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LITERATURE.

The Cunard Service.

BY THE SON OF A LATE OFFICER.

Forty-six years ago an enterprising Nova-Scotian, by name Samuel Cunard, conceived the idea of establishing a line of mail steamers to run between England and America. The scheme was not a very bold one, for the voyage had already been made by several steamers; but Mr. Cunard was very cautious, and turned it over and over in his mind before he finally decided to act upon it. He then went to England, and took into partnership two shipping firms—the Messrs. MacIver, of Glasgow, and the Messrs. MacLure, of Liverpool, who owned a few coasters trading between these ports—and in 1840 the now famous Cunard Line was opened by the sailing of the Britannia from Liverpool for Halifax and Boston. The Britannia was a bark-rigged side-wheeler of eleven hundred tons burden, with one red funnel, scarcely larger than one of the Jersey City ferry-boats; but for her day she was a marvel of naval architecture, and excited as great interest as her launch as the Great Eastern did years later. She was followed within the next three or four years by the Acadia, the Caledonia, the Columbia, the Hibernia, and the Cambria, which were all alike bark-rigged and red-funnelled, and with them she formed the nucleus of a fleet whose history has no parallel in the mercantile navy.

The enterprise did not call for great inventive genius, but its success depended on the unwavering application by its projectors of the common principles of business integrity. They had to build sound ships and keep them in repair; to man them with faithful navigators; never to overload them, nor sacrifice them to speed, nor run risks of any kind. The hope of gain is the primary impulse of all business, of course; and it actuated Mr. Cunard and his partners as it actuates all merchants, but with them it never became a lust. The seed they planted lay deep in the soil, and was a very slow growth. "The richer a nation, the harder and slower its development. The quickest and completest of all vegetables is the cabbage," wrote Carlyle. Now, if the originators of the Cunard Line had been impatient and speculative instead of patient and cautious, they would have probably met with disasters of some kind sooner or later; but, since the first sailing of the Britannia, they have built and owned over one hundred large steamers, with an aggregate tonnage of 152,361, and an aggregate horse-power of 48,012. The steamers have made considerably over 4,000 trips, a distance of about 12,000,000 miles, and have carried over 2,000,000 passengers to and from the stormiest of oceans, without losing a life, or even a letter in the mails intrusted to them. They have been detained by fogs and gales and mishaps, and occasionally they have been given up as lost.

"There begins to be consternation here," wrote Charles Dickens, from New York, to Foster, in London, in February, 1842, "about the Cunard packet, which we suppose sailed from Liverpool on the 4th." "God grant that she may not have gone down! but every ship that comes in brings intelligence of a terrible gale, and the sea-captains swear that no steamer could have lived through it." In another letter Dickens, who was not over-timid, says of his own voyage in the Britannia: "I will never trust myself on the wide ocean, if it please Heaven, in a steamer again. When I tell you all I observed on board, I shall astonish you. Meanwhile, consider two of the dangers: First, that if the funnel were to be blown overboard, the vessel must be instantly on fire from stem to stern; to comprehend which consequence you have only to understand that the funnel is more than forty feet high, and that at night you see the solid fire two or three feet above its top. Imagine it swept down by a strong wind, and picture to yourself the amount of flame on deck; and that a strong wind is likely to sweep it down you soon learn from the precautions taken to keep it up in a storm, when it is the first thing thought of. Secondly, each of these boats consumes between Liverpool and Halifax seven hundred tons of coal; it is a very heavy load, and it is a very heavy weight in a ship of only twelve hundred tons burden. All, that she must either be too heavy when she comes out of port or too light when she goes in."

Many and many a time have like apprehensions existed besides those of Dickens; but winter and summer, through the hardest gales, hurricanes, and cyclones of thirty-six years, the Cunard steamers have made their ports, until now their black hulls and red smoke-stacks are as symbols of security as is a Bank of England note.

"What a picture of fidelity, courage, wisdom and honesty this record presents! what a prodigious evolution of commercial integrity and nautical skill! As a mere example of business enterprise and rapid growth the Cunard Service deserves a place by the side of the express and telegraph; while as a corporation wedding the best qualities of the human heart and intellect with financial stability it is almost heroic.

The earliest commanders of the line were Captains Woodruff, Shannon, Douglas, Hewitt, Riey, Harrison, Jenkins and Lot, of whom all, except the last two, are dead. Captain Hewitt endeared himself to Dickens, who frequently mentions him; and no one who can appreciate the bluff heartiness of an old salt can have met the others without admiring them. I have heard complaints that the Cunard officers are uncivil to their passengers. Perhaps they are; we ought not to expect the refinement of a courtier in a man who has been brought up to the rough usages of sea-life. Perhaps they are not. A true sailor is often the shield of a true and simple-hearted gentleman.

But, whether they are or are not ungracious, they are good and faithful seamen, and that, after all, is the essential point—at least it has always seemed so to me when coming from the Irish Channel from Liverpool to Queenstown in a fog or gale with a threatening coast on both sides. I have watched the captain then with much reverence, and have been as studious of his moods as his officers were. On the bridge he has stood, swathed in oil-skins, and his beard glistening with moisture, for a period of thirty-six hours or longer, without relief and without refreshments other than a bottle of beer or a cup of coffee—all his energies and senses concentrated in his duties with exhausting intensity. The steamer has seemed to be imbedded in the yellow fog, which has hid her top-masts and subdued the bright scarlet to a pink. The mates and sailors have been relieved from time to time, but the captain has never moved from his place, until the veil has lifted; and his eyes have been steadily fixed on the dimmest shadow that has projected itself through the haze, and his ears strained to catch the faintest echo.

