ST. LAWRENCE ADVANCE.

VOL. 2.—No. 30. CHATHAM, NEW BRUNSWICK, JUNE 2, 1876.

D. G. SMITH, Editor and Proprietor.

TERMS—$1.50 Per Year, Payable in Advance

ROYAL CANADIAN

Insurance Company.

CAPITAL - - - $6,000,000.
CASH ASSETS - 1,300,000.

HEAD OFFICE:—160 ST. JAMES STREET MONTREAL.

NEW BRUNSWICK BRANCH.

Office No, 8 Princess St. St. John, N, B,

DIRECTORS:

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All descriptions of property Insured against Fire at moderate rates.

M. & T. B. Robinson, General Agents.

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DR. CLARK,

DENTIST,

Can be found at his Room in Mrs. J. McAllister's residence, next door to the Bank of Montreal.

Newcastle, 3rd May, 1876.

M. ADAMS.

Barrister and Attorney-at-Law

NOTARY PUBLIC, &C.

SOLICITOR IN BANKRUPTCY,

Agent for "Scottish Amicable Life Assurance Society."

Agent for "Imperial," "Etna," & "Hartford" Fire Insurance Companies.

NEWCASTLE, N. B.

BATHURST OFFICE:—two doors from store of K. F. Burns, Esq.

Thomas Vanstone,

BUTCHER.

CHATHAM, - - - - MIRAMICHI,

BEEF, MUTTON, VEAL & LAMB,

KEPT CONSTANTLY ON HAND.

Steamers and Vessels supplied on the most reasonable Terms. Ice kept on hand; also, Potatoes and Vegetables.

STAND,----WATER STREET.

2

D. T. JOHNSTONE,

Water Street, Chatham,

Auctioneer, Commission Merchant,

AND GENERAL AGENT.

Consignments Respectfully Solicited. Good references given.

Patronise Home

MANUFACTURE

I am now prepared to supply the Public with Superior Quality of

Doors, Windows, Blinds,

HOUSE FINISHING,

For Inside or Outside. First Quality Pine or Cedar Shingles, and to

Plane and Match Lumber, and Plank and Butt Clapboards.

Scroll Sawing to any Pattern, TURNING, &c.

Having a Moulding Machine I am prepared to supply mouldings of different patterns, and to do Joiner work generally, at reasonable rates, guaranteeing satisfaction.

☞ ORDERS SOLICITED AND ATTENDED TO. ☜

CALL AT THE

Sash and Door Factory.

PUBLIC WHARF, - - - - - CHATHAM.

PETER LOGGIE.

Liberal Prices will be given for Pine and Cedar wood suitable for making Sawn Shingles P. L.

46-4

L. J. TWEEDIE,

Barrister & Attorney-at-Law,

NOTARY PUBLIC, CONVEYANCER,

Solicitor in Bankruptcy, &c., &c.

OFFICE: — SNOWBALL'S BUILDING,

WATER STREET,

CHATHAM

2-52

Livery Stable.

The Subscriber begs to announce that he has established a LIVERY STABLE on his premises,

WATER STREET, CHATHAM.

And is prepared to furnish first class outfits at short notice and at reasonable rates.

D. T. JOHNSTONE

3-52

I. MATHESON & Co.

Engineers & Boiler Makers

New Glasgow, N. S.,

Estimates Furnished for Engines and Boilers, Mill and other Machinery.

99

WAVERLY HOTEL,

NEWCASTLE, - - - - - - - - - - MIRAMICHI, N. B.

This House has lately been refurnished, and every possible arrangement made to ensure the comfort of travelers.

☞ LIVERY STABLES, with good OUTFIT ON THE PREMISES.

ALEX. STEWART,

Late of Waverly House, St. John.) Proprietor

Newcastle, Dec. 2, 1874.

14-25

Tea, Sugar, Tobacco and Molasses.

50 HHDS. SCOTCH REFINED SUGAR
20 casks Porto Rico Molasses;
100 caddies Bird's Eye Tobacco
100 caddies No. 1 Solace. do;
100 caddies Sailor's Solace, No. 2 Tobacco. do
20 boxes Mahogany Tobacco, do;
100 boxes Princess Louise Tobacco, 12s;
175,000 CIGARS;
500 boxes TEA, all grades.

For sale by,

L. H. DEVEBER & SONS,

LANDRY & CO.,

44 King Street, - - - St. John, N. B.,

MANUFACTURERS OF CHURCH PIPE ORGANS.

WHOLESALE AND RETAIL DEALERS IN

PIANO-FORTES & ORGANS,

FROM THE BEST MAKERS IN THE UNITED STATES.

SOLE AGENTS IN THE LOWER PROVINCES FOR THE

CELEBRATED ESTEY ORGANS,

Universally acknowledged as the Best Organs Made.

WE refer with pleasure to upwards of 600 of these beautiful Instruments sold by us in the Lower Provinces during the past four years. They are FAVORITES EVERYWHERE. Their prices range from $70 upwards. A beautiful illustrated Catalogue and Price List sent free on application.

☞ Parties wishing to procure one of these fine Organs are requested to write to us directly, as WE EMPLOY NO TRAVELLING AGENTS, but sell direct to purchasers, who get the benefit of our Discounts.

We warrant all our ESTEY ORGANS to give increasing satisfaction as they are used. Owing to the peculiar construction of our reeds and the manner they are voiced, WE WARRANT EVERY INSTRUMENT TO KEEP IN TUNE FOR YEARS—and they are the only Organs known to keep so. A Warrant for Five Years accompanies each Organ.

☞ We deliver our Organs and Pianos, FREE OF CHARGE, at the nearest port or station to the purchaser.

ADDRESS,

LANDRY & CO.,
44 King Street, Saint John, N. B.

HARDWARE. HARDWARE.

JOSEPH R. GOGGIN,

GENERAL HARDWARE MERCHANT,

IMPORTER AND DEALER IN

Iron, Best Refined Steel,	Table and Pocket Cutlery,
Tyre, Cast, Octagon and Blister Chains, 3-6, 5-16 and ½ inch,	Guns, Revolvers and Cartridge,
Clothes Line Wire,	Broad and Narrow Axes,
Nails and Spikes,	Bench Screws, Maleable Castings, Glass, Putty, Oils, Turpentine and Varnishes.

WATER STREET, CHATHAM, N. B.

ICE SEASON--1876.

THE SUBSCRIBER begs to inform the

FISH PACKERS AND SHIPPERS OF THE NORTH SHORE

That he has a Spacious Warehouse on the CITY ROAD, near the Station of the European and North American Railway, specially for the Purpose of Harvesting ICE for general purposes, and Will Pay Attention to RE-PACKING SALMON for those who may wish them Overhauled at the Railway Station, before Shipping on board of the International Steamships for Boston and New York. Any one sending Fish to his care may rest assured of First-Class attention being paid to them before Re-shipping to their Destination.

WILL WORK CHEAPER THAN ANY IN THE TRADE, & WILL GUARANTEE SATISFACTION

Parties sending over 20 boxes at a shipment, 80 cts. per box; under 20 boxes, $1 per box

GEORGE SPARROW,

84 and 86 King Street,
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REFERENCES IN ST. JOHN:

LOGAN & LINDSAY,	EVERITT & BUTLER,	FINCH LENT & SON,	BERTON BROS.
BEARD & VERNING,	LEWIS & ALLINGHAM,	J. & W. F. HARRISON,	GILBERT BERT

Saint John, N. B., Nov., 1874.

THE SUBSCRIBER IS RECEIVING PER SPRING ARRIVALS

A LARGE STOCK OF

PRING AND SUMMER GOODS!

to which the attention of his Customers is particularly solicited. The Stock of

LADIES'

FANCY DRESS GOODS

Is especially deserving of attention.

ALSO,—THE STOCK OF

English, Scotch and Canadian Tweeds, etc. etc.

J. B. SNOWBALL.

T. McAVITY & SONS,

DEALERS IN HARDWARE,

RUBBER AND LEATHER BELTING

Hose, Packing, Oils, Paints, Glass, Putty, Iron Pipe and Fittings, Steam Fitters' Goods, Ingot Copper, Tin and Spelter.

Manufacturers of Brass & Iron Steam Valves, Cocks, Ships' Yellow Metal Castings.

AGENTS FOR HENRY DISSTON & SONS'

Celebrated GANG and CIRCULAR SAWS.

WHOLESALE AND RETAIL.

7 and 9 Water Street, - - - - - - ST. JOHN, N. B

JOHN W. NICHOLSON,

7 NELSON STREET, - - - - - SAINT JOHN

Wholesale Importer and Commission Merchant,

DEALER IN WINES AND BRANDIES, TEAS, SUGARS,

Flour, Raisins, Coffee, etc.

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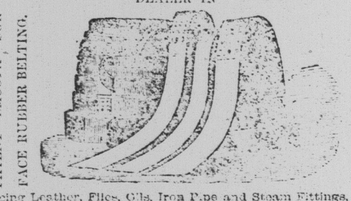
H. C. GABEL,

No. 90 Prince William Street, Saint John, N. B.

DEALER IN

EXTRA STRETCHED AND PATENT SMOOTH SURFACE RUBBER BELTING.



PATENT RIVETED SHEET AND LAP LEATHER BELTING. PURE OAK TANNED

Saws, Lacing Leather, Files, Oils, Iron Pipe and Steam Fittings, Rubber Hose Steam Packing, Emery Wheels, Steam Gauges. Comprising a large and varied Stock of Mill and Steamboat Supplies.

RUBBER GOODS OF EVERY DESCRIPTION—WHOLESALE AND RETAIL

1876. CENTENNIAL SEASON. 1876.

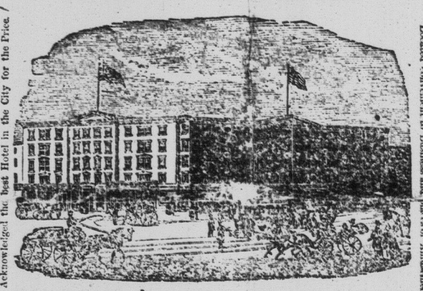
EARLE'S HOTEL,

Cor. Canal & Centre Streets, Near Broadway,

NEW YORK.

First-Class Accommodation for 500 Guests.

Acknowledged the best Hotel in the City for the Price.



Newly and Handsomely Furnished and Decorated for the season.

Located Convenient to Business and Places of Amusement.

Contains a grand Exchange, Gentlemen's Parlor, Railroad and Steamboat Ticket office, Telegraph Office, First Class Billiard Room.

BOARD, $3 PER DAY.

COMPLETE ARRANGEMENTS WILL BE PROVIDED TO AID GUESTS IN REACHING THE CENTENNIAL GROUNDS.

CARS FROM ALL DEPOTS PASS THE DOOR.

EARLE BROS, Proprietors.

Cigars. Cigars.

JUST ARRIVED—ANOTHER LOT OF

Flor de Cuba Cigars.

JOHN MULLIN,

DOCK STREET, ST. JOHN.

LUKE STEWART,

SHIP BROKER & COMMISSION MERCHANT

SAINT JOHN.

NEW BRUNSWICK.

1-52

VICTORIA HOTEL

ST. JOHN N. B.

The "Victoria" is justly considered the best House in Canada. It affords accommodation to a very large number of guests; its office work is conducted by experienced and courteous gentlemen. Its rooms are large, pleasant and elegantly furnished; a steam passenger elevator saves its guests the fatigue of going up stairs; its table is well and abundantly supplied and its waiters well trained, prompt and obliging. Business men, tourists and others visiting St. John cannot fail to appreciate the 'Victoria.'

2-52.

BARNES' HOTEL,

PRINCE WILLIAM STREET.

SAINT JOHN, N. B.

A. B. Barnes & Co., Proprietors

A. B. BARNES. F. A. JONES

1-52

ALE! ALE!!

To arrive ex "E. J. Shanks," from Halifax

ANOTHER LOT OF

A. KEITH & SON'S

CELEBRATED ALE.

This Ale will be lighter in color than the last, but containing the same body.

JOHN MULLIN.

41 Dock street
Sole Agent.

FINN & PATTON,

Importers and Wholesale Dealers in

Liquors, Cigars & Tobaccos,

in all the LEADING BRANDS.

No. 4 Water St., St. John, N. B.

1-52

WILLIAM J. FRASER,

COMMISSION MERCHANT,

IMPORTER AND DEALER IN

TEAS, SUGARS MOLASSES, &C.

HEAD OF TOBIN'S SOUTH WHARF,

UPPER WATER STREET,

HALIFAX N S

CONSIGNMENTS PROMPTLY ATTENDED TO.

Royal Hotel.

146 PRINCE WILLIAM ST.,

Opposite Custom House,

ST. JOHN, N. B

T. F. RAYMOND, - - Proprietor.

SPECIAL NOTICE.

To the People of Chatham and Vicinity.

CAMPBELL BROS. have opened their Picture Gallery, opposite Masonic HALL, Chatham, N. B., where they would be happy to welcome all desirous of obtaining a good Likeness of themselves or friends.

Having a large skylight, they are able to take pictures equally as well in fine, rainy or cloudy weather. Enlarged copies from old pictures are made here. Give us a call. Satisfaction guaranteed.

CAMPBELL BROS.

jun 2

Fisheries for 1876.

We offer for sale through the merchants of the North Shore, first quality

Mackerel and Herring Nets,

made of American cotton, in sheets or mounted, at a price that shall meet the view of purchasers, used universally in the United States. All kinds of Twines, for Cod, Caplin, Herring, Mackerel and Lance; Seine Netting for Pounds and Traps, now coming into rapid use in the colonies. Lines, Twines, &c. Sample nets forwarded for inspection to merchants

AMERICAN NET AND TWINE CO.

Boston.

Oct. 15, 6m

1876.

INTERNATIONAL

STEAMSHIP COMPANY.

SPRING ARRANGEMENT.

ON and after THURSDAY, March 30th, the splendid steamers "NEW BRUNSWICK," E. B. Winchester, Master, and "CITY OF PORTLAND," L. H. Pike, Master, will leave Reed's point wharf every MONDAY and THURSDAY MORNING, at 8 o'clock, for Eastport, Portland and Boston, connecting at Eastport with Steamer "Belle Brown," for St. Andrews and Calais.

Returning will leave Boston every Monday and Thursday, at 5 o'clock, and Portland, at 6 p. m. at the usual time arrives from Boston, for Eastport and St. John.

Shipper rates freight.

No claims for allowance after goods leave the warehouse.

Freight received Wednesday and Saturday only, up to 5 o'clock, p. m.

H. W. CHISHOLM
Agent.

50 AGENTS WANTED

IMMEDIATELY, to sell our goods in New Brunswick. We offer a

$50.00 PRIZE

to the best agent.

Address with stamp to

B. D. ROGERS & CO.

Jun 2 STELLARTON, N. S.

NOTICE.

ALL persons having any legal claims or demands against the Estate of MATTHEW CARRUTHERS, Esq., Deputy Surveyor, Lower Newcastle, in the Co. of Northumberland, deceased, are requested to present the same, duly attested, to the undersigned, within THREE MONTHS from the date hereof; and all persons indebted to the said Estate are requested to pay the same forthwith to the undersigned.

RICHD. HUTCHISON, } Executors.
REV. W. M. WILSON. }

Miramichi, April 17, 1876. Aug 11

THOMAS FURLONG,

WINE MERCHANT

And direct importer of

Old Brandies, &c., &c.,

SAINT JOHN, N. B.

1-52

Bonded Warehouse 32 & 34.

DANIEL PATTON,

IMPORTER OF

FOREIGN WINES & SPIRITS,

TEAS, TOBACCO, CIGARS, &c.

32 & 34 PRINCE STREET ST. JOHN N. B.

1-52

T. F. KEARY,

REAR OF CUSTOM HOUSE, CHATHAM

IMPORTER & WHOLESALE & RETAIL DEALER IN

Choice Brands of Wines,

LIQUORS and CIGARS,

CANNED GOODS, ETC.

A large quantity of bottled ENGLISH ALE and IRISH PORTER on hand and for sale by the dozen or barrel.

725

WM. A. PARK,

Attorney-at-Law, Solicitor,

NOTARY PUBLIC, CONVEYANCER, &C.

OFFICE—OVER THE STORE OF W. PARK, Esq.

CASTLE STREET,

NEWCASTLE N. B.

CARD!

THE UNDERSIGNED would beg leave to inform his patrons and the Public generally that he is now prepared to furnish

PLANS, DESIGNS

—AND—

SPECIFICATIONS

For any description of Building required.

☞ PRICES REASONABLE! ☜

GEORGE CASSADY,
Architect

Chatham, N. B. 4th April, 1876

JUST RECEIVED,

GENTS' HATS

—IN ALL THE—

LATEST STYLES

—AT—

J. & R. SINCLAIR'S.

New Goods.

JUST OPENED,

A VERY large and choice stock of

MEN'S FELT HATS,

(Newest Style,)

An endless variety of Ladies' and Misses'

SUN HATS,

(Very Cheap.)

A large lot of Men's

Overall Pants and Jumpers,

an assortment of Gents'

White and Colored Shirts,

Collars and Cuffs,

(New Styles.)

Several thousand rolls of cheap

PAPER HANGINGS,

-AND-

☞ *DAILY EXPECTED,*

MY IMPORTATIONS OF

British Goods,

which will comprise the Largest and most Varied assortment ever offered by me.

WILLIAM MURRAY.

FIRE WOOD.

ORDERS for MILL FIREWOOD left at my office or with ISAAC COUPING, at my Mill, will receive prompt attention.

J. B. SNOWBALL.

FRESH GARDEN SEEDS.

