, Irish Whisky, Scotch Whisky, Jamaica Rum, Brandy, and other choice liquors. Also, a large assortment of Groceries, and other household articles. G. PALLEN & SON, DRUGGISTS.

General Business. Brandy! Brandy! Just arrived per Duquenois, from Charente: 30 Quarter Casks MARTEL BRANDY, FINE AND DRY. 20 Quarter Casks JULES ROBIN BRANDY, FINE AND DRY. JOHN W. NICHOLSON, Victoria Wharf Street, St. John.

I. & F. BURPEE & Co., Cor. Dock & Union Sts. HAVE ON HAND and to arrive by weekly steamer: 30 Quarter Casks MARTEL BRANDY, FINE AND DRY. 20 Quarter Casks JULES ROBIN BRANDY, FINE AND DRY. JOHN W. NICHOLSON, Victoria Wharf Street, St. John.

INTERNATIONAL STEAMSHIP COMPANY. FALL ARRANGEMENT. TWO TRIPS A WEEK. On and after MONDAY, Sept. 2nd, until further notice, the Company's steamships will sail as follows: On MONDAY, Sept. 2nd, at 10 o'clock, for HALIFAX, PICTOU, and CHATHAM. On THURSDAY, Sept. 5th, at 10 o'clock, for HALIFAX, PICTOU, and CHATHAM.

Chatham Livery Stables. Regular Coaches to trains leaving and arriving at CHATHAM RAILWAY STATION. Office and Stables - - - Water Street, Chatham.

Canada House, CHATHAM, NEW BRUNSWICK. W. M. JOHNSTON, PROPRIETOR. (CONSIDERABLE) outlay has been made on this house, and it is now a first-class establishment. It is situated within two minutes walk of Steamboat Landing, and opposite the best Hotel in the Province. The Proprietor returns thanks to the Public for the patronage given him in the past, and will endeavor, by courtesy and attention, to merit the same in the future.

ROYAL HOTEL, King Square. I HAVE much pleasure in informing my numerous friends and the public generally, that I have leased the Hotel formerly known as the "CONTINENTAL," and have fitted it up in the most comfortable and convenient manner. It is situated within two minutes walk of Steamboat Landing, and opposite the best Hotel in the Province. The Proprietor returns thanks to the Public for the patronage given him in the past, and will endeavor, by courtesy and attention, to merit the same in the future.

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Travelers' Column. Chatham Branch Railway. WINTER 1878-9. ON AND AFTER MONDAY, 1st NOVEMBER, 1878, further notice. Trains will run on this Railway, in connection with the Inter-Colonial Railway, daily (Sundays excepted) as follows: GOING SOUTH. No. 1. No. 2. No. 3. No. 4. STATIONS. Depart. 5.00 a.m., 8.15 a.m., 11.30 a.m., 2.45 p.m., 5.30 p.m., 8.45 p.m., 11.55 p.m. Arrive. 7.15 a.m., 10.30 a.m., 1.45 p.m., 4.30 p.m., 7.45 p.m., 11.00 p.m., 1.15 p.m.

GOING NORTH. No. 1. No. 2. No. 3. No. 4. STATIONS. Depart. 5.00 a.m., 8.15 a.m., 11.30 a.m., 2.45 p.m., 5.30 p.m., 8.45 p.m., 11.55 p.m. Arrive. 7.15 a.m., 10.30 a.m., 1.45 p.m., 4.30 p.m., 7.45 p.m., 11.00 p.m., 1.15 p.m.

INTERCOLONIAL RAILWAY. 1878. Winter Arrangement. 1879. ON AND AFTER MONDAY, 1st NOVEMBER, 1878, further notice. Trains will run on this Railway, in connection with the Inter-Colonial Railway, daily (Sundays excepted) as follows: GOING SOUTH. No. 1. No. 2. No. 3. No. 4. STATIONS. Depart. 5.00 a.m., 8.15 a.m., 11.30 a.m., 2.45 p.m., 5.30 p.m., 8.45 p.m., 11.55 p.m. Arrive. 7.15 a.m., 10.30 a.m., 1.45 p.m., 4.30 p.m., 7.45 p.m., 11.00 p.m., 1.15 p.m.

W. & R. Brodie, GENERAL Commission Merchants and DEALERS IN FLOUR, PRODUCE AND PROVISIONS, No. 16, ARTHUR STREET, Next the Bank of Montreal, QUEBEC.

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Law, etc. A. H. JOHNSON, BARRISTER-AT-LAW, SOLICITOR. NOTARY PUBLIC, ETC., ETC. Chatham, N. B. July 9, 77.

E. P. Williston, ATTORNEY-AT-LAW, Notary Public, Conveyancer, &c. Office—Over Mr. John Brabant's Store, Entrance Side Door. Newcastle, Miramichi, N. B.

WM. A. PARK, Attorney-at-Law, Solicitor, NOTARY PUBLIC, CONVEYANCER, &c. OFFICE—OVER THE STORE OF W. PARK, Esq. CASTLE STREET, NEWCASTLE, N. B. Brokerage, etc.

LUKE STEWART, SHIP BROKER & COMMISSION MERCHANT SAINT JOHN, NEW BRUNSWICK. WILLIAM J. FRASER, COMMISSION MERCHANT, IMPORTER AND DEALER IN TEAS, SUGARS, MOLASSES, &c. HEAD OF TOWN'S SOUTH WHARF, UPPER WATER STREET, HALIFAX, N. S. COMMISSIONS PROMPTLY ATTENDED TO.

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Manuf., Builders, etc. MIRAMICHI STONE WORKS. NORTHESK, MIRAMICHI, New Brunswick. Joseph Goodfellow - - - Proprietor.

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REMINOTON FIRE ARMS, Received Two Gold Medals at the Paris Exposition 1878. THE BEST SCORE ON RECORD MADE WITH A REMINGTON GREEDMOOR RIFLE, Columbia Range, Washington, D. C. Oct. 1st, 1878, by Mr. Partello.

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