In one of his lectures J. T. Fields mentions an incident which was repeated here, as it took place on the Britannia when she was commanded by Captain Harrison, who was afterwards drowned in Queenstown harbor: "A happier company never sailed upon an autumn sea. The story-tellers were busy with their yams to audiences of delighted listeners; the ladies are lying about on couches or shawls, reading or singing; children are taking hands and racing up and down the deck—when with a quick cry from the lookout and a rush of officers and men we are grinding on a ledge of rocks off Cape Race! One of those strong currents, always mysterious, and sometimes impossible to foresee, had set us into shore out of our course, and the ship was blindly beating on a dreary coast of sharp and shaggy rocks. Suddenly we heard a voice up in the fog that surrounded us, ringing like a clarion above the roar of the waves and the clashing sounds on ship-board; and it had in it an assuring, not a fearful, tone. As the orders came distinctly and deliberately through the captain's trumpet to 'shift the cargo,' to 'back her,' and to 'keep her steady,' we felt somehow that the commander up in the thick mist knew just what he was about, and that through his skill and courage, by the blessing of Heaven, we should all be rescued. The man who saved us, so far as human aid ever saved drowning mortals, was one fully competent to command a ship; and when, after weary days of anxious suspense, we arrived safely in Halifax, old Mr. Cunard, on hearing of the accident and the captain's behavior, simply replied: 'Just what might have been expected; Captain Harrison is always master of the situation!'"

The discipline is inexorable, and each captain is autocrat on board his own ship. Of course it makes a wonderful difference in the pleasure of a voyage if the commander is affable and studious of the passengers' com-

fort, or curt and uncivil; but, of the years. All new vessels are now covered from stem to stern with a nice "flush" deck even with the bulwarks, which affords no harbor to the breaking seas. The interior accommodations include every convenience that can be found at a first-class hotel—electric bells in every compartment, hot and cold bath rooms, barbers' shops, libraries and music. The Niagara could almost have been stowed away in one of the saloons of the new White Star steamer lying at an adjoining wharf; between her narrow deck-houses and bulwarks were long, open passages, and her cabin was scarcely larger than and not so comfortable as the smoke-room of the Britannia. But there was not a rotten plank in her, and she had just made one of the quickest passages on record. On her homeward voyage she ran on the French coast, and that was the last of the Niagara, which, for twenty years, was one of the most popular boats crossing the ocean. The Asia is still afloat in the Glasgow trade, but the beautiful and swift Persia has, in the reverses of time, degenerated into a dingy coal-hulk.

They are a steady-going, conservative lot, the old Cunarders, and never do their business with a flourish and spasm—neither the men nor officers. The line, which includes over fifty large steamers, remains exclusively in the hands of the firm that started it. There is no stock-jobbing or patronage about it. The men employed are selected for their worth, and not at the instigation of any meddlesome director. The chief consideration in building the ships is strength, and the second is speed; but strength is never sacrificed to speed or appearance. The manager in Liverpool is Mr. Charles MacIver, a founder, whose son is one of the members of parliament for the town, a straight, shrewd, practical man, with a personal knowledge of his officers, and who still more intimate knowledge of his ships. He exacts the strictest attention to duty, and never pardons an error in that direction. He often drives down to the docks and inspects the steamers in port from the stock-hold to the wheel-house. The hour of his coming is never known, and if any man is found away from his post that man might as well resign. An officer (Mr. G—) died in Liverpool recently who had for nineteen years held the same position in the service, while on board, he was a very sober man, his head was a perfect model of an experienced sailor, and a skillful navigator. Many wondered why he never rose, and some told this story in explanation. One night old Mr. Melver drove down to the Fiskison dock, and asked one of the steam-boat men for the officer in charge. The watchman stated that he had gone on shore, but would be back in an hour or two.

"Very well; when Mr. G— comes on board, tell him to take my carriage and drive to my house."

When Mr. G— reached the house he found old Mr. Melver seated in the library. "You were absent from your post to-night, sir; I wanted to see you, sir; that's all." And Mr. G— was bowed out by the implacable old Scotchman, in whose eyes a neglect of duty was the worst possible offense, and never from that night to the day of his death was he promoted to a more responsible position.

On another occasion Mr. Melver was on board one of the steamers as he was passing from the river. The dock, and stood watching some sailors hauling a rope under the directions of a mate in uniform, who was helping them with a will. Mr. MacIver was secretly pleased with his zeal, but, touching him on the shoulder, said, with affected severity, "We do not engage you for that kind of service, sir." The mate relinquished the rope at once, expecting a further reproof; but during the next week he was promoted from the third to the second rank.

A curious story is told by Mrs. Frances Woodworth, one of the survivors of the wreck of the ship "Strathmore." She was sitting by a fire in the island upon which they were cast, when she saw a woman's face and head appear. It was a beautiful face—pale complexion and dark eyes; with a kerchief over the head and under the chin. It smiled kindly on her, and slowly faded away. She spoke of it to her son, and he mentioned it to some of their companions; but the striking part of the story is that the gentle young wife of the American captain who took them from the island and saved them, who was on her husband's ship—had the face of the vision, even to the kerchief tied under the chin.