—NOW ON HAND IN—

BLOOD BEETS,
CASE KNIFE BEANS,
TURNIP RADISH,
CARROT SEED,—different kinds,
CORN,
PUMPKIN SEEDS,
RED TOMATOES,
SQUASH,
LETTUCE,
CABBAGE,
CELERY,
SUMMER SAVORY
SWEET MARJORAM,
THYME,

Long Prickly Cucumber, Silver Skin Onions, Curled Parsely, Water Melons, Sugar Parsnip, Ice Cream Water Melon, Boston Marrow Squash, Clover & Timothy Seed, Yellow Aberdeen Turnip Seed, Swedish Turnip Seed, Seed Wheat.

FLOCK MATTRASSES,—Excelsior do.

Keen Cut Nails:- 3, 4, 5, 6, 7, 8, 9, 10, 12, 30, 40, 50 and 60 dy. - 2, 3, 4 and 5 Bush. Grain Bags.

CANNED GAME.—SALMON AND CODFISH

Black and Green Tea, Smoking and Chewing Tobacco, Whiting, Paris and Common Candles, Soap, Neats Foot Oil, Grass—all sizes—Pitch, Bedcord, Putty, Lead, Rosin, Tarred Rope, Marline and Spun Yarn,

PAINTS: Green, Yellow & Black.

☞ Auction Business attended to.

WM. WYSE.

Chatham, 10th May, 1876.

Quebec and Gulf Ports Steamship Co.

ROYAL MAIL LINE.

STEAM COMMUNICATION between Montreal, Quebec, Father Point, Gaspe, Perce, Paspebiac, Dalhousie, Chatham, Newcastle, Point du Chene, Charlottetown and Pictou, and by Railway and Steamboat connection with St. John, N. B., Halifax, N. S., Portland and Boston.

After the opening of navigation the Steamship "SECRET" or "MIRAMICHI" is intended to leave Pictou every TUESDAY at Seven o'clock A. M. for Quebec; and Quebec every TUESDAY at Two o'clock P. M. for Pictou, calling each way at Father Point, Gaspe, Perce, Paspebiac, Dalhousie, Chatham, Newcastle and Point du Chene.

The above Steamers have very superior Cabin accommodation.

The "BERMUDA," "HADJI," "ALHAMBRA," and "FLAMBOROUGH," are intended to run regularly between MONTREAL, QUEBEC and HALIFAX, touching at Chatham, Newcastle, Point du Chene, Charlottetown and Pictou, as business may offer.

The "HADJI" has been fitted during the winter with superior accommodation for passengers, and with the "BERMUDA" and "ALHAMBRA" will form a weekly passenger line from Montreal.

Through Bills of Lading for St. John, Halifax, and Stations on the Intercolonial and Windsor and Annapolis Railways, Richibucto, Summerside, Georgetown, and Port Hawkesbury.

Apply to

WM. MURRHEAD, Agt., Chatham.
or R. R. CALL, Agt., Newcastle.

INTERCOLONIAL RAILWAY.

1876.—Spring Arrangement—1876.

ON AND AFTER MONDAY, 3rd April, Trains will run as follows:—

Day Express Trains.

Will leave Halifax for St. John, at 8.00 a. m., and St. John for Halifax at 8.00 a. m.

Night Express Trains

With Pullman Sleeping Cars attached, will leave Halifax for St. John at 5.30 p. m., and St. John for Halifax at 7.35 p. m.

Local Express Trains.

Will leave Pictou for Truro at 3.10 p. m. and Truro for Pictou 11.00 a. m., St. John for Sussex at 5.00 p. m., Sussex for St. John at 7.00 a. m., Point du Chene for Painsec at 11.35 a. m., and 3.15 p. m., Painsec for Point du Chene at 12.30, p. m. and 4.05 p. m.

Mixed Trains.

Will leave Halifax for Truro and Pictou at 11.00 a. m., and 1.45 p. m., and Pictou for Truro and Halifax at 3.30 a. m., Truro for Painsec and Moncton at 7.00 p. m., and Moncton for Painsec and Truro at 7.30 p. m., Point du Chene for St. John at 6.45 a. m., and St. John for Point du Chene at 10.45 a. m.

Accommodation Trains.

Will leave Moncton for Miramichi, Campbellton and Way Stations at 12.15 p. m., and Campbellton for Moncton at 8.20 a. m., connecting with Trains to and from Halifax and St. John.

For particulars and connections see small Time Tables.

C. J. BRYDGES,
General Supt. of Gov't Railways.

RAILWAY OFFICE, }
Moncton, 29th Mar., 1876. }

THE SUN

FOR THE CAMPAIGN!

The events of the Presidential campaign will be so faithfully and fully illustrated in *The New York Sun* as to enable it to provide them of all parties! We will send THE WEEKLY EDITION (eight pages) post paid, from now till after election for 50cts; the SUNDAY EDITION, same size, at the same price, or the DAILY, four pages, for $1.00.

Address THE SUN, New York City

$12 a day at home. Agents wanted. Outfit and terms free. TRUE & CO., Augusta, Maine.

TO AGENTS. For the best Books, best offers and most MONEY, Address AUBURN PUBLISHING COMPANY, Auburn, N. Y.

THIS CLAIM-HOUSE ESTABLISHED IN 1865. PENSIONS obtained for officers, Soldiers, and seamen of WAR OF 1861 AND 5, and for their heirs. The law includes deserters and those dishonorably discharged. If wounded, injured, or have contracted any disease, apply at once. Thousands entitled. Great numbers entitled to an increased rate, and should apply immediately. All Soldiers and Seamen of the WAR OF 1812 who served for any period, however short, whether disabled or not, and all widows of such not now on the Pension rolls, are requested to send me their address at once.

BOUNTY: Many who enlisted in 1861-2 and 3 are entitled. Send your discharge and have them examined. Business before the *PATENT OFFICE* solicited. Officers returns and accounts settled, and all just claims prosecuted.

As I make no charge unless successful, I request all to enclose two stamps for regulation and return of papers. GEORGE E. LEMON, Lock Box 47, Washington, D. C.

I recommend Captain Lemon as an honorable and successful practitioner. S. A. Hurlbut, M. C., 4th Congressional District of Illinois, late Maj. Gen. U. S. Vols. In writing mention name of this paper.

WANTED --- AGENTS!

to canvass in this County for PROF. PARSONS'

LAWS OF BUSINESS.

With Full Directions and Forms for all Transactions, especially adapted to the second

Provinces of the Dominion of Canada

and the United States.

BY THEOPHILUS PARSONS, L. L. D.,
Professor of Law in Harvard University, and author of many Law Books.

A New Book for Everybody. Explaining the *rights, duties,* and *obligations* of all the relations of life, as well as every kind of contract and legal obligation

Accurate, comprehensive, and *safe. Contains and delivers,* giving directions for every proceeding, and showing how to draw and execute every kind of legal instrument. Essential to *Every Farmer, Mechanic, Manufacturer, Public Officer, Landlord, Tenant, Executor, Administrator, Guardian, Minor, Heir-at-Law, Legatee, Apprentice, Mariner, Auctioneer, Broker, Notary, Justice, Officer, Justice of the Peace, Sheriff, Under Sheriff, Commissioner, Trustee, Property-holder.*

So plain, full, accurate, and *explicit* that no person can afford to be without it. Embodying in popular form the results of the labor and study of the most popular and successful writer of law books in the country. WORKING MEN SHOULD FIND IT *Exclusive territory given.* Send for descriptive circular.

Address, S. S. SCRANTON & Co., Hartford, Conn

50 VISITING CARDS, with your name neatly printed, sent for 25c. We have 100 styles. AGENTS WANTED. Sample book for stamp. A. H. FULLER & CO., Brockton, Mass.

$5 to $20 per day at home. Samples worth $5 free. STINSON & Co., Portland, Maine.

SATANIC SPIRITUALISM, its Claims and Responsibilities, to prove, to mo. Send 25c. to I. K. LOMBARD, St. John, N. B., for a copy, or $1 for 5 copies.

WANTED.

A FIRST CLASS TEACHER, male or female, for Scotland District, No. 3, Sunbury, Queens County. One who can teach English and French preferred. Teaching to commence immediately. For further particulars apply to undersigned.

JOSEPH ARSENO,
Secretary to Trustees.

Tracadie, Nov. 22, 1875. jan 1

St. Lawrence Advance.

CHATHAM, FRIDAY JUNE 2, 1876.

Philadelphia Letter.

(From our regular Correspondent.)

PHILADELPHIA, May 20.

I would advise all who expect to visit the Exhibition not to stop at

THE HOTELS

in the city of Philadelphia. The average distance from the city hotels and boarding houses to the Park is about four miles, and the ride is anything but comfortable and picturesque. After having tried it for a week, I have determined to move nearer the Exhibition grounds. I have spent nearly two hours each day traveling to and from the park, in crowded, uncomfortable street cars, seldom able to find a seat, and when so fortunate, holding it with violence to my conscience, for there infallibly appears some ancient quaker lady to whom thee will feel in duty and gallantry bound to offer thy place.

There seem to be scarcely any young Quakeresses in Philadelphia. I have met but one. This morning I went into a store to buy a pair of socks, and a pretty black eyed young girl behind the counter said: "will thee have them plain or stripedl" Now my particular vanity is striped socks but I told her plain, for I was anxious to make a good impression.

It costs twelve cents to ride on the street cars to and from the Exhibition, one dollar in a cab, the time made is about the same, but life is too short for either, and I would advise those who desire to make the most of the show to take rooms as near the grounds as possible. The hotels erected near the Exhibition buildings have accomodations quite as good as those in the city, indeed better, for they have been built with special reference to summer comfort and for this special occasion, and have spacious, airy features that cannot be found in the inns of the city built a quarter of a century ago. The prices are the same as at the city hotels, but those near the grounds are really less expensive when the economy of time, car and carriage hire is considered, for the visitor to the wonderful microcosm in Fairmount Park may step fresh from his bed and breakfast into the main building, while those who have slept in the city arrive an hour later jaded by an uncomfortable ride and feeling more like going to bed than undertaking the fatiguing tramp of forty miles involved in a journey around the various exhibits.

Of those hotels the "Grand Exposition" and the "Globe" houses, the first on the European, and the latter on the American plan, are perhaps the most desirable; the others are the "Trans-Continental," "United States," etc.

Although it is now ten days since the opening, it is yet too early to sketch the condition of the Exhibition, for much yet remains to be done before the plans and arrangements are completed. Of the leading exhibitors

IN THE MAIN BUILDING,

France and Germany seem to be the most dilatory. The American and English exhibits are very complete. Their displays, both in selection and arrangement, are marvels of taste and beauty. The displays of the various Philadelphia manufacturers are voluminous and handsome.

Sweden has a superb showing of iron and furs, and the best specimens of filigree ornaments in metal are to be found in this department. The Italian collection is distinguished as a display of some fine mosaics and carvings. Germany has been much behindhand in arranging her exhibits, her display of porcelain is good and attracts much attention. Austria has a rare display of Bohemian glass, amber, meerschaum, and leather goods. The Japanese collection is large and varied, and is distinguished especially for its carvings, lacquered ware and vases. The Chinese exhibition is large and creditable as are also those of Egypt, Brazil, Holland, Denmark and Canada.

IN MACHINERY HALL

the cynosure of attraction is the Corliss Engine. To see this Titan, with the strength of a volcano, the grace of a serpent, and the docility of a donkey, furnishing the motor for printing the "New York Herald," stamping centennial envelopes, weaving carpets, ribbons, and spooling silk thread and a hundred other useful manufactures from the most ponderous to the most delicate, all here under one roof, is in itself a liberal education.

IN AGRICULTURAL HALL

the display, consisting of cereals, woods, fruits, in fact of all the varied productions of the farm, forest and stream, is very interesting. If there is any particular excellence any where it is in the artistic display of tobacco by some Lynchburg and Louisville firms. The weed is represented in every state, color, manipulation and previous condition. I would advise every man, and woman too, who has abandoned its use, not to look upon this tobacco.

THE UNITED STATES GOVERNMENT BUILDINGS

attract a fair proportion of visitors, but part of the display I cannot but consider extravagant and frivolous: as, for instance stuffed artillery men mounted on wooden horses, and other stuffed figures representing the changes in military costume since the revolution. The school histories abound in pictures that illustrate these changes quite as well. These and some other displays would seem to indicate that the Commissioners have been puzzled to find means for spending all the money that has been appropriated. The larger number of

THE STATE BUILDINGS,

are not yet completed. It is difficult to see why they were ever begun. They illustrate nothing that is distinctive in the architecture of the respective states because there is nothing distinctive to illustrate; and they are at best but barren points of diversion from that which is well worth seeing. The visitor, with the impression that he must see everything, will loiter in these houses, when he would just as well stay at his hotel for all the profit or pleasure they afford.

THE ART HALL

contains by far the largest and most interesting display that was ever seen in this hemisphere, or will perhaps be seen again for a hundred years. I would advise a visitor having but one day for the Exhibition to give it entirely to this gallery. Remembering my own early delight in pictures, even in the commonest wood cuts, I regret every time I see the pictures in this hall that every boy and girl in the country cannot have protracted access to them.

THE WOMEN'S PAVILION

designed to illustrate her productive ability, attracts much attention, though there is little in it, beside the women themselves that is, in itself, attractive. I think it is a mistake that they have not a few fine babies there, this production has made woman illustrious in two hemispheres. There is something extremely pathetic in this disposition, or necessity of woman to "flock off" into a pavilion by herself, woman no more than man was made to be alone.

C. A. S.

A Fancy Yacht.

The new Canadian yacht, "Countess of Dufferin," which is to contest the race with the crack American yachts, is 107 feet long over all, 24 feet beam, and will only draw six feet and a half when in racing trim. Her main mast is 65, and her top mast 30 feet long. She carries a main boom 55 feet in length, and will spread nearly 4,000 yards of canvass! Her internal arrangements are very good; the main saloon is moderate sized and surrounded by curtained berths; she is of 221 tons register, but is so sharp fore and aft as to make her room less available; however, she will accomodate forty-eight in her cabins. Her counters are pared away very much, and her stern over-hange 11 feet; this, with a rakish bow—said to be the sharpest on the lakes, gives her a dashing appearance. She has a new-fangled cog-wheel steering arrangement, lately patented in New York, and in other ways her running gear and outfit embodies all the latest improvements.

A Very Good Reason.

Judge Pitman came down stairs the other day in response to a call from his servant girl, and found standing at the front door a man with a carpet-bag. The man said:

"Is your piano out of tune?"

"No; I don't think it is," said the Judge.

"Ain't you sure about it?"

"No; I never tried to see."

"How long since it has been tuned?"

"It has never been."

"Then, of course it ought to be tuned at once. You'll ruin it if you don't have it attended to."

"I don't believe I will."

"Oh, yes, you will, though. Nothing worse for a piano than standing untuned."

"Do you think you could tune it?"

"Certainly I can."

"I don't believe you can," said the Judge.

"I'd like to know why not. I never saw the piano yet that I couldn't tackle."

"There's one mighty good reason why you can't in this case."

"I'd like to know what it is."

"You wan't me to tell you, do you?"

"Yes."

"Well, it's because I haven't got any piano."

Then the man put his carpet-bag under his arm, rubbed his nose thoughtfully, and left.—*American paper.*

Telegraphic News.

A passenger steamer was upset by a squall near Hong Kong on 2d of April. Upwards of 200 Chinese were drowned.

Advices from Salonica state that the six principal culprits in the recent outrages have been executed. Perfect tranquility prevails.

The Vienna *Press* announces that the Emperor has ordered the Court Martial stopped against Count Kalarovat, who killed Prince Auersperg in a duel.

The *Volks Zeitung* says Prussia has commenced proceedings for the deposition of the Archbishop of Cologne.

The inquiry by the Board of Trade into the loss of the emigrant ship Strathmore ended on the 18th. The Court expressed its sense of the generous assistance to the survivors by Captain Gifford of the American whaler, Young Phœnix. The owners of the Strathmore have announced their readiness to make him a handsome remuneration.

The excitement occasioned by the Salonica outrage is unabated, and the Softas are practically masters of the situation. Mob rule prevails in Constantinople to a great extent, and several Christians have been murdered. In consequence of the threatening condition of affairs, foreign Consuls are devising meassr mutual defence in the event of an outbreak.

The resolutions of the Imperial Chancellors' conference have been submitted to the great powers.

The British Mediterranean fleet is ordered to Salonica.

The King of Greece has a severe attack of Gastric fever.

The French Chamber of Deputies rejected the complete amnesty proposition by a large majority.

The remains of Jules Michelet, French historian, were deposited in the Pere La-Chaise cemetery, in presence of a vast concourse of people.

ADVICE TO YOUNG LAWYERS.—Judge Underwood of Rome, Kentucky, said to four young lawyers who had just passed an examination in his court: "Young gentlemen, I want to say a thing or two to you. You have passed as good an examination as usual, perhaps better; and you don't know anything. Like those young fellows just back from their graduation college, you think you know a great deal. That is a great mistake. If you ever get to be of any account you will be surprised at your present ignorance. Don't be too big for your breeches. Go round to the justice's courts. Try to learn something. Don't be afraid. Set off upon a high key. You will, no doubt, speak a great deal of nonsense, but you will have one consolation, nobody will know it. The great mass of mankind takes sound for sense. Never mind about your case, pitch in. You are about as apt to win as lose. Don't be ashamed of the wise-looking justice. He don't know a thing. He is a dead beat on knowledge. Stand to your rack, fodder or no fodder, and you will see daylight after a while. The community generally supposes that you will be rascals. There is no absolute necessity that you should. You may be smart without being tricky. Lawyers ought to be gentlemen. Some of them don't come up to the standard, and are a disgrace to the fraternity. They know more than any other race generally, and not much in particular. They don't know anything about sandstones, carboniferous periods and ancient land animals known as fossils.