The Chinese always leave a meal at a grave that a dead person may eat on the way to eternity. In former times it was a common sight to see a crowd of Chinese gathered around a grave, and the Chinese people were wont to regale themselves with these dainties. "Nothing is so pleasant," says the Virginia City Chronicle, "as to see a crowd of Chinese gathered around a new-made Chinese grave going through a free lunch, and drinking the deceased's good health in his own rice brandy. Now, however, the Chinese place a guard over the grave until night, after which the 'dead animals' and birds get the benefit of the repast."

have been made within the last fifteen years. All new vessels are now covered from stem to stern with a nice "flush" deck even with the bulwarks, which affords no harbor to the breaking seas. The interior accommodations include every convenience that can be found at a first-class hotel—electric bells in every compartment, hot and cold bath rooms, barbers' shops, libraries and music. The Niagara could almost have been stowed away in one of the saloons of the new White Star steamer lying at an adjoining wharf; between her narrow deck-houses and bulwarks were long, open passages, and her cabin was scarcely larger than and not so comfortable as the smoke-room of the Britannia. But there was not a rotten plank in her, and she had just made one of the quickest passages on record. On her homeward voyage she ran on the French coast, and that was the last of the Niagara, which, for twenty years, was one of the most popular boats crossing the ocean. The Asia is still afloat in the Glasgow trade, but the beautiful and swift Persia has, in the reverses of time, degenerated into a dingy coal-hulk.

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His Majesty and the News-Papers.

The following, although old, too good to be lost. We clip it from a contemporary paper, and respectfully call the attention to it of certain persons, who feel disposed to spread in the news-paper line:—

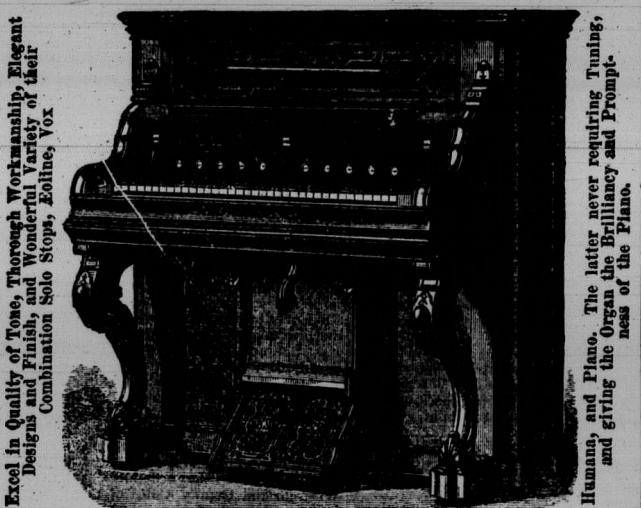
"A young man who actually desired wealth was visited by his Majesty, who tempted him to propose his son for eternity, if he could be supplied on this earth with all the money he could use. The bargain was concluded; the devil was to supply the money, and was at last to have the coin, unless the young man could spend more money than the devil could furnish. Year passed away, the man married, was extravagant in his living, built palaces, speculated widely, lost and gave away fortunes, and yet his money was always full. He turned philanthropist, and his way to power and fame, without reducing his pile of gold. He became a filibuster, and fitted out ships and armies, but his banker honored all his drafts. He came to London to live, and paid the usual rate of interest for all the money he could borrow; but though the devil made faces when he came to pay the bills, they were all paid. One expedient after another failed, the devil counted the time, only two years, that he had to live, and paid the usual rate of interest for all the money he could borrow; but though the devil made faces when he came to pay the bills, they were all paid. One expedient after another failed, the devil counted the time, only two years, that he had to live, and paid the usual rate of interest for all the money he could borrow; but though the devil made faces when he came to pay the bills, they were all paid. One expedient after another failed, the devil counted the time, only two years, that he had to live, and paid the usual rate of interest for all the money he could borrow; but though the devil made faces when he came to pay the bills, they were all paid. 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LANDRY & CO.
44 King Street, St. John, N. B.
MANUFACTURERS OF
CHURCH PIPE ORGANS.
WHOLESALE AND RETAIL DEALERS IN
FIRST-CLASS
PIANOFORTES & ORGANS.
UPRIGHT, SQUARE & GRAND
PIANOS!
The Celebrated
Estey Organs,
By the best Makers in the United States and Paris.
Prices from \$300 Upwards. Prices from \$60 Upwards.

Intending Purchasers are respectfully invited to call and examine our Stock, the Largest and Best in the Maritime Provinces, or send for our Descriptive Catalogue and Price Lists.
Instruments sold on installment principle. Terms easy. SECOND-HAND PIANOS AND ORGANS taken in exchange at fair valuation.

New Sheet Music and Music Books in great variety.
ALL ORDERS WILL RECEIVE PROMPT ATTENTION.
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**GEO. WOODS & CO.'S
PARLOR ORGANS.**



These remarkable instruments possess capacities for musical effects and expression never before attained. Adapted for Amateurs and Professionals, and an ornament in any parlor. 150 South St. N. York.
GEO. WOODS & CO., Cambridgeport, Mass.
WAREHOUSES: 605 Washington St., Boston; 170 State St., Chicago; 16 Indgate Hill, London.
THE VOX HUMANA—A leading Musical Journal of selected music and valuable reading matter. By mail for \$1 per year, or ten cents a number. Each number contains from 8 to 16 of the best selected music. GEO. WOODS & CO., Publishers, Cambridgeport, Mass.