Men that make out they know a great deal on these subjects don't know much. They are ancient land animals themselves and I will ultimately be fossils. You are dismissed with the sincere hope of the court that you will not make asses of yourselves."—*Louisville Courier-Journal.*

HATS OFF!—Shocked and astonished verger: "You bad and wicked boy, why don't you take off your hat in church?" Bad and wicked boy (overcome with guilt): "If you please, sir, I'm a little girl."

SPRING
—AND—
SUMMER GOODS.

JUST ARRIVED:

A large and well selected stock of

DRY GOODS,
READY-MADE CLOTHING,
HATS AND CAPS,
BOOTS AND SHOES,
GROCERIES AND PROVISIONS.
CROCKERY & GLASSWARE.

☞ Best Brands of WINES AND LIQUORS, etc.

The above mentioned will be sold so cheap as to defy competition. INSPECTION INVITED.

ROGER FLANAGAN;
ST. JOHN STREET, - - CHATHAM, N. B.

Harbor Notice.

PILOTS and others are hereby notified that on bringing Vessels of any kind into the Port of Chatham they are required not to anchor them a distance less than

150 FATHOMS FROM ANY OF THE WHARVES.

This order is necessary to enable Raftsmen to take rafts to the mills, the present practice having, in some cases, unnecessarily interfered with them.

WM. JOHNSTON,
HARBOR MASTER,
Port of Chatham.

Dated 25th May, 1876.

HANDBILLS,
AUCTION BILLS,
BILL HEADS,
BUSINESS CARDS.
CHEAPLY PRINTED,
—AT THE—
"ADVANCE OFFICE."

Residence to Let.

THE Subscriber desires to let the new First-Class Cottage residence recently erected by him on King Street to a good tenant for one or more years, as may be desired. Possession given July 1st. Apply at the premises to

May 23, 1876. GEO. ROBINSON.

NEW STORE!

A. & R. Loggie,
BLACK BROOK,

BEG leave to thank the people of Black Brook and vicinity for the liberal patronage bestowed on them in the past and hope to merit a continuance of the same in the future.

They respectfully announce the arrival, per recent steamers, of;

A Large and Varied Stock of

Staple and Fancy Dry Goods,
Hats and Caps,
Ready-Made Clothing,
Boots and Shoes,
Shelf and heavy hardware,
Groceries, etc., etc.

ALWAYS ON HAND:—

Flour,
Meal,
Pork,
Beef,
Molasses,
Cheese,
Sugar,
Tea,
Butter,
Lard,
etc., etc.

☞ Country produce of all kinds bought and sold.

A. & R. LOGGIE,
Black Brook.

May 24, 1876.

Pork, Beef, Oil, Etc., Etc.

Ex "Blink Bonnie" from Boston.

20 BARRELS Boston Mess Pork,
30 do. do. Ex Primedo.
30 do. do. Ex Mess Beef.
10 do. Refined Petroleum.
10 do. W. Va. Lubricating Oil.
15 do. Natural do. do.
10 do. Extra W. Lard do.
10 do. do. Engine do.

Also, a choice assortment of

TEA,

from London, ex "JARDINE BROTHERS."
For Sale low in Bond or duty paid.

PATTISON & M'ANDREWS.
Chatham, 22nd May, 1876. Jun. 23

GOLDEN BALL
Boot & Shoe Store,
—WITH—
Furniture Warerooom Adjoining.

ON hand for Sale, a larger Stock than heretofore, and cheaper than usual,

Ladies' Boots, from 75cts. to $4.00.
Men's Congress, from $1.75 to $5.00.

—A large Stock of good—
GOOD TRUNKS & VALISES,
SOLE LEATHER,
BEDROOM SETS,
PARLOR SUITS,
and other Furniture; for quality lower in price than any in the Province.

☞ Parties who owe will please pay up, as we are forced to realize.

FOTHERINGHAM & CO.
Chatham, 26th May, 1876.

Blank Books,
In great variety,
—AT THE—
MIRAMICHI BOOKSTORE.

GUINESS'S PORTER,
BURKE'S BOTTLING.

100 BBLS. PINTS AND QUARTS in Store.

DANIEL PATTON,
SAINT JOHN.

RUM! RUM!

A FEW CASES of the very best JAMAICA RUM, bottled in Liverpool.
For Sale, low.

J. R. GOGGIN,
Water Street, Chatham, N. B.

☞ Parties requiring a superior article had better call at once, as the quantity is small. J. R. G.

GO AND SEE IT!

STRANG'S Market is on Union Wharf, a little off Water Street, and it is just the place for Housekeepers and others to buy what they want for table use.

This week the following is offered:—

Fresh Shad, Potatoes, Fresh Salmon.

EGGS, P. E. ISLAND HAMS, QUEBEC DO.
SEED OATS.
FRESH AND PICKLED BASS,
FRESH HERRING,
PICKLED CODFISH,
PICKLED MACKERAL,
PICKLED SALMON.

Always in Stock:—Dried Codfish, Pork, Tea, Molasses, Tobacco, Butter, Oatmeal, Preserved Salmon, Lobsters & other Canned Fish, Paraffine Oil, &c., &c.

500 Bushels Oats, 30 Tons Screwed Hay.

☞Our motto is *Quick Sales* for *Cash* and small profits.

E. A. STRANG.

WANTED.

WANTED, Two or Three Gentleman Boarders.

For particulars apply at ADVANCE office.
June 23

SPRING, 1876.

Received ex steamships 'India,' 'Tyrian,' 'Anglia,' and Mail Steamers, via Portland & Halifax:—

180 PACKAGES NEW SPRING GOODS,

COMPRISING FULL LINES IN

WOOLENS,
COTTONS,
LINENS,
DRESS GOODS,
MILLINERY,
SMALLWARES,
HOSIERY,
FANCY GOODS,
CLOTHING, &c.,

ALSO—IN STOCK AND TO ARRIVE:

20 bales American Grey Cottons;
10 cases American White Cottons;
10 cases American Brown Duck;
6 bales American White Duck;
1 bale American Colored Striped Duck.

☞ Wholesale buyers will find our Stock well assorted and reasonable in price.

Wholesale Warehouse,
NOS. 55 & 57 KING STREET,
SAINT JOHN.
EVERITT & BUTLER.

TEACHER WANTED.

A SECOND Class Male Teacher wanted, to take charge of No. 8 School.

JOHN STYMIEST,
Sec'y of Trustees.

Alnwick, April 21, 1876.

FRESH SEEDS!
1876. NEW IMPORTATION 1876,

A LARGE and well Selected Stock of Fresh Vegetable, and Field Turnip Seeds, Potato, Onions etc., in new varieties, from one of the first houses in the Dominion, for sale at

TRAER'S STORE, WATER STREET,
CHATHAM.

1876.
INTERNATIONAL
STEAMSHIP COMPANY.

SHIPPERS OF FISH FROM MIRAMICHI are hereby notified, that Steamers of this Line will make

Three Trips A Week,

from JUNE 15th until Sept. 30, MONDAYS, WEDNESDAYS and FRIDAYS, arriving in Boston early the following day, and oftener should Business require it.

FRESH FISH

by our Line will receive every attention and be forwarded with despatch.

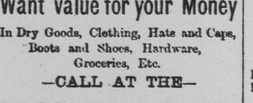
Parties before making any arrangements, would do we to confer with the undersigned by whom all information can be given.

H. W. CHISHOLM,
AGENT I. S. S Coy

WHEN YOU GO
TO
NEWCASTLE
AND
Want value for your Money

In Dry Goods, Clothing, Hats and Caps, Boots and Shoes, Hardware, Groceries, Etc.

—CALL AT THE—
PEOPLE'S HOUSE.
JAMES BROWN.



CUSTOMS DEPARTMENT,
Ottawa, May 27th, 1876.

AUTHORIZED Discount on American Invoices until further notice, 11 per cent.

J. JOHNSON,
Commissioner of Customs.

Sheffield House
IMPORTATIONS.

ENGLISH French and German FANCY GOODS
SOLID SILVEWARE,
ELECTRO PLATED GOODS, quality warranted;
Ladies' and Gent's Fine Gold and Gem set JEWELRY;
English and Swiss WATCHES, in fine gold cases with the latest improvements. Warranted correct time keepers.
Parian and Bronze Figures and Groups.
Bronze Statuettes and Marble Voluite CLOCKS, in suits, etc.
Further importations to arrive via Portland and Halifax, N. S.
Manufactured to order at the premises.
Ladies' and Gent's Fine GOLD JEWELRY, from London and Paris designs.

RICHARD THOMPSON.

☞An Inspection of the Stock respectfully solicited

Scotch Sugars.

LOGAN, LINDSAY & CO. have received ex R. S Tyrian, from Glasgow and Liverpool:—
49 Casks Scotch Refined Sugars;
100 Kegs Bi Carb. of soda;
10 bbls. Scotch Oatmeal;
5 bbls. Finest Pearl Barley;
100 boxes Valencia Raisins;
50 Boxes London Layer Raisins;
100 hf-chests, 97 chest Fine Kaisow Congou;
2 cases Cheddar Cheese;
11 cases Nixey's Black Lead.

And from United States, &c.:—
60 boxes Pure Corn Starch;
50 bbls. White Beans;
20 boxes assorted Hops;
25 tubs Lard;
10 bbls. Cheese;
5 cases Fancy Soaps;
25 boxes Blue Mottled Soap;
5 cases Hearle's Extracts, assorted.

62 KING STREET,
SAINT JOHN.

TEA!

EX SS. Angna:—

116 HALF-CHESTS SUPERIOR CONGOU TEA

DANIEL PATTON,
SAINT JOHN.

NEW GOODS.

THE Subscriber has received per Stm'rs and Railway, an instalment of

SUMMER GOODS,

AS FOLLOWS:

Men's and Boys' Newest Style Felt Hats; Ladies' and Misses' Sun Hats; Dress Goods; Collars and Cuffs; Rouchings and Ruffings; Skirts;

SACQUES,

Children's Merino Dresses; Quilts, Counterpanes; Men's Underclothing, Overalls and Jumpers; Braces, Collars, Shirts;

10,000 ROLLS
ASSORTED
ROOM PAPERING.

Balance of Stock per first Sailing Vessels

WM. MURRAY.
Chatham, 24th April, 1876.

Scotch Whiskey.

EX "India," from Glasgow, and other vessels:—
45 quarter-casks Bullock Lade Whiskey;
100 cases Bullock Lade Whiskey;
10 qr-casks May Fairman Whiskey;
100 cases, pints and quarts, Whiskey.

DANIEL PATTON,
SAINT JOHN.

NO. 46, DOCK STREET,
WHOLESALE DEALERS
—AND—
Direct Importers;

LEE & LOGAN, Proprietors.

MESSRS. LEE & LOGAN

BEG leave to return thanks to their North Shore Customers for the liberal patronage extended them, and respectfully solicit a continuance of the same.

We wish to remind our Customers and Friends, that our Spring Importations are about completed, and we are now prepared to sell the following Goods at very lowest possible prices.

—IN STOCK AND TO ARRIVE—
Pale and Brown Brandy,
—IN—
WOOD, BOTTLES & FLASKS,

150 Qtr. Casks Brandy, } Martell,
50 Octaves do., } Hennessy.
700 Cases Quarts do., } Julius Robin,
300 do. Pints do., } and
100 do. ½do. do., } Vine Growers.

Scotch, Irish, Bourbon, Rye & Small Still Whiskies,
—IN—
WOOD, BOTTLES & FLASKS,

50 Quarter Casks, } Bulloch Lade & Co.
300 Cases Quarts, } Scotch Whiskey.
200 do. Pints, }
50 do. ½ do., }
25 Quarter Casks Fine Old Small Still Whiskey.
200 Cases Qts. Irish Whiskey.
150 do. Pts. do. do.
200 do. Qts. do. do. Dunville.
50 do. do. Kinnehans L. L. Whiskey.
50 do. do. Bagots Hutton & Co. B. Whisky.
40 Quarter Casks Irish Whiskey.
2 Puncheons Old Bourbon Whiskey.
50 Cases Bourbon Pints and Quarts.
50 Barrels Rye Whiskey.
50 do. Alcohol.

Holland and Old Tom Gin,
—IN—
WOOD, BOTTLES & FLASKS,

150 Quarter Casks Gin.
40 Octaves do.
300 Green Cases do.
10 Casks Old Tom Gin.
150 Cases do. do. do., Pints & Quarts.

OLD JAMAICA RUM,
—IN—
WOOD AND BOTTLES,

5 Puncheons Very Old Jamaica Rum.
100 Cases Kewney & Co. do. do.
100 do. Red Heart do. do.

Wines! Wines!! Wines!!!

70 Quarter Casks Port Wine.
60 Octaves do. do. about 18 gals.
60 Quarter Casks Sherry Wine.
40 Octaves do. about 18 gals.
10 Quarter Casks Four Diamond Port.
10 do. do. Golden Sherry.
75 Cases Champagne, Qts. & Pts.
30 do. do. Moselle, do. do.
25 do. do. Moet & Chandon, 1st Quality.
50 Cases Claret, Qts. & Pints.

ALE AND PORTER.

150 Barrels Guinness Porter, Qts. & Pts.
150 do. Bass Ale do. do.
40 Hhds. Allsops Export Ale.
25 Barrels do. do. do.
25 Kilderkins do. do. do.

50 Cases Pure Ginger Wine.
10 Casks do. do. do.
100 Cases Fruit Syrups, (*assorted.*)
25 do. Cherry Brandy.
20 do. John Bull Bitters.
10 Barrels Lemon Syrup.

GROCERIES.

400 Half Chests English Teas.
150 Quarter do. do. do.
75 Half do. Oolong do.
10 do. do. Green do.
160 Kegs Bicarbinate Soda.
50 Sacks Whole Rice.
10 Cases Limed Nutmegs.
75 Barrels Walnuts, Brazil & Filberts.
100 Cases Coleman No. 1 Starch.
200 Tins do. Mustard, 4 lb. each.
40 Kegs do. do. 18 lbs. each.
1000 Tins do. do. ¼'s and ½'s.
100 Gross Nixey's Black Lead.
50 Barrels Gran'd and Crush'd Sugar.
30 Cases Sardines, ¼'s
30 Chests Olive Oil, (30 Bottles each.)
30 Cases Wax Candles.
100 Tins Ground Ginger and Cinnamon.
100 Boxes Pipes, Woodstock, Miners and T. D.'s.

150 Brls. Crosse Blackwells, Mortons' and Barns' Pickles,
—CONSISTING OF—

Mixed Cauliflower, Picalilly, White Onions, Gherkins and Chow Chow.
20 Cases Worcestershire Sauce, Pts. & ½ Pts.
200 Dozen Sauces, (different kinds.)
100 Boxes Ginger, Pepper and Alspice.
100 do. Fancy Asst. Soap.
200 do. Canned Goods, consisting of Peaches, Strawberries, Pears, Quinces, Pine Apple, Green Peas, Oysters, Lobsters, Salmon, Cork, Soups and Meats.

TOBACCO AND CIGARS.

750 Boxes and Caddies Tobacco,—following Brands: "Charter Oak;" "Princess Louise;" "Mahogany Bright," 8's; "Canadian Arm Bright," 8's; "Little Sargeant and Little Corporal, "Chewing;" "Black Diamond and Sponge Cake;" "Shines for All," *Real Virginia*;" "Double Thick" and "Dolly Varden."
50,000 Cigars, (Different Brands.)

Confectionary, Jams and Jellies, Orange Marmalade, &c., &c.

300 Boxes Confectionary, Consisting of Gum Drops, Peppermints, Scotch Mixtures, Conversation Lozenges, Stick Candy, Bulls Eyes, Sugar Almonds, Sugar Cigars, Mottoes, Boiled Drops.

150 Dozen Jams and Jellies, (assorted.)
60 do. Keiler's Orange Marmalade.

With other Goods usually found in a Grocery Store too numerous to mention.

☞ A call is respectfully solicited.

LEE & LOGAN,
46 DOCK STREET,
SAINT JOHN, N. B.

BUSINESS NOTICE.

The ST. LAWRENCE ADVANCE is published at Chatham, Miramichi, N. B., every FRIDAY morning in time for despatch by the earliest mails of that day.

It is sent to any address in Canada, the United States or Great Britain (Postage prepaid by the Publisher) for $1.50 A YEAR, or 75 CTS. FOR 6 MOS.—the money, in all cases, to accompany the order for the paper.

Advertising.
TRANSIENT RATES.

$1 per square, or inch, for 1st insertion,
50cts. per square, each time, for all insertions after the first.

LOCAL COLUMN, or reading matter advertisements 20% more than above rates.

LOCAL, COMMERCIAL AND YEARLY RATES.—

In order to secure the advertising patronage of business men and others on the North Shore—and to give them the benefit of a large circulation in the Counties of Northumberland, Kent, Gloucester and Restigouche, Bonaventure and Gaspe, their advertisements will, on arrangements being made therefor, be taken at CONTRACT SCALE RATES, which are as low as those of other weekly papers in the Province.

The ST. LAWRENCE ADVANCE having its large circulation distributed among communities engaged in Lumbering, Fishing and Agricultural pursuits, offers very superior inducements to advertisers. Address

Editor "St. Lawrence Advance," Chatham, N. B.

St. Lawrence Advance.

CHATHAM, FRIDAY JUNE 2, 1876.

Miramichi as an Ocean Terminus.

There is again a rumor afloat to the effect that the Allan Line Steamers are to make Miramichi, instead of Halifax and Portland, the terminus of their Atlantic trips from Great Britain. Sir Hugh Allan has always been very favorably impressed with the importance of the Miramichi as an objective point for European passenger traffic, and it is not improbable that if his steamers do not run direct to Chatham or Newcastle upon or soon after the opening of the Intercolonial to Quebec, some other Company will avail itself of the advantages presented by our port for shortening the trip to and from Europe. Halifax and Portland must, owing to their having open harbors the year round, always be used more or less by trans-atlantic steamers, but it is only a matter of time for the Miramichi to become a summer terminus for some line of swift vessels. There are one or two other ports in the Maritime Provinces possessing almost the same natural advantages, but they cannot be made available, excepting at great cost in the way of railway and other facilities.

The opening of the Intercolonial and our Branch Line for through traffic will render Chatham available as an ocean terminus at very small, if any cost, to a steamship Company, and the same may be said of Newcastle should that port be preferred. Passengers bound to, or from the Upper Provinces would be saved several hundred miles of travel by both steamer and rail by coming to Miramichi, which means a saving of both time and the personal inconveniences of travel. These points must tell very strongly in favor of any Line which can advance them, and that they will be much longer ignored does not seem probable.

Of course Portland is entirely out of the question when a comparison of distances is to be made, so we will refer only to those between Great Britain and the two ports, Halifax and Miramichi, respectively. They are as follows:

	Miles.
Liverpool to Miramichi, via Innistrahull,	2348
" " Halifax, " "	2433
In favor of Miramichi,	85

If we compare the distance by water in any other way, the result places Miramichi at an advantage over Halifax. Thus, it is 31 miles less to Liverpool from Miramichi via Cape Clear than it is from Halifax by the same route. The advantage to a Galway steamer would also be 590 miles. Coming to the Railway route on this side of the Atlantic, we have the following.

	Miles.
Distance from Halifax to Montreal,	800
" " Miramichi to Montreal,	593
In favor of Miramichi,	207

Calculating the average rate of steamship time at 13 miles an hour, we have, say 7 hours saved by the Miramichi route, while the time saved from the 207 miles of railway at a rate of say 25 miles an hour, would give ten hours—or a clear total saving of 17 hours by using the Miramichi, instead of the Halifax route.

In this connection we might go on to show that if the Miramichi Valley road were built, a distance of about 250 miles might be saved between Liverpool and New York, by using this port in preference to Halifax, but as we are convinced that if the experiment is tried as one entirely in connection with traffic between the Dominion and the Mother Country, the result will justify the construction of the Miramichi Valley Railway as a first rate commercial undertaking, we are content just now, to present the matter as above. The scheme involves but little outlay and it is, certainly, worth a practical test.

Since the above was written the Halifax papers of this week have come to hand and their columns denote that there is something more than mere rumor in the proposition to make Miramichi a trans-atlantic Steamship terminus. The *Chronicle* endeavors first to ignore the Miramichi, but, afterwards, refers to the proposed change in a way that is not altogether fair.

It says:—

"In a few weeks the Intercolonial Railway will be complete and open for traffic from Halifax to River du Loup, connecting at the latter place with the entire railway system of the Upper Provinces. We believe it is intended that after the opening of the road the Allan steamers which now, under Government subsidy, carry the European mails to Quebec, shall touch at Rimouski, on the Gulf of St. Lawrence, and land the mails. While the steamer is slowly making her way up the Gulf and river St. Lawrence the mails will be taken on fast trains which will reach Quebec a considerable time ahead of her. To all points West of Quebec there will be a corresponding gain of time. The Lower Provinces will also receive some advantage from the change. At present a good deal of mail matter for this section of the Dominion is forwarded by the steamers to Quebec. These mails will no longer be sent to Quebec, but will be dispatched from Rimouski by rail to the several distributing points in the Maritime Provinces, thus effecting an important saving of time. For instance in the case of the mails for Halifax via the St. Lawrence, there will be a gain of two or three days—the whole time now occupied in the conveyance from Quebec to Halifax, as the mails will reach this city about the time that the steamer reaches Quebec. The distance from Quebec to Halifax by Intercolonial Railway is 687 miles. From Rimouski to Halifax is 507 miles. Allowing 30 miles per hour, which is to be the average time of express trains on the Intercolonial when the road is got into perfect working order, the mails will be brought from Rimouski to Halifax in 17 hours. The time from Rimouski to Quebec (180 miles) will be 6 hours; so that Halifax will only be 11 hours behind Quebec in the time of mail communication with Europe via the St. Lawrence."

It would appear rather singular to an ordinary mind that a paper could advance the argument of the above in favor of Rimouski, and not recognize the fact that it must apply with much greater force to the Miramichi. A journal of the high character of the *Chronicle* should be prepared to sink local prejudices and not act on the principle that seems to actuate too many Halifax papers, viz., to say a good word for any port sooner than one in New Brunswick. Referring to the statement that the steamers are to be sent to Miramichi the *Chronicle* says:—

That statement, we believe, is totally unfounded. Report says that the British Government have determined to withdraw their portion of the subsidy for the Halifax line. The result of this might possibly be, not to send the steamers to Miramichi, but to destroy the service to the Maritime Provinces altogether, as there may be difficulty in getting a line of steamers to undertake the work for the subsidy paid by the Dominion. It would be of interest to have the despatch—if there is one—in which the British Government announce their determination to withdraw their subsidy, but we suppose that information cannot be obtained before Parliament meets. In the meantime, it is not too much to expect that the Dominion Government shall make all reasonable efforts to maintain the steamship service to Halifax which has existed for so many years.

The *Chronicle* and other Halifax papers must learn to recognize the fact that a great ocean trade like the passenger and mail traffic between the United Kingdom and Canada cannot be kept out of its legitimate channels by the local interests of any one city. When the Intercolonial, therefore, is opened all the way through, it is neither reasonable nor natural for the Dominion government to be expected to step in and act as a wet nurse for "the Steamship service to Halifax which has existed for so many years." Such services are, and ought to be governed by economical considerations in respect to time, distance and money. A saving of time generally follows a shortening of distance on a steamship route, and the sure result of both is a saving of money. All these considerations will be found in favor of Miramichi.

Returning to the proposition which finds such favor in the *Chronicle's* esteem, a few figures will show that, from a Halifax stand point, the Miramichi terminus, or port of call, ought to be considered very far ahead of Rimouski. A steamer coming from Liverpool, or any other port in the United Kingdom bound either to the Miramichi or Rimouski, would follow the same course, in either case until reaching St. Paul's. From that point the comparison of distances commences. By reference to the latest Admiralty charts the following appears:—

	Miles.
Distance from St. Paul's to Rimouski,	326
" " " to Miramichi, at Chatham,	521
In favor of Miramichi, by water,	175

The respective distances to Halifax by rail are as follows:—

	Miles.
Rimouski to Halifax, by Intercolonial,	507
Miramichi " " "	267
In favor of Miramichi, by rail,	240

Our experience does not justify the expectation of the *Chronicle* that trains will run at the rate of 30 miles an hour on the Intercolonial, so we put it at 25 miles an hour, and the steamer rate at 13 miles. The mails would reach Halifax as follows by the respective routes:—

	hrs.	min.
Rimouski to Halifax.		
507 miles by rail, at 25 miles per hour,	20	20
Miramichi to Halifax.		
267 miles by Rail, at 25 miles per hour,	10	40
Difference in favor of Miramichi, by rail,	9h.	40m

Add to the above 9 hours and 40 minutes, the steamer's time for the extra 175 miles, at 13 miles an hour, to reach Rimouski — 13 hours and 27 min. — and we have:—

	hrs.	min.
In favor of Miramichi, by rail,	9	40
" " " " " water,	13	27
Total in favor of Miramichi,	23h.	67m
In favor of Miramichi,	24	7

While the Miramichi route is thus shown to offer nearly a whole day's advantage in time over Rimouski, it will also give Quebec a similar advantage to the extent of more than three hours. Here are the figures:

	hrs.	min.
From Miramichi to Quebec, by rail, 420 miles at 25 miles per hour,	16	48
175 miles extra by water to Rimouski, at 13 miles an hour,	13	27
Distance from Rimouski to Quebec, Quebec, by rail, 180 miles at 25 miles per hour,	7	12
	20	39
In favor of Miramichi,	3	21

We believe the above figures are fitted to convince the *Chronicle*, or any other journal that the Miramichi is the natural Canadian terminus for trans-Atlantic mail and passenger steamers during six months of the year.

We observe that some of the Halifax opposition papers are endeavoring to make capital against the Dominion Government because it is suspected of being about to recognise the superior advantages offered by Miramichi as an important point in the future mail route between Canada and the United Kingdom. Such an attitude is to be expected on the part of those organs, as they make a business of turning everything to political account. The fact that the proposition pinches the corns of their local interests, also, lends additional zest to their political abuse. We hope however, that, the Dominion Government will pursue a consistent and business-like policy in the matter and do Miramichi the justice her geographical position demands.

The Valley Route Mails.

It was with some surprise that we learned on Thursday of last week, after the ADVANCE had gone to press, that the Post Office authorities had, in addition to lessening the efficiency of the mail service on the route between Miramichi and Fredericton, made a blundering arrangement by which the local mails from all points below Newcastle were made to lie in the Post Office of that town for from three to four days each week. A written notice was posted in the Chatham office, for several weeks, stating that the mails for Fredericton via Boiestown, would be despatched from Newcastle on Wednesdays and Fridays, and that correspondence intended to be transmitted by them must be posted in the Chatham office at or before 2 p. m. on those days.

As a matter of course, people in this community posted their letters and other mail matter in the belief that the notice was a correct one, and we have every reason to believe that the Postmaster here carried out his instructions to the letter in posting it up.

Being convinced by what we heard from up-river sources, that the arrangements at Newcastle were not made with any reference whatever to those officially announced at Chatham, the Editor of this paper visited the Newcastle Post Office on Friday morning and there learned from the Postmaster that his orders from the Post Office Inspector were to despatch the mails for Fredericton on Wednesdays and Fridays at *ten a. m.* We subsequently, learned that the Postmaster had been sending the mails up, latterly, by the Contractor when the latter made his trip on the 10.15 boat to connect with the train for St. John, but it was all the same, for the stage left at ten, taking with it only the Newcastle mail, and all the other mails lay over for three or four days as the case might be.

The Editor at once represented the whole matter by letter to the Inspector at St. John and asked for an explanation and an immediate change.

The result of such postal management was adding materially to the just indignation of the people on the route between Miramichi and Fredericton over the reduction of their mails from a tri-weekly to a semi-weekly service; it was causing permanent injury to all classes, for as the people up-river do most of their business with Chatham they were, in many cases, obliged to come down personally with their own teams because letters could not pass between themselves and their correspondents without a delay that almost prohibited business.

The postal authorities may not attach much importance to such matters, but we have no hesitation in saying that there is no excuse, whatever, for management which so palpably bears the impress of incompetency.

As we write we receive the assurance that the Post-office Inspector was not aware that the connection was not made between the Chatham and Newcastle mails, and that he has given orders for despatch from Chatham on Wednesday and Friday mornings in time to connect with the stage from Newcastle on those days.

Had we known before that such a state of things could be—that it was suspected at the Chatham office and positively known at the Newcastle office, ever since May 1st, and not reported, and no effort whatever made to effect a change—we would have done all we could to have a better arrangement effected before this late day. As it is the letter to the Inspector has brought the assurance of a change.

We have already expressed, in the ADVANCE, the dissatisfaction of the people with the withdrawal of one mail a week from the route under discussion. They have our full sympathy in the matter and, in a few days, they will be called upon to sign petitions to the Postmaster-General for a restoration of the old arrangement. The business between the ports of the Miramichi and the settlements along its banks is so large, and the quick exchange of correspondence between the mill-owners and merchants and the lumber operators, farmers and fishermen of such importance, that at least three mails a week have become an imperative necessity. The Post-office Department has acted unwisely and unjustly towards the interests involved in lessening the mail facilities, and the demand of the people for their restoration is one that cannot be much longer ignored.

The Railway Question.

The *Telegraph* has made up its mind to speak out on the Railway question at last, and it utters precisely the same sentiments entertained and expressed by this paper nearly three months ago. While we are glad to find so able a paper on the side which we think right, we cannot allow our own position to be misrepresented by it. Our cotemporary says:

"Our friends of the *Post, Advance, Times*, etc., probably mistake the position of the *Telegraph*. We are not opposed to or in favor of any particular line of railroad at present. As to contracts actually made, we wish the Government to do their part, while holding the promoters of the railroads to strict account, and requiring them to do theirs. In any case in which the Government has promised to enter into a contract, as perhaps in the case of the Richibucto branch, we wish them to carry out their engagements. Beyond this we are utterly opposed to the making of any contract for any line great or small, before the Government shall report to the Legislature on the subject of ways and means. The reasons for this, arising out of the state of our finances, arising out of the non-realization of our expectations as to a full settlement with the Dominion Government, and as to doubts as to the renewal of the subsidy, have been very fully touched on in these columns. We cannot approve of robbing the great roads and bye-roads and schools of the country of the large sums required to pay the interest on the number of miles of railroad indicated in the Subsidy Act of 1874, unless that the half million or more dollars we claim from Canada can be obtained and the subsidy renewed at least for a time, or such an addition to our financial resources secured as will enable the Government to show that if any Company does do, what we believe neither the Central nor the Miramichi Valley has yet done, show that it has the means of building the proposed road, the country will be able to pay the interest on the proposed subsidies."

The above is precisely what the ADVANCE urged all along, and while doing so we took occasion to blame the *Telegraph* for not taking *some* stand on the question. Whether it did not attach sufficient importance to the matter, or was quiet from other causes, we cannot say, but the country knows that it was silent on the subject up to within about a fortnight ago, when it was known that the Government had made up its mind to resist the influences brought to bear in favor of the Central. Then, the *Telegraph* began to speak out, but its utterances were not clear and pronounced. The above is the first well-defined expression of its views that we have seen, and if we have been mistaken about them it is only because they were never published up to the time we urged it to break its studied silence. So far as the ADVANCE is concerned, therefore, it has made no mistake in reference to the the position of the *Telegraph*, as it has not alluded to that paper's attitude on the Railway question since the latter found it convenient to define it. We may remark that many persons are under the impression that our cotemporary was feeling the local ministerial pulse for several months, and could not, at an earlier date, say anything that might irritate the patient. Be that as it may, we are gratified to find that the Government and *Telegraph* are in accord with the ADVANCE on so important a question.

Repudiation.

The *News* is discussing what it calls "The Repudiation Question" and is waging war with a number of newspaper correspondents whose efforts appear in other journals. The articles it publishes are all written in the interest of the proposed Central Railway and are aimed against the policy suggested by the ADVANCE in March last in reference to provincial subsidies to Railways. The *News* does not admit that the finances of the province are too low to stand the drafts it proposes shall be made upon them, and it is quite, evident that the whole game of the *News* is to gain political strength for a certain gentleman who stands sadly in need of a great deal of bolstering just now.

We accept the Times' Apology.

Referring to the retort we made upon the discreditable personal allusion of the *Times* to the editor of the ADVANCE, the *Times* says it was based upon "a stupid joke" of its own the week previous:

If we had thought that it was merely the stupidity of our friend of the *Times* that led him into the error, we would not have administered what the *News* calls a dignified rebuke. We are really sorry that he has occasion to feel so humiliated and also that he has, after admitting his fault, followed the example of the sick dog of the Scriptures. As we never deal in personalities, however, we accept the admission that the offensive words were used only as "a stupid joke" and leave the *Times* to a continuance of the discussion of the circumstances under which that wonderful man, Mr Stevens, lost his Government office.

The "Watchman" and the Fishery Question.

Our cotemporary, the *Watchman*, will please excuse us for not arguing the Fishery Question further with it. The subject is pretty well understood by the readers of the ADVANCE and as the *Watchman* either wilfully misrepresents our position, or lacks the capacity to understand it, no good can grow out of our repeating what we have already said in regard to the matter. We have not threatened the fishermen with the vengeance of the government when they shall learn that their riparian rights claims, made at Mr. Mitchell's suggestion, cannot be entertained by the court of appeal, and if the *Watchman* were actuated by honorable motives it would not so misrepresent us as to say we have. It makes little difference, however, to that paper what the means are, so long as its ends are attained, and we presume it may as well serve the malignant spirit that controls it at our expense as that of any other paper.

A just Sentence.

Brown and Amos, convicted of Arson in Fredericton, as announced by us last week, were sentenced on Thursday. The jury had recommended them to mercy; on what grounds, however, no one could understand as the crime they had committed was attended with no palliating circumstances. They had entered a shop over which its owner and his family resided and, after robbing it, had set it on fire and made off without caring whether the family perished in the flames or not. Fortunately their fiendish purpose was thwarted by the fire being discovered in time to save the building and expose the robbery. Had the family been burned alive we presume the jury would not have thought of making the stereotyped recommendation which certainly did their intelligence no credit. Chief Justice Allan sentenced the prisoners to twenty years each in the Penitentary and the punishment although a terrible one, is felt to be just and right.

OUR PHILADELPHIA LETTER and other interesting matter will be found on the first page.

I. C. R. — The finishing of the Intercolonial this side of St. Flavie is said has been delayed by a want of fish plates. There are some thirty-five miles of track yet to receive a first lift of ballast. It is believed, however, that the line will be opened all the way through about 20th June.

THE EMMA MINE.—The Congressional Foreign Affairs Committee's report on General Schenck condemns in severe terms his course, while Minister at the Court of St. James, in becoming a director of the Emma Mining Company, and characterizes it as unfortunate, ill-advised, and incompatible with the position of United States Minister.