AMHERST, N. S., SEPT. 29th, 1876.

SPECIAL NOTICE.

W. D. MAIN & CO.,

RECOGNIZING the general Decline in Value of all kinds of Goods, after their present Stock, and that which is daily arriving, at such a Minimum of Low Prices they feel confident their customers will not fail to thoroughly appreciate their enterprise.

They are now showing a carefully selected Stock of—

Ladies' Dress Goods,

In All-wool Serges, Poplins, French Merinos, and Diagonals, Fancy Checks, Crapes, Matchless, Plain and Striped Baroques with Fringes and Buttons to match.

CASES OF

Factories, Shirtings, Fleece Cottons, White & Scarlet Flannels, &c.

Ladies' & Gents' Wool & Merino Under-Clothing.

Corsets, in "Thompson's" "Elegant," "Beauty," "Normal," "Rainie," and "Our Best."

With our first Importation of

MILLINERY.

Our Dress Making Department is in full operation under Miss L'Amour. New Models arriving every week.

W. D. MAIN & CO.

PETITCODIAC

Furniture Factory

T. J. MURPHY, Proprietor.

The Subscriber is prepared to furnish Doors, Sashes, & Flooring, House, Office & school Furniture.

As he has fine Facilities for making up all descriptions of Woods Work, he believes he can give SATISFACTION both in the QUALITY of the Work and in PRICES!

Orders solicited!

Oct. 16. T. J. MURPHY

DR. HARRISON'S
PERISTALTIC LOZENGES.

For sale by
S. E. Crane, Bate Yette; E. V. Godfrey, Dorchester; T. McManus & Sons, Memramcook; E. Olive, Moncton; A. Dixon, Sackville; W. C. Hewson, Shediac.

Monumental Marble.

15 tons of Monumental Marble.

Of the very best qualities (American and Italian) just received by

H. J. McGRATH,

suplis
DORCHESTER.

ORGANS—A fine assortment; Tobacco Pipes, &c. For sale by

R. C. BARNES.

CONFECTIONERY, Nuts, Raisins, &c. For sale by

R. C. BARNES.

NEW ADVERTISEMENTS.

Geo. E. Ford, Crockeryware, &c. Supper, &c. C. Buchanan, St. Charles Hotel. Geo. L. Shaw, B. J. Wood, J. L. Black, &c. Dry Goods.

Lands, &c., for Sale.

ADVERTISED IN THE CHIGNECTO POST.
Farm—H. C. Barnes, private sale.
Farm—Jas. Anderson, private sale.
Farm—Blair Botsford, auction.
Farm—Blair Botsford, auction.
Farm, &c.—C. Boultonhouse, private sale.

Here and Hereabouts.

VALUATORS are at work.

JOE PRINCE done at this office.

TEA MEETING at Jolicoeur on 26th.

To CORRESPONDENTS—"Ernest" and "Violet" will be inserted.

The Bay of Fundy red granite works are now doing a large business.

Hon. A. J. SMITH arrived at Dorchester from Ottawa on Sunday morning.

HENRY WARD BEECHER will probably deliver two lectures in St. John next month.

Mr. PUNCEBON denies the truth of the newspaper paragraph reflecting on his orthodoxy.

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ANOTHER SCANDAL IN MONTREAL HIGH LIFE.—Mr. George Frothingham Johnson brings an action for separation against his wife who was a Miss McArthur, and an action for \$50,000 damages against Mr. Pike, an American, who has been doing business in Montreal for some time.

General.

HARTLAND SHOW on 3rd had 400 entries.

HARTLAND has a new Free Baptist Church.

APPLE CROP in Nova Scotia is far below the average.

ST. JOHN COUNTY EXHIBITION takes place to-day.

NINETY-NINE students attend Dalhousie College, N. S.

THE CHINESE have 50 shoe factories in San Francisco.

MR. BEACH, Charlotte, raised a ton of honey this season.

A monument to the late Hon. Edward Whelan is to be erected.

JOHN PHILLIPS of Salem Yarmouth, burned out on 12th. Loss \$2,000.

THE Great Western refuses to amalgamate with the Grand Trunk.

TWENTY-FIVE sheep were killed by dogs last Wednesday at Richibucto.

A LOT of thorough bred stock belonging to Mr. Fellows will be sold to-day at St. John.

MARCHIE'S MILLS, Magaguadavic, burned on 15th. Loss \$20,000. Insurance \$15,000.

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Methodist Church.

Missionary Services.

On Sunday morning, Rev. Mr. Williams preached from Acts 1 c. 8 v.

"But ye shall receive power, after that the Holy Ghost is come upon you, and ye shall be witnesses unto me both in Jerusalem, and in all Judea and in Samaria, and unto the uttermost part of the earth."

Those were amongst the last words of Christ. No organization can succeed unless those identified with it are individually moved by a common impulse to subserve its objects.

The Church must prove its efficiency and its influence unless its members are directed by the Holy Spirit. There is the same need now as there was before Christ spoke those words for the power of the Holy Ghost to come upon us. There is the same evil; the same corruption; the world turns now as then from truth and righteousness, and is still in the light of the Holy Ghost.