GENERAL ASSEMBLY. — The General Assembly of the Presbyterian Church in Canada is to commence its first annual session on Thursday, 8th June, at Toronto. Rev. Messrs. Anderson of Newcastle and Allan of Chatham are to be present from the Miramichi Presbytery. We shall have a special correspondent in attendance at the Assembly and our readers will get the benefit of his observations.

UGLY CHARGES.—The Philadelphia correspondent of the Toronto *Mail* asserted in one of his letters that the Canadian Commissioner, Mr. Perreault, received twenty per cent. of the amount paid the workmen employed in fitting up the Canadian department of the Exhibition. Mr. Perreault has through his solicitors brought an action against the *Mail*, and the *Mail's* correspondent asserts that he has threatened his life.

INCREASING CIRCULATION. — Merchants and other advertisers, as well as those in the community who appreciate the value of a good paper, will be pleased to learn that the circulation of the ADVANCE has increased so rapidly of late and to such proportions, as to require the addition of new press facilities, which we are about to provide. We are also adding new type and other plant to the office to meet the requirements of increasing business in the job printing line.

"FOREST AND STREAM" is the most reliable and thorough Sportsmen's journal in America. Its chief Editor, Chas. Hallock, Esq., formerly of the St. John press, is a scientific angler and hunter, besides being an educated gentleman. He takes a deep interest in New Brunswick fishing and sporting matters, and those who wish to keep themselves abreast of the times in such matters should have *Forest and Stream* sent to them regularly. The Editor of the ADVANCE will be glad to forward subscriptions for anyone who may desire him to do so. The price of the paper is $5 a year postage paid by publisher.

Correspondence.

[We invite correspondence on all local subjects, and will be glad to publish anything that will advance the interests of our readers, individually, or of the communities in which they live. Local News Items, Notices of Improvements—either moral or physical—Reports of Meetings, Agricultural, Lumbering, Fishing, Mechanical and other Industrial notes are especially welcome. We do not expect that all who desire to assist us in the above way are good writers, but that should not deter them from sending along their favors. We want the news and will see that it goes into the paper in proper shape.]

The Steam Fire Engine.

MR. EDITOR: Whenever a thrifty man or community attempts anything in the line of enterprise beyond the grasp of the scabby and dwarfed creatures who may be about him, or in it, a snarl and whine is sure to be set up by the latter. Of course, our Steam fire Engine has been too much for some of our citizens, whose oblique vision has spied out defects before a test has been made of the machine and whose imagination has squinted into the intentions of the Firewards. I would advise all observers, and especially those who cannot see well enough to distinguish spray from a fair stream, to wait awhile as by doing so they may render themselves a little less ridiculous than they now are in the eyes of their neighbors.

Yours,
BLIND TOM.

Chatham, May 31st.

Up River Notes.

LYTTLETON, May 27.

MR. EDITOR: The following will, no doubt, interest some of your readers:

THE FRESHET

on the Little Southwest and the Northwest is very high at present. Logs are scattered in all directions over the meadows, intervals and islands a distance of from one to two hundred yards from the river. Travelers have almost to swim their horses to get on the bridge at James Johnston's and foot passengers are ferried in a canoe. A large lot of logs are jammed against the bridge and they will undoubtly injure it if the jam is not broken.

A BEAR STORY.

Early in the Spring a bear came out of the woods on the Northwest river to the farm of Daniel Fergson Esqr., and found his way to the sheep yard, where he was attacked by the sheep

Local and General News.

MRS. MAUGER has been giving public Readings in Bangor.

FRESH SALMON are plentiful in the market, at $1.00 each.

NEW CHURCH. — The Roman Catholics are about to erect a church at Black Brook.

SHIPPING MASTER.—Capt. J. J. Brown has been appointed Shipping Master of the Port of Chatham.

SHIPPEGAN BREAKWATER is progressing quite rapidly towards completion under contractor Fay.

THE STEAM FIRE ENGINE has not received a second trial yet, owing to the non-arrival of the new rubber hose ordered by the Firewards.

DENTISTRY. — Dr. Haley is to visit Newcastle and Chatham about the last of June. Private business has prevented him from coming sooner.

A MONUMENT of Scotch granite, 26 feet in height, has been erected in Halifax to the memory of the late Alexander Keith. It cost £1000 sterling.

ANGLERS who wish to make a good selection of flies, rods or other fishing tackle will do well to call at the Miramichi Bookstore before the stock is reduced.

SALMON SHIPPERS will be interested in the advertisement of the consolidated E. and N. A. Railway, who are prepared to put iced fish through, all rail, in *quick time*.

THOSE RESOLUTIONS sent down from Chatham and passed at a meeting in Hardwicke, do not seem to pass so readily in other places. What are the wire-pullers doing?

CLOVER SEED.—The Select English Clover Seed, imported by the Northumberland Agricultural Society, can be procured at the stores of M. Searle, Chatham, and Wm. Masson, Jr., Newcastle.

"THE FRETFUL PORCUPINE OF THE NORTH" is what the *Times* calls our dignified friend of the Chatham *Advance*. Stevens, stop crying about that lost office and cease calling names.—*News*

A PACIFIC RAILWAY CONTRACT has been awarded to P. Purcell, Esq., late of the Intercolonial, who has a Mr. Hunter, of Welland, associated with him. The work undertaken by them is the Thunder Bay Branch.

HAIL! — A terrific hail storm evidently worse than that which visited Chatham in the summer of 1874, caused great damage in portions of New York and Pennsylvania on Sunday 21st May. Hail stones fell as large as hens' eggs.

DON'T READ THIS. — We just beg to hint that money is wanted badly at this office from those indebted to us. Those who have not yet paid their subscriptions would confer a favor by stepping into the Editor's office and settling.

SCHOOL LETTER: — Will our Chatham correspondent who sent a letter to this office, dated April 22nd, please call, as we desire to see him in reference to the complaint he makes. His letter is hardly fit for publication in its present shape.

PIANO TUNERS are becoming quite plentiful in Chatham. Three or four of them operated on the same instrument a few evenings since at a Chatham residence and, now, the owner of the piano says they could not have been tuners at all.

W. H. ADAMS, ST. JOHN, N. B., has no hesitation in saying that Spencer's Vesuvian Liniment is all it professes to be. One 30 cent bottle has accomplished in his family what the Doctors could not effect. Pain, time and money are saved by its use.

A LOSS. — As Rev. John Robertson of Tabusintac, accompanied by Mrs. Robertson, was driving towards Chatham on Friday last his horse lay down in the road and died. The animal is said to have been a good one and the cause of its death is not known.

DR. J. H. ARNOLD has established his office, at Mrs. Bowser's, Chatham, where he will remain until 31st inst. He makes specialties of diseases of the Eye and Ear, and cure of Cancer without the use of the knife. He can also be consulted on all diseases free of charge.

THE MOLLAMO'S LOST MAN:—We publish in our ship news column Capt. O'Neil's report of the loss of a seamen from the *Mollamo* on the voyage out. It shows that the staging did not give way with the man as stated last week. We are obliged to Capt. O'Niel for the correction.

MORE LAWYERS FOR MONCTON.—Mr. Harvey Atkinson purposes practising his profession as lawyer in Moncton instead of Dorchester. It is understood in well-informed circles that C. J. Sayre, Esq., Barrister-at-law, now located in Richibucto will shortly remove to Moncton.

STEALING FROM HIS EMPLOYER.—John Fraser, of Newcastle, an employee of R. R. Call, Esq., was convicted of stealing nine flasks of brandy from a case in that gentleman's warehouse. Justices Mason and Maltby were the sitting magistrates. The theft had been performed by gradual process. The prisoner paid a fine of $20 and costs.

QUEEN'S BIRTHDAY AT DALHOUSIE.—The 24th passed off quietly at Dalhousie. The day was generally observed as a Holiday, the shops being closed. The only attempt at sport was a foot race between three prominent gentlemen of the town. The winner, a light, active young man, was challenged for a race by an old lady of 72, but after mature consideraton declined the challenge.—*Tel.*

NEW STORE.—We have much pleasure in directing attention to the advertisement of Messrs R. F. Waddleton & Co., who have established themselves in the dry goods business in the Canada House store lately occupied by Mr. A. A. Lockerby. Mr. Waddleton is a young gentleman of large experience in the dry goods business and we hope he will receive a fair share of public patronage.

A CABLE DESPATCH of 25th May was received by Geo. H. Stuart, of Philadelphia, from Thos. Nelson at Edinburgh, announcing that an organic union was that day effected between the general assembly of the free church of Scotland and the reformed Presbyterian synod of Scotland, and thus two historic churches from that day became one in name, as they have heretofore been one in faith.

UPSET. — The second mate of the *Mary E. Chapman* and two others went sailing in the harbor on Sunday last in one of the ship's boats. When the squall came on, about four o'clock, they had an upset and were rescued by persons in another boat. Sailors have not a proper appreciation of the difference between a ship and a small boat and are generally sure to upset the latter whenever an opportunity presents itself.

GOOD NEWS FOR THE FISHERMEN.—Despatches received in the city yesterday contained the gratifying intelligence that the fishing schooners at Magdalen Islands had obtained full fares of herring—that the fish were actually thrown on the shore in winrows, and all that could possibly be stowed on board were taken. Our special despatch last night from Canso confirms this gratifying intelligence.—*Halifax Herald.*

PERSONAL. — Mr. D. McMillan, of Boiestown, who suffered amputation of parts of both feet last winter, is about again in good health.

The St John papers state that Hon. Wm. Muirhead and Messrs. Call, Adams, and Griffin are in Fredericton looking after the interests of the Miramichi Valley Railway.

OBITUARY.—The sympathy of the entire community is with Jas. W. Fraser, Esq. in the great loss he has sustained, which is recorded in our obituary column. The deceased lady, who was taken away just at a time when a happy life had opened to her, leaves one living babe, while another is enclosed in the same coffin with her. The funeral is to take place at two o'clock to-day, the interment to be at Newcastle.

THE "EVA."—Hon. Mr. Muirhead's bark, *Eva*, which was the first vessel to clear for the United Kingdom from this port, has met with a mishap, as reported in our ship news column. Mr. Jas. Carter, with R. Stapledon and Thos. Witten have gone in Mr. George Savoy's Pilot boat with materials to render any assistance that may be required in making repairs. It is possible the *Eva* may have resumed her voyage before they reach Pleasant Bay.

ROBBERY.— The store on Cunard St., occupied by Michael Searle Esq., was entered on Wednesday night and about $15 in silver stolen from a desk. An entrance was effected by bursting open a back door, whence admission was easily had to the front part of the store where the desk was kept; this was broken open and the bag containing the silver extracted. The till, containing about $2, was not visited.

A PROPOSED OCEAN VOYAGE.—Mr. Alfred Johnson announces his intention of crossing the Atlantic in a dory. Mr. Johnson is a Dane, bred to seafaring pursuits, and has been engaged in fishing from Gloucester, Mass., for the past five years. He has had a staunch dory constructed for his voyage, by Messrs. Higgins & Gifford, and will take aboard the necessary supplies and aids to navigation, and sail from this port about the last of May He is confident of a successful issue of his daring venture.—*Cap Ann Advertiser*

BRAYLEY *vs* ROSS.—Alex. Brayley, who was defeated by Wallace Ross in the Queen's Birthday Regatta at St. John issued a challenge to the latter on the next day. Ross signified his willingness to accept the challenge, and the friends of both parties met at the Bee Hive on Friday evening last. A match was made between the carsmen. They are to row a five mile race over the Brown-Morris course on the Kennebeccasis, on Thursday, the 15th of June. Stakes $200 a side. The men will go into training at once.

FIRE.—The *New Era* took fire near the smoke-stack on Wednesday afternoon, while on the trip to Newcastle. The flames blazed up in a lively manner and forced themselves out through convenient openings in the woodwork in such a way as to cause quite a flutter among the lady passengers. Capt. Call, Engineer Bell and others on board proceeded very deliberately to fight the danger, and soon succeeded in overcoming it. During the excitement one lady jumped from the steamer into a lumber-rafting boat that was towing astern, but there were no serious casualties.

THE LOBSTER BUSINESS.—The lobster factory recently started at Cape Bauld, Westmorland County, by Messrs Kimball & Jewett, is now in successful operation and doing a large business. Some idea of the magnitude of these gentlemen's operations may be estimated from the fact that they have facilities for putting up 20,000 tins of 1 lb. each per day. Already this firm put up this season in sixteen days 80,000 tins of lobsters, all being done in a thoroughly satisfactory manner. Men of the enterprise and push of Messrs. Kimball, & Jewett deserve every encouragement and success.—*Borderer.*

CANADIAN SHIPPING.—In the House of Commons on Tuesday last in the discussion of the Merchant Shipping Bill, Mr. Jenkins, member for Dundee, asked the Government whether they had received any representation from Canada requiring Canadian shipping to be excluded from the operation of the bill. The Chancellor of the Exchequer replied that the Canadian representatives in England had assented to the bill and it was undesirable that distinction should be made between Canadian and British flags. The Canadian shipping he said would be subject to no inconvenience. An attempt would be made to adapt a Canadian law having the same regulations in the ports of departure.

GULF PORTS SERVICE. — The Gulf Ports Steamer *Secret* has received a thorough overhauling since last fall. Her deck houses have been enlarged, affording increased accommodation for both officers and passengers, a ladies' dressing room being one of the most attractive and useful of the new apartments provided. The state rooms both on the saloon deck and in the lower cabin have been enlarged and increased so as to afford accommodation for 103 first class passengers instead of only sixty, as heretofore, while the dining saloon, pantries etc. have also been much improved. The steamer is to go on the marine slip at Pictou to-morrow and have her bottom painted and, in the meantime, the work of laying down carpets upholstering, etc. is to go on. Commodore Davison is yet in charge, with Mr. Geo. Straker as Purser. So good a vessel, with such an experienced and favorably known commander, ought to attract travelers and tourists.

Suicide.

A Black Point, Restigouche, correspondent writes:—

An inquest has just been held here by coroner J. U. Campbell, on the remains of Mr. Richard Carney whose body was found hanging in his own barn on Saturday morning (20th inst.) From the evidence it appeared that deceased had been uneasy in his mind for some time and that temporary insanity caused him to commit suicide. The verdict was in accordance with the facts.

Trade of Chatham.

The following shows the Imports and Exports of Chatham for the month of May 1876, as compared with the corresponding period last year.

IMPORTS.

	Imported.	Consumption.	Duty.
May, 1875.	$64,682	$62,849	$9,856.69
do. 1876.	40,973	33,026	6,284.25

EXPORTS.

May 1876, to United Kingdom, 721,409 S. f. dl., &c.
Value of Exports,—1876,—$39,025.
do. do. do. 1876, 7,258.

Presentation at Bathurst.

Our Bathurst correspondent writes:—

On Monday morning 29th May, Mr. Charles Albert DesBrisay Esq., Barrister of Bathurst, left his native town *en route* for Kingston, to enter the Military college. Mr. DesBrisay passed a very creditable examination and entered first of the candidates admitted on 2nd May last.

This speaks well for the young gentleman himself, and reflects credit upon his Teacher, Mr. J. A. Freeze, the Principal of the Bathurst High School.

On Sunday he was presented by the teacher and scholars of St. George's sabbath school, with a handsomely bound copy of Tennyson's poems, as a token of their esteem for him, and appreciation of his services as Librarian—he carries with him the best wishes of his friends.

Ice in the Gulf.

The S. S. *Secret*, Capt. Davison, arrived from Quebec at 8 o'clock yesterday morning. She left that port at 4 p. m. on Saturday last, and reached Gaspe at the same hour on Monday. She encountered a great deal of ice in Gaspe Bay, inside of Sand Point, and experienced much difficulty in getting to her wharf there. On the way to Dalhousie she was hindered considerably by floating ice. She left Dalhousie at 7 p. m. on Tuesday last, and at half - past ten fell in with ice off Bonaventure, which she did not get clear of until one o'clock on Wednesday morning. An hour later she was again surrounded by ice off Bonaventure Island and encountered it all the way to Paspebiac, off which she was obliged to run 30 miles eastward to clear it. East of Miscou, also, there was ice in heavy masses for 25 miles.

A Horse Thief.

Mr. Thomas Mullans, of Newcastle, deserves credit for making a smart recapture of a stolen horse last week. The animal was taken from Mr. Mullans' barn on Wednesday night and the theft was discovered, early on Thursday morning, by Mr. James Ledden, who is Mr. Mullans' stable man. Mr. M. being informed of the fact was enabled by the effect of the rain the previous night to take the trail which led down river and out the Bathurst road. He drove, accompanied by Ledden, rapidly along and learned that a horsemen, well mounted, was ahead of him: at Wall's he found his game was being run down, as it was only half an hour in advance, and at Touhey's he was informed that a horse was feeding in the barn and the rider resting in the house. Mr. M. proceeded to the house and on mentioning his business the thief took to his heels and disappeared into the woods.

Mr. Mullans' horse is again at home, and a saddle (a very good one too) awaits an owner. It is a pity the enterprising rascal had not been collared and brought back, but his legs appear to have preserved his liberty for the present.

The Southwest Mails.