The only light for it is the light of Christian piety. How is this to be obtained? By personal communion with God. One of the most powerful impressions ever made in the preacher's mind was when he felt himself to be a poor miserable sinner, alienated from God, when one would give a cent for him, that God thought he was worth saving. No man is so debased and low, but that the spirit and life of God can lift him up and purify and refine him. When the Holy Ghost comes upon a man, his life becomes moulded and shaped for good; God lives in him, and he becomes powerful by the unfolding of the truth within him, and it is the spirit of God working in individual cases, that raises the moral standard and makes a people mighty. It is the power and force of individual effort that is extending the kingdom of Christ on earth. The individual consecration to Christ; a life of surrender to the Holy Spirit in individual cases, that leads him to seek the blessed and ever blessed regions where the census of health officer dare not venture. It is personal piety that stimulates works of mercy and charity, that organizes missionary enterprises, and that stands fearless before the martyr's doom. It is this individual piety that opens to us the scheme of redemption; that enables us to understand the full import of its assurances; to have confidence in its realities; to feel the love that sacrificed so much for us and to realize the power of God in His word, and to be giving ourselves over to Him, in His service, and to be giving ourselves over to Him, in His service, and to be giving ourselves over to Him, in His service.

But make religion only a sentiment, give it only an intellectual assent, and what power do we possess whereby we can mould our only lives much less work reforms outside? If there is one thing I believe in as firmly as in the existence of my own soul, it is that God is real. I believe in the power of God, in His word, in His Providence, in His scheme of redemption. We are each of us a factor in the church—in the world—in God's sight doing or undoing his work. When personal piety runs down, the Church runs down; at life and soul and reality runs out of it. The question comes to each one of us—what shall I do to further His purposes? To seek that the Holy Ghost may come upon you—to come to be and be interlinked with God. How precious is the thought of God in His word, in His Providence, in His scheme of redemption. We are each of us a factor in the church—in the world—in God's sight doing or undoing his work. 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IMPROVED

Home Shuttle Sewing Machines

THIS Machine, for family use and light manufacturing purposes, is

SUPERIOR TO ANY OTHER MACHINE,

And for all practical working purposes,

SIMPLICITY, STRENGTH, AND BEAUTY,

It is unsurpassed by any other Machine yet invented.

It is constructed on sound mechanical principles, the result of the efforts of the most talented inventors in the country, extending over a long series of years, and is

A Triumph of Mechanical Genius!

The only Practical Low-priced Lock Stitch Sewing Machine ever invented.

D. R. McELMON, Agent.

Amherst, June 9, 1876.

SAINT JOHN

Slate Mantel

MARBLEIZING WORKS.

THE Subscribers have entered into partnership under the name, style and firm of

WILSON, GILMOUR & CO.,

For the purpose of manufacturing MARBLEIZING SLATE, TABLE TOPS, and WASH STAND TOPS, &c., of the best quality and most durable materials, in addition to Marbleizing Mantels, our stock will embrace first-class STOVES of latest patterns from the best manufacturers. We would call special attention to the celebrated

Medallion Portable Range, which is unsurpassed by any in the trade. Reference of entire satisfaction can be given.

SALESROOM—35 PRINCE WM. STREET two doors south of New Post Office and next to Bank of New Brunswick. Also, Boston Brick Building, Charlotte Street, ST. JOHN, N. B.

ALEXANDER WILSON, THOMAS GILMOUR, ecil

TIME IS MONEY.

Persons indebted to me

WILL PLEASE

Call & Pay!

The prices I charge for Boots and Shoes does not allow a Margin for time spent in collecting.

ABNER SMITH, Sackville, June 12, 1876.

NEW GOODS!

Per Star. Thames.

OPENING THIS DAY:

Ladies' Straw Hats,

HAT & BONNET SHAPES,

Flowers,

Feathers,

Ribbons,

Laces, &c.

Wholesale & Retail.

E. D. WATTS, Victoria House, St. John, N. B.

NEW HOSIERY

FOR FALL AND WINTER!

LADIES' & MISSES' FANCY STRIP-ED CASHMERE HOSIERY; Gentlemen's Half Hose; Ladies' Merino Vests and Drawers; Gentlemen's Merino and Scotch Lisle Wool Shirts and Drawers;

All the above are superior Goods, selected especially for our retail trade.

—ALSO—

New open, a large assortment of

Berlin Wool & Fancy Works

In Slippers, Dinner Socks, Foot Socks, Slipper Socks, Table Covers, 6 o'clock Tea Tables, Sofa Pillows, Ottomans, Chairs, &c.

Manchester, Robertson & Allison, ST. JOHN, N. B.

SPRING HILL COAL

A SUPERIOR ARTICLE for house or steam purposes. For sale by agents at all towns along the Intercolonial Railway between St. John and Truro.

W. E. VROOM, St. John, N. B., Secy. and Treas. July 30, 1876.

New Felt Hats!

A FEW CASES SAMPLES of Latest Fall Styles of

Fur and Wool Hats,

For Gentlemen's and Boys' wear.

A good assortment of Boys' Gleanery Caps, for school use.

D. MAGEE & CO.

Hat Warehouse - 51 King Street

ST. JOHN, N. B.

Flour, Meal & Raisins.

Landing ex "Nellie Clark" from N. Y.

300 BLS. Minnesota FLOUR; 200 bbls. K. D. Caramel; 500 boxes New Layer Raisins.

For sale by

GEO. S. DEFOREST, 11 South Wharf, St. John.