Recent changes have been made whereby the *Advance* does not reach its readers along the S. West until nearly a week after publication; the Manager was informed of this before the publication of the last paper, and yet he had not the manliness to speak out publicly, for fear of offending the Government, preferring doubtless to *write a private letter to the postal authorities* and beg for that which the public press has a right to demand. —*Advocate.*

We feel that a personal explanation of the above is necessary. As stated in another column we were not aware of the arrangement complained of until Thursday last after the forms of last week's paper were made up. The blundering appeared so outrageous that we could scarcely credit its existence. We desired to ascertain and proceed on the facts and the Editor of of the ADVANCE, accordingly, proceeded to Newcastle to learn them from the Postmaster there. The latter gentleman courtously gave the required information in his private office and the conversation was listened to by Mr. Wm. Anslow of the *Advocate* who stood in such a position outside in the part of the office devoted to the public as to enable him to hear what passed. He must, therefore, have become aware that the full facts were known to the Editor of this paper only on Friday last, and we cannot but hold him responsible to fair play and the public sense of manliness and honor for the palpable and malicious falsehood quoted above from his paper.

The lines which Messrs. Anslow's paper has in italics refer to what, we presume, was told them by a Derby gentleman, of a private conversation between the latter and the Editor of this paper on Friday or Saturday, when the facts of the matter having been represented to the Post Office Inspector, from this office, was spoken of. We do not care what the writer or writers of the above quoted paragraph may hear concerning this journal or the "Manager," either legitimately or by eaves-dropping in the Newcastle Post office and interviewing our friends in regard to private conversations, as there is nothing on our part to conceal, and the information gained may do them good, but it is to be regretted that they cannot make an honorable use of it.

A Series of Sailor's Cases.

John Gillan Venner is not much of a man to look at, but he was the hero of no less than six cases which were before the Police magistrate on Monday last. He shipped at Liverpool, as an able seaman, on board the barque *Mary E. Chapman*, which arrived here on Tuesday evening of last week, and the story he had to tell was one of tribulation deep. The litigation consisted of an assortment presenting both variety and a fine cast of characters, but owing to an unforseen and unprovided for contingency, arising under the Shipping laws of Canada, the proceedings were suddenly terminated just as the working out of the plot of the drama had reached the part where the tables are turned on the hitherto successful character.

In case No. 1 Venner charged the 2nd mate, Thomas Webber, with having beaten him one morning with the spanker sheet— (just the thing to do it with) said sheet being, according to Venner, as big round as the Magistrate's ink bottle — because he had the helm amidships when it should have been up. Sullivan, another sailor, was Venner's witness, but although he knew there was "a muss" at the wheel at the time referred to, he could not see the spanker business performed. He however, saw Venner crying in the forcastle after he had been relieved at the end of his watch, and believed the 2nd mate had spankered the complainant. This witness showed that Venner was not much of a sailor and his shipping as an able seaman was therefore a fraud.

Case No. 2 arose out of the dropping of some tar upon the deck by Venner after the vessel reached port. He had been ordered to tar down some rigging and hung the tar-bucket up in such a manner as to let the tar drop and *tarnish* the holystoned deck. He was then ordered to get a knife and scrape up the tar, which he did and then, feeling sick he turned in, when the 2nd mate entered the forcastle and pulled him out and cuffed him about the head face and body.

Case No. 3 was a complaint for assault preferred against the 1st mate, Charles Hinckley, by Venner, who swore that on account of ill usage he was sick on the morning of Thursday of last week, when the 2nd mate entered the forecastle and, having called him names and pulled and hauled at him to make him get him up, summoned the 1st mate, who, after calling him a name which conveyed a direct implication of canine origin, also pulled him out of his berth, punched his head and told him to clear ashore, the 2nd mate remarking that if he had the handling of him on that occasion he would "finish" him.

Up to this point the 2nd mate had been prevented from saying anything as a witness, because the law shuts the mouth of a person accused of assault, or any other criminal offence, but as he was not included in the charge against the 1st mate he was called and sworn. He stated that when he called Venner, on this occasion, and told him to get up, the latter said he was not going to obey, as he had been ashore and in consultation with a magistrate who knew more than he (the 2nd mate) did. Witness had some notion of pulling the refractory Venner out of his bunk, but he thought better of it and informed the mate that the man had refused to do duty. Then the mate and witness went to the forecastle, when Venner again refused to come on deck and do duty, and after a little parley he (Venner) went, very nimbly (for a sick man) out of the other door of the forecastle, and before the officers could get round it, was gone over the side, and down the Jacob's ladder to the wharf, from which he commenced a career of absence without leave. The witness swore positively that the mate did not lay a finger on Venner. He also swore that he himself had never laid a hand on him, although he had given him a mild kicking on three occasions.

Dinner-time arrived, and the court adjourned, but the complainant was detained in custody on charges of being absent without leave, desertion etc.—3 in number. After dinner, one of these cross-actions was gone into and the evidence was shaping well for a conviction when Counsel for Venner took the point that no entry of the fact of the absence of his client without leave had been made in the Ship's log as required by the Canadian Shipping Act.

Counsel for the Captain contended that such entry was not absolutely required to be made until within twenty-four hours of the ship's arrival at her final port of discharge but the magistrate held that, as required by the law, the entry should have been made, if practicable.

The Captain showed that his log book was in the hands of the Collector of Customs at the time of the absence of Venner and subsequently, although he had made the entry in the Ship's journal. The magistrate dismissed the case however, on the ground that the entry had not been made in the Log book before the action was brought into court. He showed that the book could have been procured from the collector. The other two cross-actions were also allowed to drop.

The charges of assault against the 2nd mate were adjuged as proven, and fines of $6.00 and $4.00 respectively, with costs, were imposed upon him.

The charge against the 1st mate was dismissed on the ground that the evidence of the complainant and that of the 2nd mate were directly contradictory and the magistrate had doubts as to which was most credible. He could not, therefore, justify himself in imposing a penalty. Costs in this case were given against Venner.

Mr. Tweedie appeared for Venner, and Mr. Johnston for the ship's officers.

MARRIED

At Napan, on the fourth of May, by the Rev. J. Allen, Mr. Alexander Brimner, to Janet, second daughter of the late Robert Loggie.

DIED.

At Chatham on Wednesday 31st May, after a brief illness, Elizabeth Alice, wife of James W. Fraser, aged 22 years.

The funeral will take place from her late residence (near St. John's Church) to-day, Friday, at 2 p. m. The remains will be interred at Newcastle, and will be taken to Newcastle Ferry via the south side of the river.

CHATHAM POLICE REPORT.

BEFORE G. A. BLAIR, ESQ.

May 29—Daniel Whelan, abusive language; fined $4 and costs.

Thomas Webber, assault and battery; fined $6 and costs.

Thomas Webber, assault and battery; fined $4 and costs.

Charles Hinckley, assault and battery: dismissed.

May 30—George Lyons, assault and battery; fined $4 and costs.

William Mulherran, assault; withdrawn.

Rose McGinnis, breaking windows; fined $2 and costs, or 2 months in jail.

Shipping Intelligence.

Consignees, Agents, Captains and others in possession of shipping news of interest to the people of the Northern and Gulf Ports, or our patrons in the United Kingdom, will confer favor on the Editor by communicating it to the office of this paper.

Port of Chatham.

ARRIVED.

Foreign Ports.

May 25—Bark Jenny, 488, Cornelissen, Limerick, ballast, Guy Stewart & Co.
do—Brig Betsy, 296, Lund, Norway, do, A. Morrison.
26—Bark Lyna, 304, Knudsen, do., do. do.
do—Bark Columbia, 446, Larsen, do., do. do
do—Brig Brasilienisen, 295 Nelson, Caiaia, do. Wm. Muirhead.
do—Bark Sunley, 336, Arnesen, Norway, do. do
do—Brig Rambler, 281, O'Neil, Limerick, do, Guy Stewart & Co.
27—Bark Industrie, Lawsen, Bourdeaux, do. J. B. Snowball.
do—Bark Finland, 540, Byornstad, Hull, do do
29—Bark St. Patrick, 707 McLean, Liverpool, do, Guy Stewart & Co.
do—Brig Hydra, 290, Terancksen, Norway, do, Wm. Muirhead.
do—Brig Mary J. Wilbur, 250, Murphy, Dublin, do. do.
do—Bark Sambre Norge, 575, Turdlisen, London, do, J. B. Snowball.
do—Brig C. Newman, Gaedhehn, Delhoff, Belfast, ballast, J. B. Snowball.
30—Bark Saga, 348, Aenesen, Bristol, do, Wm. Muirhead.
do—Bark Norge, 435, Mathiesen, Limerick, do, do.
do—Bark Buskin, 449, Hoegh, Gloucester, do do.
do—Bark Hamirsa, 670, Ahern, Glasgow, do. Guy Stewart & Co
do—Bgt. A. B. Stronach, 492, Munro, Liverpool, coals, do.
do—Bark Augar, 460, Petersen, Rochefort, ballast, do.
do—Bark Sea Crest, 584, Bennett, Liverpool, do, do.
do—Bark Christiane, 509, Mathiesen, Norway, do. do
do—Bark Norden, 387, Helgesen, London, do. do.
do—Bark Proteus, 466, Jorgensen, Kinsale, do. do.
do—Bark Ouva, 445, Wright, Truro, do., A. Morrison.
do—Bktne Eldorado, 224, Quinn, Belfast, do., Guy Stewart & Co.
2—Bark Alerte, 320, Drelich, Liverpool, coals, do.
June 1—Bark Melbourne, 328, Johannesen, Liverpool, ballast, Wm. Muirhead.
do—Brig Dosdata, 348, Andersen, Norway, do, Guy Stewart & Co.
do—Bark Credo, 378, Siversten, do., do. do.

Coastwise.

May 26—Schr. Favorite, Hache, Tracadie, cargo, master.
do—Stmr. Miramichi, Bacquet, Pictou, cargo, Wm. Muirhead.
do—Schr. Perseverance, Marshaw, Buctouche, do, do.
29—Schr. Hannah G., Bell, New London, oats, do.
do—Schr. Annie W. Wilson, Charlottetown, ballast, Guy Stewart & Co
do—Schr. Thetis, Rourke, do., do. do.
do—Schr. Carrie, Bangel, do., do. do.
do—Bgt. D. W. Hennsey, Hennesy, Pictou, do., J. B. Snowball.
do—Schr. Joan, D'Arc, Gallant, Summerside, oats, Guy Stewart & Co.
do—Schr. Magdalen, Warren, do., do., master.
30—Schr. Marie Cecil, Dugay, Shippegan, ballast, do.
do—Schr. Bride, Bask, Tracadie, cargo, do.
June 1—Schr. City Point, Bell, New London, oats, etc., J. Anderson.
do—Schr. Secret, Davison, Quebec, cargo Wm. Muirhead.

CLEARED.

Foreign Port.

May 31 Lord Marysville, Nelson, Plymouth, deals, J. B. Snowball.

Coastwise.

May 29—Schr. Milo, McDougall, Charlottetown, lumber, Guy Stewart & Co.
do—Schr. Marmaduke, Warren, Bathurst, produce, master.
do—Schr. Lily, Allen, Summerside, lumber, do.
do—Sch. Wild Brier, McLeod, Charlottetown, do., A. Morrison.
do—Schr. Claymore, DeGrace, do., do., Wm. Muirhead.
do—Schr. Blink Bonnie, Swain, do., do., J. B. Snowball.

Port of Newcastle.

ARRIVED.

Foreign Ports.

May 26—Bark Cap, 534, Christiansen, Liverpool, coals, Gilmour Rankin & Co.
"—Bark Norton, 530, Davis, Belfast, D. & J. Ritchie.
"—Bark Active, 350, Jacobsen, Norway, do., do.
"—Ship Hamburg, 635, Jorgensen, do., do.
"—Bark Jardine Bros., 523, Neilson, Liverpool, goods, do., do.
22—Bark Norwegia, 396, Gundersen, Norway, ballast, do., do.
23—Bark Toivo, 506, Johannesen, Norway, do., do.
"—Schr. Blink Bonnie, 109, Swain, Boston, goods, do., do., and others.
27—Bark Vanskabet, 398, Swvig, Norway, ballast, D. & J. Ritchie & Co.
28—Bktine, Ocean Star, 189, Hill Belfast, do. do.
27—Bark Kongsverre, 462, Nelsom, Norway, do. do.
30—Bark Walborg, 634, Hansen, Liverpool, do. do.
do—Bark Presto, 622, Brown, Dublin, do. do
do—Ship St. Helena, 811, McCausland, Belfast, do., G. R. & Co.
do—Bark Miramichi, 581, Haggie, London, do. do.

Coastwise.

May 19—Stmr. California, Leslie, Montreal, flour, etc., R. R. Call.
20—Stmr. Hadji, Wilson, Montreal, do. do., put in for coal.
22—Stmr. Flamborough, Fraser, Montreal, general cargo, do. do.
"—Stmr. Miramichi, Bacquet, Quebec, do. do.
23—Stmr. Secret, Davison, Quebec, general cargo, do. do.
"—Schr. Vigilance, 90, Wolfe, Pictou, coals, do. do.
25—Schr. Claymore, 43, Degrace, Halifax, general cargo, George Burchill & others.
do—Schr. Alice, Myrick, 190, Powell, do. do., J. Fish and others.
26—Schr. Comet, 56, Boudrot, Pictou, coal, R. R. Call.
do—Schr. Abiona, 95, Terrio, do., do., do.
29—Schr. River Queen, 38, Sparrobridge, New London, oats, etc., D. & J. Ritchie & Co.

CLEARED.

Coastwise.

May 29—Stmr California, for Pictou.
"—Stmr. Hadji, for do.
22—Stmr. Flamborough, for Shediac and Pictou.
"—Stmr. Miramichi, for do.
"—Stmr. Secret, for Quebec.

Other Ports.

CLEARED.

May 3—Anogs, Rochfort, for Miramichi.
5—Nord, Terkeldsen, Liverpool, for do.
"—Bengal, Loring, do., for Bathurst.
6—Ebenezer, Gundersen, do., for Miramichi.
"—Sarah M. Smith, Sprague, Greenock, for Dalhousie.
"—Morland, Olsen, Barrow, for Miramichi.
"—Fjellstedt, Florness, Greenock, for do.
8—Prince Regent, Herwig, do., for do.
"—Malta, Montgomery, Liverpool, for do.
"—Odd, Neilson, Glasgow, for Richibucto.
9—Agathe, Bristol, for Miramichi.
"—Minnie Cameron, Marten, Greenock, for Miramichi.
"—Alf, Wroldsen, London, for do.
11—Index Greenock, for do.
do—Leo, Andersen, Hull for do
12—Der Lad, Dublin for do.
13—Augn, London for Richibucto.
do—Erna, do., for Miramichi.
do—Aura, Ashgrensen, Liverpool for Miramichi.
do—Wilhelm Foss, Neilson, Newport for do.,
17—Omi, Abrahamsen, Gloucester for do.
do—Queen of Hearts, Newry for do.
do—Trace, McNeil, Liverpool for Bathurst.
22—St. Patrick, North Sydney, for Miramichi.

Memoranda.

Capt. Drelich, of the bark "Alerte," reports the bark "Eva" of and from Miramichi, deal laden, in Pleasant Bay, Magdalen Islands, with bow ports stove by ice. Capt. of Eva hoped to make repairs, get vessel pumped out and continue voyage in a few days.

The "Sendre Norge" passed, on May 24, in lat. N 47, long W. 50, a ship showing the signals W. Q. R. C., from London to Quebec, who wished to be reported.

Passed Deal, May 12th, "Suez." Petersen, from London for Miramichi.

MEN LOST.—Capt. Munroe, of the Brigt. "A. B. Stronach," reports, left Liverpool on 3rd April; had fine weather for 10 days; afterwards experienced heavy westerly winds for five days. On 15th May, while in the Gulf of St. Lawrence, the weather having become fine, the watch was engaged in painting the ship outside, and in coming up to shift the stage, John Hughes, able Seaman, native of Liverpool, fell overboard. A life-buoy was immediately thrown to him and he got hold of it. The boats were put hard down and the main topsail laid to the mast, a boat put out and the man picked up. He was taken on board and all possible means employed to resuscitate him, but without effect. The body was buried on the 16th.

Notice to Mariners.

No. 10 of 1876.—SEVEN ISLANDS LIGHTHOUSE.—Notice is hereby given that the Lighthouse, on Carousel Island, one of the Seven Islands, Labrador, on the North Shore of the River St. Lawrence, destroyed by fire in 1872, has been rebuilt by the Government of Canada, and will be put in operation on the first of June next.

Lat. 50° 5' 49" N.
Lon. 66° 22' 44" W.

The light is a fixed white catoptric light elevated 206 feet above high water mark and in clear weather should be seen at a distance of 20 miles.

The building, which is a wooden one, painted white, consists of a square tower 30 feet high from base to vane, with keeper's dwelling attached.

No. 11 of 1876.—MARTIN RIVER LIGHTHOUSE.—Notice is hereby given that a Lighthouse, erected by the Government of Canada, at Martin River, on the South Shore of the River St. Lawrence, in the County of Gaspe and Province of Quebec, will be put in operation on the first of June next.

Lat. 49° 13' 25" N.
Lon. 65° 9' 0" W.

The light is a fixed white catoptric light, elevated 125 feet above high water mark, and in clear weather will probably be seen at a distance of 17 miles.

The building is a wooden one, painted white, and consists of a square tower 54 feet high from base to vane, with dwelling attached.

New Advertisements.

Insolvent Act of 1875.

In the Matter of Andrew A. Lockerby, an Insolvent.

A Writ of Attachment has been issued in this cause, and the creditors are notified to meet at my office, in Chatham, on THURSDAY, the Twenty-ninth day of June, instant, at eleven o'clock in the forenoon, to receive statements of his affairs, and to appoint an Assignee if they see fit.

Dated at Chatham, in the County of Northumberland, this First day of June, A. D., 1876.

JOHN ELLIS,
June 9 Official Assignee.

Insolvent Act of 1875.

Andrew Wilson, Plaintiff; and Andrew A. Lockerby, Defendant.

A Writ of Attachment has issued in this cause.

Dated at Chatham, in the County of Northumberland, this Thirty-first day of May, A. D., 1876.

JOHN ELLIS,
June 9 Official Assignee.

NOTICE.

I HEREBY give notice to all persons that my wife Catharine has left my bed and board without my consent, and without any justifiable cause, and I therefore forbid any person to harbor or maintain her or give her any credit whatever on my account, as I will not be responsible for any maintenance given to or debts contracted by her.

Dated 29th May, 1876.

JOHN DEVEREAUX,

Consolidated European and North American Railway,

B. E. SMITH, TRUSTEE.

SUMMER ARRANGEMENT.

ON and after June 5th, the EXPRESS TRAIN will leave St. John (ferry landing) at 8.15 a. m., for Fredericton, St. Stephen, Bangor, Boston, &c. FREIGHT at 1.15 p. m., and Local Express for Fredericton Junction at 4.30.

Express from Fredericton Junction will be due in St. John at 10.15 a. m., and from Bangor and Fredericton at 6.30. p. m.

SALMON,

Iced in Boxes, will be taken from St. John on Express Train, leaving at 8.15 a. m., and will be due in BOSTON following mouning at 6.30. The fish in Boston, will be delivered from the Boston Passenger Station, convenient to all the markets and Railroad lines, and teams can commence to move them on the immediate arrival of train.

Through rates, All Rail to Boston, to include transfer charges and customs entry, will be given by agents of I. C. Railway, and further information given on application.

H. D. M'LEOD,
Asst. Supt., St. John.

F. W. CRAM, Supt. Bangor.
St. John, N. B., May 29, 1876.

New Advertisements.

NEW GOODS.

The Subscriber has now received his Spring Stock of British, American and Canadian

HARDWARE,

including Handsome Gilt Window Cornices (something new); also a fresh Supply of IRON & STEEL, Cut & Wrought NAILS, PAINTS,

Olive,
Lard,
Wool,
Engine,
Lubricating & Paint

OILS.

Tar, Pitch, Resin, Rope, Canvas. Also, the usual Stock of

Staple Dry Goods, Clothing,

&c., at the lowest market prices.

Family Flour, Meal, &c.

THE CHEAPEST YET.

F. J. LETSON,
Water St., Chatham.

June 2nd, 1875.

London House,

CHATHAM, N. B.

JUST RECEIVED per late arrivals from Britain, the usual well selected Stock of STAPLE AND FANCY DRY GOODS. American White and Grey Cottons, White and Colored Ball Knitting Cotton.

A fine assortment of Ladies and Gents' Silk Scarfs and Ties.

- Always in Stock—

Groceries, Hardware and Cutlery, Carriage Springs, Axles and Mounting, Flour, Cornmeal, Granulated Sugar, Soap, Tea in Chests, Half and Quarter Boxes, at wholesale prices.

RICHARD HOOKEN.
Chatham, 2nd June, 1876.

DR. ALLEN HALEY, DENTIST,

Begs to inform his friends that he will visit Chatham and Newcastle. about the end of June, and will be glad to render his professional services to those who may favor him with their patronage.

PAPER AND ENVELOPES,

WHOLESALE,

—AT THE—

MIRAMICHI BOOKSTORE.

Crockery and Glassware.

JUST RECEIVED, a large assortment of CROCKERY & GLASSWARE. Also, A good assortment of GROCERIES, BISCUIT, &c.

J. & R. SINCLAIR.

BOAT FOUND.

A BOAT, about 14 feet long, with white bottom and green top, was picked up off Kacminac on 25th inst. The owner can obtain the same by proving property and paying expenses.

WM. HARRIS.
Escuminac, May 25th.

G. M. Cossitt & Bro.

BROCKVILLE,

ONTARIO.

Agricultural Implement Works.

ESTABLISHED IN 1851.

MANUFACTURERS OF COSSITT'S Improved Buckeye Mowers; Reapers; Ithaca Steel Tooth Horse Rake, 8 and 10 horse power; Thrashing Machines; Circular Saws; shingle and Heading Machines, on the most improved principles: now in use by prominent agriculturalists in Ontario, Quebec, and the Maritime Provinces.

The undersigned beg leave to inform the Farming community that they are prepared to fill all orders for the above Implements, at the following prices:—

Buckeye No. 1,	$90.00
" " 2,	80.00
" " 3, one horse,	75.00
New Model Mower—all Iron,	80.00
Wood Frame Model Mower,	80.00
Ithaca Steel Horse Rake, with self-Dumping Lever,	57.50
Circular Saw, (horse power),	45.00
8 Horse-Power Thrasher and Separator,	800.00

The advantages derived by Farmers in purchasing the above Implements are—

1st.—Their superiority over all competitors in lightness of draught, ease of management, simplicity, portability, safety, adaptation to all variety of surface or crop, strength and durability.

2nd.—The Buckeye is recognized as the Leading Machine wherever used. There are over 200,000 Buckeyes already in use.

3rd.—There is no Machine but will need repairs sooner or later, and by purchasing the Buckeye you will be able to get repairs at any time, at Chatham.

4th.—Any part of the castings which may break during the first season by means of flaws, will be replaced by returning the broken casting.

5th.—Parties desirous of purchasing Machinery will consult their best interest by addressing or calling on us before purchasing elsewhere.

Terms of payment liberal, and Machines set in operation by agents when required.

We are also Agents for the Iron Harrow, Steel Ploughs, Cultivators, Horse Hoes, Straw Cutters, 2 Horse-Power Thrashing Machines, Road Scrapers, Shingle Machines, Drag Saws, Cook and Box Stoves, Horse Forks, and the Ottawa Agricultural Fire Insurance Co.

F. D. McNAUGHTON,
AND G. VANSTEENBERG.

Chatham, May 24, 1876.

N. B.—A few good Agents wanted.

TENDERS will be received by this Department at OTTAWA, up to the 30th June next, for the construction of two Range Light Towers at Big Tracadie River, Gloucester County, N. B.

Plans and Specifications may be seen at the residence of Wm. Ferguson, Esq., Tracadie, at the Office of the Inspector of Lights, Newcastle, and at the Custom House, Bathurst, where also forms of Tender can be procured by intending contractors.

Tenders to be addressed to the undersigned, and marked on the outside "Tender for Big Tracadie Range Lights."

WM. SMITH,
Deputy Minister of Marine, &c.

Department of Marine and Fisheries,
OTTAWA, 17th May, 1876. Jun 9

PRINTING.

THE BEST ASSORTMENT of JOB TYPE, and the execution of the best and cheapest

JOB PRINTING,

At the office of the "ST. LAWRENCE ADVANCE," Chatham.

THE GREAT FEMALE REMEDY.

Clarke's Periodical Pills.

This invaluable Medicine is unfailing in the cures of all those painful and dangerous diseases to which the female constitution is subject. It moderates all excesses and removes all obstructions and a speedy cure may be relied on.

In all cases of nervous and spinal affections, pains in

The Tour of the World in Eighty Days.

CHAPTER XIII.—*Continued.*

Mr. Fogg and his companions waited for night. As soon as the shadows fell, towards six o'clock in the evening, they determined to make a reconnaisance around the pagoda. The last cries of the fakirs had died out. According to their customs, the Indians were plunged in the heavy intoxication of "hang," liquid opium mixed with an infusion of hemp, and it would perhaps be possible to slip in between them to the temple.

The Parsee guiding, Mr. Fogg, Sir Francis Cromarty and Passepatout advanced noiselessly through the forest. After ten minutes' creeping under the branches they arrived on the edge of a small river, and there by the light of iron torches at the end of which was burning pitch, they saw a pile of wood. It was the funeral pile, made of costly sandal wood, and already saturated with perfumed oil. On its upper part the embalmed body of the rajah was resting, which was to be burned at the same time as his widow. At one hundred paces from this pile rose the pagoda whose minarets in the darkness pierced the tops of the trees. "Come!" said the guide in a low voice.

Soon the guide stopped at the end of a clearing lit up by a few torches. The ground was covered with groups of sleepers, heavy with drunkenness.

In the background, among the trees, the temple of Pillaji stood out indistinctly. But to the great disappointment of the guide, the guards of the rajah, lighted by smokey torches, were watching at the door, and pacing up and down with drawn sabres. Phileas Fogg and Sir Francis Cromarty understood as well as himself that they could attempt nothing on this side. They stopped and talked in a low tone.

"Let us wait," said the brigadier-general, "it is not eight o'clock yet, and it is possible that these guards may succumb to sleep."

"That is possible, indeed," replied the Parsee.

Phileas Fogg and his companions stretched themselves out at the foot of a tree and waited!

They waited thus until midnight. The situation did not change. The same watching outside. It was evident that they could not count on the drowsiness of the guards.

After a final conversation, the guide said he was ready to start. Mr. Fogg, Sir Francis, and Passepartout followed him. They made a pretty long detour, so as to reach the pagoda by the rear.

About a half hour past midnight they arrived at the foot of the walls, without having met any one. No watch had been established on this side, but windows and doors were entirely wanting.

But it was not sufficient to reach the foot of the walls, it was necessary to make an opening there. For this operation Phileas Fogg and his companions had nothing at all but their pocket knives. Fortunately, the temple walls were composed of a mixture of bricks and wood, which could not be difficult to make a hole through. The first brick once taken out, the others would easily follow.

They went at it making as little noise as possible. The Parsee, from one side, and Passepartout, from the other, worked to unfasten the bricks, so as to get an opening two feet wide.

The work was progressing, but—unfortunate mischance—some guards showed themselves at the rear of the pagoda, and established themselves there so as to hinder an approach.

It would be difficult to describe the disappointment of these four men, stopped in their work.

"What can we do but leave?" asked the general in a low voice.

"We can only leave," replied the guide.

"Wait," said Fogg. "It will do if I reach Allahabad to-morrow before noon."

"But what hope have you?" replied Sir Francis Cromarty. "It will soon be daylight, and—"

"The chance which escapes us now may return at the last moment."

The general would have liked to read Phileas Fogg's eyes.

What was this cold-blooded Englishman counting on? Would he, at the moment of the sacrifice, rush towards the young woman, and openly tear her from her murderers?

That would have been madness, and how could it be admitted that this man was mad to this degree? Nevertheless, Sir Francis Cromarty consented to wait until the denouement of this terrible scene. However, the guide did not leave his companions at the spot where they had hid, and he took them back to the foreground of the clearing. There, sheltered by a clump of trees, they could watch the sleeping groups.

In the mean time Passepartout, perched upon the lower branches of a tree, was meditating an idea which had first crossed his mind like a flash, and which finally imbedded itself in his brain.

He had commenced by saying to himself, "What madness!" and now he repeated, "Why not, after all? It is a chance, perhaps the only one, and with such brutes—"

At all events, Passepartout did not put his thought into any other shape, but he was not slow in sliding down, with the ease of a snake, on the lower branches of the tree, the end of which bent toward the ground.

The hours were passing, and soon a few less sombre shades announced the approach of day. But the darkness was still great.

It was the time fixed. It was like a resurrection in this slumbering crowd. The groups wakened up. The beating of tam-tams sounded, songs and cries burst out anew. The hour had come in which the unfortunate was to die.

The doors of the pagoda were now opened. A more intense light came from the interior. Mr. Fogg and Sir Francis could see the victim, all lighted up, whom two priests were dragging to the outside. It seemed to them, that shaking off the drowsiness of intoxication by the highest instinct of self-preservation, the unfortunate woman was trying to escape from her executioners. Sir Francis' heart throbbed violently, and with a convulsive movement seizing Phileas Fogg's hand, he felt that it held an open knife.

At this moment, the crowd was agitated. The young woman had fallen again into the stupor produced by the fumes of the hemp. She passed between the fakirs, who escorted her with their religious cries.

Phileas Fogg and his companions followed her, mingling with the rear ranks of the crowd.

Two minutes after, they arrived at the edge of the river, and stopped less than fifty paces from the funeral pile, upon which was laying the rajah's body. In the semi-obscurity, they saw the victim, motionless, stretched near her husband's corpse.

Then a torch was brought, and the wood, impregnated with oil, soon took fire.

At this moment, Sir Francis Cromarty and the guide held back Phileas Fogg who in an impulse of generous madness was going to rush towards the pile.

But Phileas Fogg had already pushed them back, when the scene changed suddenly. A cry of terror arose. The whole crowd, frightened, cast themselves upon the ground.

The old rajah was not dead, then; he was seen suddenly rising upright, like a phantom, raising the young woman in his arms, descending from the pile in the midst of the clouds of smoke which gave him a spectral appearance.

The fakirs, the priests, overwhelmed with a sudden fear, were prostrate, their faces to the ground, not daring to raise their eyes, and look at such a miracle!

The inanimate victim was held by the vigorous arms carrying her, without seeming to be much of a weight. Mr. Fogg and Sir Francis had remained standing. The Parsee had bowed his head, and Passepartout, without doubt, was not less stupefied.

The resuscitated man came near the spot where Mr. Fogg and Sir Francis Cromarty were, and said shortly:—

"Let us be off!"

It was Passepartout himself who had slipped off the pile in the midst of the thick smoke! It was Passepartout who, profiting by the great darkness still prevailing, had rescued the young woman from death! It was Passepartout, who, playing his part with the boldest good luck, passed out in the midst of the general fright!

An instant after the four disappeared in the woods, and the elephant took them onward with a rapid trot. But cries, shouts, and even a ball, piercing Phileas Fogg's hat, apprised them that the stratagem had been discovered.

Indeed, on the burning pile still lay the body of the old rajah. The priests, recovering from their fright, learned that the abduction had taken place.

They immediately rushed into the forest. The guards followed them. Shots were fired; but the abductors fled rapidly, and in a few moments, they were out of range of balls or arrows.

CHAPTER XIV.—IN WHICH PHILEAS FOGG DESCENDS FROM THE ENTIRE SPLENDID VALLEY OF THE GANGES WITHOUT EVER THINKING OF LOOKING AT IT.

The bold abduction had succeeded. An hour after Passepartout was still laughing at his success. Sir Francis Cromarty grasped the hand of the brave fellow. His master said to him:—"Good," which in that gentleman's mouth was equivalent to high praise. To which Passepartout replied that all the honor of the affair belonged to his master. As for himself he had only had a "droll" idea, and he laughed in thinking that for a few moments he, Passepartout, the former gymnast, the ex-sergeant of firemen, had been the widower of a charming woman, an old embalmed rajah!

As for the young Indian widow, she had no knowledge of what had passed. Wrapped up in traveling cloaks, she was resting in one of the howdahs.

Meanwhile the elephant, guided with the greatest certainty by the Parsee, moved on rapidly through the still dark forest. One hour after having left the pagoda of Pillaji, he shot across an immense plain. At seven o'clock they halted. The young woman was still in a state of complete prostration. The guide made her drink a few swallows of water and brandy, but the stupefying influence which overwhelmed her continued for some time longer. Sir Francis Cromarty, who knew the effects of intoxication produced by inhalation of the fumes of hemp, had no uneasiness on her account.

But if the restoration of the young woman was not a question in the general's mind, he was not less assured for the future. He did not hesitate to say to Phileas Fogg that if Mrs. Aouda remained in India, she would inevitably fall again into the hands of her executioners. These fanatics were scattered throughout the entire peninsula, and notwithstanding the English police, they would certainly be able to recapture their victim, whether at Madras, at Bombay, or at Calcutta. And in support of this remark, Sir Francis quoted a fact of the same nature which had recently transpired. According to this view, the young woman would really not be safe until after leaving India.

Phileas Fogg replied that he would note these remarks and think them over.

Towards ten o'clock the guide announced the station of Allahabad. The interrupted line of the railway recommenced there, whence trains traverse, in less than a day and a night, the distance separating Allahabad from Calcutta.

Phileas Fogg ought then to arrive in time to take a steamer which would not leave until the next day, October 25, at noon, for Hong Kong.

The young woman was placed in a waiting room of the station. Passepartout was directed to purchase for her various articles of dress, such as a robe, shawl, furs, etc., whatever he would find. His master opened an unlimited credit for him.

Passepartout went out immediately and ran through the streets of the city. Allahabad, that is, the "City of God," is one of the most venerated of India, on account of its being built at the junction of two sacred rivers, the Ganges and the Jumna, whose waters attract pilgrims from the whole peninsula. It is said also that, according to the legends of the Ramayana, the Ganges takes its source in heaven, whence, thanks to Brahma, it descends upon the earth.

In making his purchases, Passepartout had soon seen the city, at one time defended by a magnificent fort, which has become a State prison. There are no more commerce and no more manufactures in this city, formerly a manufacturing and commercial point. Passepartout, who vainly sought a variety shop, such as there was in Regent street a few steps off from Farmer & Co., found only at a second-hand dealer's, an old whimsical Jew, the objects which he needed—a dress of Scotch stuff, a large mantle, and a magnificent otter-skin pelisse, for which he did not hesitate to pay seventy-five pounds. Then, quite triumphant he returned to the station.

Mrs. Aouda commenced to revive. The influence to which the priests of Pillaji had subjected her, disappeared by degrees, and her beautiful eyes resumed all their Indian softness.