MASON & HANLAN

ORGANS!

G. C. FAWCETT.

GEN. AGENT, SACKVILLE, N. B.

Prices from \$75 to \$1,500.

The subscriber undertakes to supply the above Organ on the very best possible terms. These Organs cost no more than the inferior and used ones with which the market is deluged. They possess a reputation which the manufacturers are determined to maintain.

The subscriber invites intending purchasers to call and inspect before purchasing elsewhere.

Organs Constantly on Hand.

G. C. FAWCETT, Sackville, Aug. 1st, 1876.

PICTURES

Framed to Order

AT THE

Sackville Picture Frame Factory.

Just received from Boston and other

Markets—

A Large Stock of

PICTURE FRAME MOULDINGS

IN WALNUT & GILT, New Style.

—ALSO—

A Splendid Stock of READY MADE FRAMES

Black Walnut, Imitation Velvet, Gilt and Rosewood Ovals, Hollywood Cabinets, Velvet and Gilt Bases, "Patio" Portraits and Bases, all sizes, Mottos and Chromos.

A Beautiful Retic with Ebony Lines and Corners, suitable for the perforated Mottos now so popular.

—Having had large experience in the business and importing my stock direct from the factory, I am prepared to work not only with neatness but cheaper than any other frame makers in the Low Provinces, and by attending to business I hope to meet with success.

Remember the place—opposite the "Brunswick House," Main Street.

R. C. BARNES, Sackville, June 1st, 1876.

WANTED—A few live Agents.

SACKVILLE

STEAM TANNERY!

THE Subscriber would respectfully announce to the public generally that he is now doing business on his own account at the old stand, and is manufacturing and has now on hand

A Superior Article

In sole Leather, Pebble and Upper Leather, Calfskins, sheepskins, Split, &c.

—ALSO—

Oil Tan'd Moccasins & Larakins,

Much Superior to those Imported.

—Large Discount made to Wholesale Buyers.

I want all the HIDES I can get and will pay CASH for them.

J. R. AYER, Sackville, Jan. 18, 1876.

Teas, Sugars, Fruits, Etc., Etc.

LOGAN, LINDSAY & CO.

Are receiving per "Scotia" from Glasgow and Liverpool, &c.:

203 H. CHESTS FINE CON-

10 cask Scotch Sugar;

25 barrels Currants;

50 boxes fine Deless Raisins;

200 boxes New Layer Raisins;

1 cask Cream Tartar Crystals;

100 barrels Whylow's Pickles;

75 barrels Crouched and Gird Sugar.

Per Steamer from Boston:

30 barrels No. 1 Apples;

10 boxes Lemon; 12 boxes Oranges.

And from Ontario:

100 barrels Oatmeal.

02 Kilo Str., St. John.

Gilbert's Lane Wollen Mill and Dye Works.

WILLIS & LAW, Manufacturers & Dyers, ST. JOHN, N. B.

Special attention given to Blacks for Mourning.

OSTRICH FEATHERS cleaned, dyed and dressed. Lace Curtains cleaned and finished on short notice. Damask Curtains, cleaned or dyed in color. Kid Gloves, cleaned and dyed. Every description of Dyeing and Finishing executed on the shortest notice at low rates.

GEO. E. FORD, Acety. Sackville.

Goods sent and return free of charge.

Jan 25

Fall Styles, 1876.

FELT HATS.

OPENED TO-DAY:

12 C. FELS FELT HATS, new style just issued for autumn wear, other styles next steamer.

C. & E. EVERETT, 17 King Street, St. John, N. B.

SPRING HILL COAL.

THE SPRING HILL MINING COMPANY, having now fully developed their Mines at Spring Hill, and having reached a depth where coal of a superior quality and purity is obtained, can now offer to customers along the Intercolonial Railway a fuel unsurpassed in quality, and which, in consequence of the late reduction in freight, must take the place of all other fuel along the line of Railway between Truro and St. John, and at least on the Moncton end of the line, between that town and Riviere du Loup. Wood stoves are fast giving way to coal stoves between the first named points, and it is probable that the same fact will be observable as soon as this superior coal can be introduced along the line between Moncton and Riviere du Loup.

The Intercolonial Railway uses this coal exclusively for all locomotives and stationary work of Truro.

The coal is mined in the most approved manner to insure its freedom from sand and fine clay; the round coal is then put over a screen, which separates from it all the dust and small coal; the latter is then put through an elaborate steam roller screen, which produces two sizes of small coal, known as "Stove" and "Nut," which are perfectly pure coals and entirely free from dust.

The superior quality of the "Round" coal being fully established, attention is particularly directed to the "Stove" and "Nut" forms, the former may be used in grates alone or mixed with the latter, and the latter may be used in a quick heat with but a small consumption of fuel, which is particularly desirable in summer; in winter, and when having to do with the quantity used in summer for heating the boiler of the pot, and a lasting and economical fire is the result.

Low price paid induce all those who consider this point to give it a trial. "Stove" coal is now sold at the Mine at \$1.75 per ton, and "Nut" Coal at \$1.80 per ton. During the summer months, when the demand is heavy, and the operations, it can be produced more cheaply satisfactorily than during the winter; the Company will therefore continue these low prices until August 31st, hoping thus to induce consumers to use as much as they can during the present season. After August 31st, the prices will be \$2.00 per ton for "Stove," and \$2.15 per ton for "Nut." The price for "Round" is \$2.50 per ton, at the mines.

Agents have been appointed at all towns and villages between Truro and St. John, and others will be appointed as fast as possible, on the North Shore Line. The prices given are for cash, and the consumer can tell before ordering what his coal will cost him, by adding the L. C. freight, and 20 per ton branch freight. If an agent sells less than a car load he may charge an advanced rate for his trouble of re-selling.

In 1875 the sales reached 55,000 tons, and it is hoped that this year's sales will nearly double those of last year, the proving the great popularity of Spring Hill Coal.

W. E. VROOM, Secretary and Treasurer, St. John, N. B., June 13th, 1876. \$3000

104 Packages!

SS. Olympia, Nova Scotian and Severn.

Comprising a Splendid Assortment of

English, French, and German Goods.

We have also in stock, opened "Hibernian," "Dorian," "Titan," "Hercules," and "Ares," making our importations complete in all our Departments. We hold very heavy Stocks of

AMERICAN COCDS

purchased and paid for in July and August, before the late great advance in Cottons.

No wholesale buyer or trader, coming to this City, should leave without seeing our magnificent Stock.

Popular and close prices to the right kind of wholesale purchasers.

EVERITT & BUTLER, 55 and 57 King Street, ST. JOHN, N. B.

Accommodation Stage.

THE Subscriber will continue to drive a daily

Accommodation Stage

Between the "Mountain House" and Weymouth, and Port Elgin.

Leaving at 10 A.M. immediately after the arrival there of the morning train, and returning from Port Elgin in the train for the next day. Not being compelled to take at 10 A.M. the morning train, the stage will be made, and every care taken to make passengers comfortable. Attentive and civil drivers only are employed, and a

Covered Carriage

will be used. Persons requiring to be conveyed in any direction can procure conveyance by application to the subscriber.

HOWARD LOWERISON, June 28th, 1876.

No charge made for conveying passengers between the Station and the "Mountain House."

FLOUR.

Just Received—

200 Barrels Superior Flour

Direct from Mills.

For Sale Low.

ELIAS ESTABROOKS, Sackville, July 31st, 1876.

MOLASSES!

Just landed by Schrs. "Mary C."

217 PUNCEONS

30 TIERCES

25 BARRELS

Choice Barbados Molasses.

For sale by

M. WOOD & SONS, July 19th—

The Moon and the Weather.

A writer in *Blackwood's Magazine* divides the popular error that the moon produces any effect upon the weather, as follows:

The notion that the moon exerts an influence on the weather is so deeply rooted that, notwithstanding all the attacks which have been made against it, it continues to retain its hold upon us. And yet there never was a popular superstition more without a basis than this one. If the moon really did possess any power over the weather, that power would be exercised in one of these ways: by reflection of the sun's rays, by attraction, or by emanation. No other form of action is conceivable.

Now, as the brightest light of a full moon is never equal in intensity or quality to that which is reflected towards us by a white cloud on a summer day, it can scarcely be pretended that the weather is affected by such a cause. That the moon does exert attraction on us is manifest—we can see it working in the tides; but though it can move water it's most unlikely that it can do the same to air, for the specific gravity of the atmosphere is so small that there is nothing to be attracted. Laplace calculated that the joint attraction of the sun and moon together could not stir the atmosphere at a quicker rate than five miles a day. As for lunar emanations, not a sign of them has ever been discovered. The idea of an influence being produced by the moon is, therefore, based on no recognizable cause whatever. Furthermore, it is now distinctly shown that no variations in weather at all really occur at the moment of the changes of quarter, before, frost and snow impediments, the establishment of meteorological stations all over the earth, it has been proved by millions of observations that there is no simultaneousness whatever between the supposed cause and the supposed effect. The whole story is fancy and superstition, which has been handed to us uncontradicted, and which we have accepted as true because our forefathers believed it. The moon exercises no more influence than her leverage do on the government of Switzerland.

Horned Men in Africa.

Captain Cameron read a portion of a paper, at a meeting of the British Association, written by Captain J. H. Hay, relating to a strange malformation in the males of a tribe of people he had visited in the district of Akem, in West Africa. The extract was as follows:—"Two diagrams which are laid before your eyes, and which I have written in pencil, will at least convey some idea of a malformation which is, I believe, peculiar to this tribe. I have at least noticed it in no other. My statement on this subject in an earlier paper, read before the Geographical Society in London, in June, seemed to awaken considerable interest and astonishment (not unmingled perhaps with some incredulity), and attracted the notice and attention of such learned authorities as Professor Bush, Professor Hiley, and Mr. Francis Galton. With the last-named gentleman I had some correspondence on the matter, and I have endeavored, in answer to the questions he then put to me to amplify and elucidate a little further my original remarks on this curious point. The malformation in question is confined to the male sex and consists in a protuberance or enlargement of the cheek bones under the eyes which take the form of horns on each side of the face. This malformation begins in childhood, but is not, so far as I am aware hereditary. It presents no appearance of being a diseased structure, nor is it a raised cicatrice after the fashion adopted by some of the tribes of Africa. On the contrary, I have seen children whose parents were doing their utmost (though ineffectually) to stop it by medicines and applications. In the meantime to set all speculation and conjecture at rest, and to corroborate a statement that doubtless may appear extraordinary, I have lost no time in writing to a missionary, a native of the country, to procure me, if possible, skulls in which the phenomenon appears, and as soon as these arrive it is my intention to exhibit them in connection with a paper on the subject which I propose to read at the Anthropological Institute in London.

On the voyage of the steamship "State" of "Hennipia," John Leonard was noticeably attentive to the passengers, visiting the sick in their cabins, and gaining the confidence of all. But Frederick Perce, the purser, recollected that, two years ago, Leonard was passenger in the steamship "State of Georgia," and that on that trip \$2,000 were stolen from the passengers. Perce kept his own counsel, and watched Leonard closely. As the ship steered into the fogs of Newfoundland, the passengers vacated their cabins, and soon afterwards the Captain was alarmed by many complaints of robberies, amounting in the aggregate to over \$3,000. The purser then made known his suspicions, and on the steamer arriving in New York, word was sent to Sergeant Gastin, of the steamboat police, and property belonging to the passengers was found in Leonard's possession.

A new pattern bayonet, adapted to the Martini-Henry rifle, has been approved, and is to supersede that now in use. The blade is 22 1/8 in. long; it is equilateral, and has no outward cant when fixed on the rifle. The weight of the bayonet, with looking ring and screw complete, is 24 oz. A saw-backed sword-bayonet is also ordered to be manufactured for issue with the same arms.

VICTORIA WOODHULL was refused a place to lecture in Boston. Even the theatres shut her out.

Canadian Matters in England.

The London correspondent of the *Toronto Globe* writes:

I am glad to be able to report most satisfactorily the result of the last experiment in the way of importing cattle into this country from Canada. The lot which Mr. G. F. Frankland, of Toronto, brought over last week were offered for sale at the Metropolitan Cattle Market, London, on Monday. Experienced judges, I am told, pronounced them to be the finest yet imported. Such was their excellent condition and appearance that some of them fetched the extremely high price of £42 per head. Most of the London papers notice the circumstances.

A long and interesting discussion took place at the last meeting of the Colchester Board of Guardians upon the subject of the transportation to Canada of pauper and other children, through Miss Rye's agency. Miss Rye, with Mrs. Bree, came before the Board, and in answer to various questions put by the guardians, gave full particulars of the work she had been doing. She complained most loudly of the conduct of Mr. Doyle, the Government Inspector, saying he had treated the subject in a most "unfair and unjust manner." Miss Rye believed that he had made up his mind before he started, that if this emigration was to be carried on, it should be conducted by Government, and instead of pointing out defects, he had written a report in accordance with his preconceived ideas. The report was cruel and unfair, not only to her, but also to the people of Canada, who had behaved in the kindest and most handsome manner to the children. The Canadian Government had treated her very liberally and appointed four competent inspectors. Miss Rye also referred to the kind manner in which Lord Dufferin had encouraged her. After some further conversation, the Board promised Miss Rye their co-operation in the spring of next year, should she have carried out by that time her proposed scheme for the organization of an Emigration Board.

In British Columbia, Elisha Munsell, a negro, is expected soon to receive the order of knighthood. He is the son of a former West Indian slave, and his wife's freedom was purchased by her father when she was a child in Georgia. He has amassed a large fortune, and is intelligent and cultivated.

Porro and Wolf, astronomers at Zurich, Switzerland, recently discovered the little planet between Mercury and the Sun, the Leverrier. The French astronomer announced twenty years ago and called Vulcan. It moves in such an atmosphere of intense brightness and heat that it is generally hidden from view.

The field of Marathon belongs to a practical gentleman named Soutzos, who has drained it and cultivates corn and grapes thereon. It produces an abundant crop, differing from that of Bunker Hill, where "classic ground," Mr. Artemus Ward was informed, was "good enough for beans but not worth a cuss for wheat."

An Illinois woman, when they first began to have Congressmen-at-large, hearing the fact alluded to, straightway rushed into the kitchen, exclaiming, "Sarah Jane, don't leave the clothes out to-night, for there's a Congressman at large."

A Tennessee lady presented her husband, with twins, and in due season added triplets. "Dear me," exclaimed an astonished neighbor: "I suppose Mrs. Stebbins will have quadruplets next, and then centipedes!"

A little Vermont girl asked a minister, "Do you think my father will go to heaven?" "Why, yes, my child. Why do you ask?" "Well, because if he won't stay home, I was thinking."

An Indiana engineer married a young lady while waiting for a late train last week. This no great shakes. A couple might marry and raise a large family of children while waiting for a train in some of the railway depots.

A Georgia negro who bet ten dollars that General Washington commanded the Federals at Bull Run handed the money over with the remark: "Well, des yeh hist'ry business is all mixed up, anyway."

The fires of the iron mills in Pittsburgh have been lighted. The manufacturers say that a satisfactory number of orders have been received and that a marked improvement is perceived in their business.

Boss Tweed is on the steamer "Franklin" on his return to New York, to find out what they're going to do about it. He is kept in close confinement on board the vessel, lest he should commit suicide by jumping overboard.

Could anything be neater than the old Louisiana darkey's reply to a beautiful young lady whom he offered to lift over the gutter, and who insisted that she was too heavy? "Lor, missus," said he, "Ise used to lifting barrels of sugar."

EXPERIMENTS were made at London with a mechanical hare made to run as fast as the living animal. The experiments were successful, the hare being completely deceived by the automation, and eagerly pursuing it.

The attendance at the Centennial Exhibition last week was the largest in its history the total of cash admission reaching over \$400,000.

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