When the poet-king, Ucaf Uddaul celebrates the charms of the Queen of Ahemhnagara, he thus expresses himself:—

"Her shining tresses, regularly divided into two parts, encircle the harmonious outlines of her delicate and white cheeks, brilliant with their glow of freshness. Her ebony eyebrows have the form and strength of the bow of Kama, god of love; and under her long silken lashes, in the black pupil of her large limpid eyes, there float, as in the sacred lakes of the Himalaya, the purest reflections, of the celestial light. Fine, regular, and white, her teeth shone out between her smiling lips, like dew drops in the half-closed bosom of the pomegranate blossom. Her ears, types of the symmetric curves, her rosy hands, her little feet curved and tender as lotus buds, shine with the splendor of the finest pearls of Ceylon, the most beautiful diamonds of Golconda. Her delicate and supple waist, which a hand can clasp, heightens the elegant outline of her rounded figure, and the wealth of her bosom, where youth in its prime displays its most perfect treasures, and under the silken folds of her tunic she seems to have been modeled in pure silver by the divine hand of Vicvarcarma, the immortal sculptor."

But, without all this poetic amplification, it is sufficient to say that Mrs. Aouda, the widow of the rajah of Bundelcund, was a charming woman in the entire European acceptation of the phrase. She spoke English with great purity, and the guide had not exaggerated in asserting that this young Parsee woman had been transformed by education.

Meanwhile the train was about to leave Allahabad. The Parsee was waiting. Mr. Fogg paid him the compensation agreed upon, without exceeding it a farthing. This astonished Passepartout a little, who knew everything that his master owed to the devotion of the guide. The Parsee, in fact, had risked his life voluntarily in the affair at Pillaji; and if, later, the Hindoos should learn it, he would hardly escape their vengeance.

The question of Kiouni also remained. What would be done with an elephant bought so dearly?

But Phileas Fogg had already taken a resolution upon this point.

"Parsee," he said to the guide, "you have been serviceable and devoted. I have paid for your service, but not for your devotion. Do you wish this elephant? It is yours."

The eyes of the guide sparkled.

"Your honor is giving me a fortune!" he cried.

"Accept, guide," replied Mr. Fogg, "and I will be yet your debtor."

"Good!" cried Passepartout. "Take him, friend! Kiouni is a brave and courageous animal."

And going to the brave animal he gave him some lumps of sugar, saying:

"Here, Kiouni, here, here!"

The elephant uttered some grunts of satisfaction. Then taking Passepartout by the waist, and encircling him with his trunk, he raised him as high as his head. Passepartout, not at all frightened, caressed the animal, who replaced him gently on the ground, and to the shaking of the honest Kiouni's trunk there answered a vigorous shaking of the good fellow's hand.

A few moments after, Phileas Fogg, Sir Francis Cromarty, and Passepartout, seated in a comfortable car, the best seat in which Mrs. Aouda occupied, were running at full speed towards Benares.

Eighty miles at the most separate this place from Allahabad, and they were passed over in two hours.

During this passage the young woman completely revived; the drowsy fumes of the "hang" disappeared.

What was her astonishment to find herself on this railway, in this compartment, clothed in European habiliments, in the midest of travelers entirely unknown to her.

At first her companions gave her the greatest care, and revived her with a few drops of liquor; then the brigadier-general told the story. He dwelt upon the devotion of Phileas Fogg, who had not hesitated to stake his life to save her, and upon the denouement of the adventure, due to the bold imagination of Passepartout.

Mr. Fogg let him go on without saying a word. Passepartout, quite ashamed, repeated that "it was not worth while."

Mrs. Aouda thanked her deliverers profusely, by her tears more than her words. Her beautiful eyes, rather than her lips, were the interpreters of her gratitude. Then, her thoughts carrying her back to the scenes of the suttee, seeing again the Indian country where so many dangers still awaited her, she shuddered with terror.

Phileas Fogg understood what was passing in Mrs. Aouda's mind, and, to reassure her, offered, very coolly, to take her to Hong Kong, where she might remain until this affair had died out.

Mrs. Aouda accepted the offer gratefully. At Hong Kong there resided one of her relatives, a Parsee like herself, and one of the principal merchants of that city, which is entirely English, though occupying a point on the Chinese coast.

At half-past twelve, noon, the train stopped at the Benares station. The Brahmin legends assert that this place occupies the site of the ancient Casi, which was formerly suspended in space between the zenith and the nadir, like Mahomet's tomb. But at this more material period Benares, the Athens of India, in the saying of the Orientals, was prosaically resting on the earth, and Passepartout could for an instant see its brick houses, its clay huts, which gave it a very desolate appearance, without any local color.

Here was where Sir Francis Cromarty was going to stop. The troops which he was rejoining were camping a few miles to the north of the city. The brigadier-general then made his adieus to Phileas Fogg, wishing him all possible success, and expressing the wish that he would recommence the journey in a less original, but more profitable manner. Mr. Fogg pressed lightly his companion's fingers. The parting greetings of Mrs. Aouda were more demonstrative. She would never forget what she owed Sir Francis Cromarty. As for Passepartout he was honored with a hearty shake of the hand by the general. Quite affected, he asked where and when he could be of service to him. Then they parted.

[*To be continued.*]

TIME TABLE!

MAY, 1876.

STM'R "ANDOVER,"

CAP'T BEATTIE.

THE Steamer "ANDOVER" will, on and after SATURDAY, MAY 6th, and until further notice, run as follows:—

MONDAY,

Leave Newcastle for Black Brook,	calling at Douglastown and Chatham,	4 A. M.
"	Black Brook for Chatham,	8 "
"	Chatham for Black Brook,	2 P. M.
"	Black Brook for Derby,	6 "

TUESDAY.

Leave Derby for Indiantown,		5 30 A. M.
"	Indiantown for Chatham,	7.30 "
"	Chatham for Newcastle,	12.30 P. M.
"	Newcastle for Indiantown,	3.15 "
"	Indiantown for Newcastle,	5.30 "

WEDNESDAY.

☞ Any work that may offer.

THURSDAY

Leave Newcastle for Redbank,		5 A. M.
"	Redbank for Chatham,	7.30 "
"	Chatham for Newcastle and Nelson,	12.30 P. M.
"	Newcastle for Redbank,	3.15 "
"	Redbank for Newcastle,	5.30 P. M.

FRIDAY.

Leave Newcastle for Indiantown,		4.30 A. M.
"	Indiantown for Chatham,	7.30 "
"	Chatham for Newcastle and Nelson,	12 30 P. M.
"	Newcastle for Indiantown,	3.15 "
"	Indiantown for Newcastle,	5.30 "

SATURDAY.

Leave Newcastle for Black Brook,		7 A. M.
"	Black Brook for Chatham,	10 "
"	Chatham for Black Brook,	12 noon
"	Black Brook for Chatham,	2 P. M.
"	Chatham for Black Brook,	4 "
"	Black Brook for Chatham, and Newcastle,	6.30 "

STM'R "NEW ERA,"

THE Steamer "NEW ERA" will, on and after TUESDAY, 2nd day of MAY, and until further notice, run as follows:—

Leave Newcastle for Douglastown and Chatham at 8.30 a. m., 12.30—4.30 and 7 p. m.

Leave Chatham for Douglastown, Newcastle and Nelson at 10.15 a. m., and 2.15 p.m.—and Leave Chatham for Douglastown and Newcastle only at 6.30 and 8 p.m.

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Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, and marked "Tender for Mail Service," will be received at Ottawa, until 12 o'clock, noon, on

Friday, the 30th June next,

for the conveyance of Her Majesty's Mails THREE TIMES per week each way, between

Bathurst and Upper Pockmouche,

(near the Church) for a term of four years on and from the 1st AUGUST next.

PRINTED NOTICES containing further information as to conditions of the proposed contract may be seen, and blank forms of Tender may be obtained at the Post Offices at Bathurst, Carraquet and Pockmouche, or at the office of the subscriber.

JOHN McMILLAN,
POST OFFICE INSPECTOR.

Post Office Inspector's Office, }
Saint John, May 8th, 1876. } Jun.2

Insolvent Act of 1875.

IN THE MATTER OF JOHN A. ARBO, AN INSOLVENT.

ALL persons indebted to the Estate of John A. Arbo, an Insolvent, are hereby notified not to settle with, or pay any account due by them to the said John A. Arbo. And all persons are hereby notified not to purchase any Logs marked W and R. Also, Spot (W), notch and Spot (W), or any Promissory Notes, or any other Property whatsoever, from the said John A. Arbo, as all Property belonging to the said Insolvent is Vested in me by virtue of a Writ of Attachment issued out of the County Court for the County of Northumberland, on the 10th day of February last.

JOHN ELLIS, Assignee.

Chatham, 14th May, 1876. Jun.2

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NEW GOODS!!

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GIBBON,
GRANT,
HUGHES,
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JAMES,
EDWD. JENKINS,
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MRS. LYNN LINTON,
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Chatham, February 1876.

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JOHN DEVEREAUX,
COMMISSIONER

IT IS A FACT

THAT YOUR

WATCHES OR CLOCKS

will get out of order some time or other

But by Bringing them to

Oscar Ericsson,

Who, as you will remember, has his Establishment

Opposite the Golden Ball,

You can get them repaired in First-Class Style, as he has had many years practical experience in the trade.

Should your watch not want repairing it would be well for you to give him a call, and see if you have the right time, as you, at the same time, will learn that he has also on hand a fine assortment of

Watches, Clocks, Jewelry, Etc.,

Which you can buy cheaper from him than at any other place in Chatham

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, and marked "Tender for Mail Service," will be received at Ottawa, until 12 o'clock, noon, on

Friday, the 30th June next,

for the conveyance of Her Majesty's Mails THREE TIMES per week each way, between

Shippegan and Upper Pockmouche,

(Near the Church) for a term of four years, on and from the 1st AUGUST next.

PRINTED NOTICES containing further information as to conditions of the proposed contract may be seen, and blank forms of Tender may be obtained at the Post Office at Shippegan and Pokemouche, or at the office of the subscriber.

JOHN McMILLAN,
POST OFFICE INSPECTOR.

Post Office Inspector's Office, }
Saint John, May 8th, 1876. } Jun.2

Sheriff's Sale.

TO BE SOLD AT PUBLIC AUCTION, in front of the Registry Office, in Newcastle, on

WEDNESDAY, 30TH DAY OF AUGUST NEXT

between the hours of 12 noon and 5 o'clock p. m

All the Share, right, title and interest of John Russell, of, in and to all that Lot or Tract of Land situate on the North side of the Miramichi River in the Parish of Newcastle, known as Lot No. 51 granted to the late William Russell. Also the Lot on the second concession immediately in rear of the above described lot, also granted to the said William Russell, being the two lots of land lately owned and occupied by the late James Russell, deceased. Also all that lot of land containing sixty acres, granted to the said John Russell, situate on both sides of the Little Barthogue River in the said Parish, immediately rear of the lot in the said second concession, granted to William Gordon, and bound Southerly thereby.

Also, all right, title and interest of the said John Russell of, in, and to all other lands and Real Estate situate in the County of Northumberland, the same having been seized by me under and by virtue of an Execution issued out of the Northumberland County Court against the said John Russe at the suit of Matthew Carruthers

SHERIFF'S OFFICE, } JOHN SHERRIFF.
Newcastle, 21st Feb., 1876. } Sheriff of North'd

ESTABLISHED 1861.

Parks' Cotton Manufactures

COTTON WARP,

WHITE, BLUE, RED, ORANGE AND GREEN,

Nos. 5s to 10s,

Cotton Carpet Warp,

Made of No. 8 Yarn, 4-ply and twisted. White, Red, Orange, Brown, Slate, Blue, Green, &c.

ALL FAST COLORS.

In manufacturing our goods, we take the greatest care to make them of such a quality as to give satisfaction to the consumer.

We warrant them to be full length and weight; stronger and better in every respect than any other yarn in the market.

All our goods have our name upon them, and are sold by us only to the wholesale trade, from whom country merchants and consumers can always obtain them by asking specially for them.

WM. PARKS & SON,
New Brunswick Cotton Mills,
St. John, N. B

CHURCH OF ENGLAND

LADIES' SEWING SOCIETY.

THE Ladies of the above Society are prepared to do all kinds of Plain Sewing, Knitting and Fancy work at moderate prices.

Application to be made to the Committee, Miss Carman and Miss Vondy.

MISS A. L. PATTISON,
SECRETARY

Chatham, Dec. 22nd, 1875.

M. S. BENSON,

ATTORNEY-AT-LAW,

Conveyancer, Notary Public, &c.,

Accounts Collected and Loans negotiated.

OFFICE OVER J. V. BENSON'S DRUG STORE,

Water Street, Chatham.

E. P. Williston,

ATTORNEY-AT-LAW,

Notary Public, Conveyancer, &c.,

OFFICE OVER ENGINE HOUSE,

Newcastle, Miramichi, N. B.

14-tf

JOHN BELL,

Carriage, Sleigh, House & Sign Painter.

SHOP ON HENDERSON ST.,

CHATHAM.

☞ ORDERS PROMPTLY ATTENDED TO—Charges Moderate,

2-26

Canada House,

CHATHAM, NEW BRUNSWICK.

WM. JOHNSTON, - - - PROPRIETOR.

CONSIDERABLE outlay has been made on this House to make it a first-class Hotel, and travelers will find it a desirable temporary residence, both as regards location and comfort. It is situated within two minutes walk of Steamboat Landing, and opposite Telegraph and Post Offices.

The Proprietor returns thanks to the Public for the encouragement given him in the past, and will endeavor, by courtesy and attention, to merit the same in the future.

GOOD STABLING ON THE PREMISES.

2-52.

CARD.

Phœnix Foundry & Locomotive Works

Pond St., St. John N. B.

THE Proprietors of the above establishment manufacture Locomotive, Marine and Stationary Steam Engines of all kinds, Tubular Boilers Steamboat and Mill Machinery of every description, Iron and Brass Castings, Blacksmith Work Turning Lathes Screw Presses, Ship Rudders Cranps, etc., etc.

The facilities which we have at our disposal are such as to enable us to put work through in good shape and at short notice.

ORDERS RESPECTFULLY SOLICITED

GEO. FLEMING & SONS.

2-52

GASPEREAUX NETS.

JUST RECEIVED:

1 BALE TWINE FOR NETS.

W. H. THORNE & CO.,
St. John, N. B.

J. G. KETHRO,

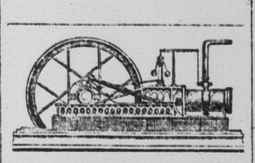
HAIR DRESSER,

NEWCASTLE.

JOHN M'CURDY, M. D.,

PHYSICIAN AND SURGEON,

CHATHAM, N. B.



MIRAMICHI FOUNDRY.

Water St. Chatham, N. B.,

GENERAL IRON & BRASS FOUNDERS,

MANUFACTURERS OF

STEAM-ENGINES, BOILERS, AND MILL MACHINERY.

Ship, Plough, Stove, Cemetery and every description of Castings.

CONSTANTLY ON HAND

AN ASSORTMENT OF

COOKING,
HALL AND
PARLOUR STOVES.

Orders may be addressed to Jas. W. FRASER,

W. J. Fraser,
Proprietor.

Lumber Cheaper Than Ever

WE have in operation one of the famous WATROUS ROTARY SAW MILLS, of the best quality, at Pleasant Valley, Barnaby River, on the line of the Intercolonial Railway, and are prepared to contract at

REASONABLE PRICES

for Pine, Spruce, Hardwood and Hemlock LUMBER of any dimensions; also, Pine and Cedar SHINGLES.

☞ Orders promptly attended to.

PERLEY & LOGGIE,
PLEASANT VALLEY.

PHILIP PERLEY. GEO. W. LOGGIE.

2-96.

BARGAINS

For the Ladies.

WE will dispose of the balance of Ladies' Silk Under Skirts, for a very small advance on Cost.

J. & R. SINCLAIR.

Ladies' Woolen Hosiery,

WE will dispose of our Woolen Hosiery at greatly reduced prices.

J. & R. SINCLAIR.

Manchester, Robertson Allison,

Invite an inspection of their extensive Stock of

Millinery, Mantles, Ladies' and Gentlemen's Furnishing Goods, Furs,

AND STAPLE AND FANCY DRY GOODS

27 King Street, Saint John.

ESTABLISHED 1812.

L. H. DeVeber & Son,

WHOLESALE IMPORTERS OF

Dry Goods and Groceries,

St. JOHN, N. B.,

Would call the attention of purchasers to their Stock of Dry Goods and Groceries, which they can offer on terms as favorable as if imported direct.

HATHEWAY & CO.

SHIPPING AND

Commission Merchants,

No. 23 Central Wharf

BOSTON, MASS.

Packet Line to St. John, N. B.,

ORDERS for forwarding goods to North Shore Solicited.

Orders for FLOUR, CORN MEAL, KEROSENE OIL, AND GENERAL MERCHANDISE, filled at lowest market rates. Write for prices.

R. R. CALL,

General Agent

SHIP BROKER,

AND COMMISSION MERCHANT,

Newcastle, Miramichi, N. B.

1-tf

JAMES GRAY,

GEORGE ST., CHATHAM,

TIN MITH & GAS FTTER,

Has on hand a Large Assortment of

TINWARE:

Which he will sell Cheap for CASH.

He would call the attention of Bird Fanciers to his stock of

BIRD-CAGES,

Which are the Best and Cheapest ever Offered in Chatham.

June 11th, 1875. 3-52

APOTHECARIES' HALL,

CHATHAM.

THE SUBSCRIBER has just received one of the largest assortments of

DRUGS,
MEDICINES,
PATENT MEDICINES,
DYE-STUFFS, & FANCY & TOILET ARTICLES,

EVER IMPORTED TO THE MIRAMICHI.

Which will be sold low for cash.

Orders Solicited and Promptly Shipped

Physicians prescriptions carefully compounded.

J. V. BENSON.

Saws! Saws!!

MR. THOMAS B. PEACE, a Practical SAW MAKER, has opened a SAW MANUFACTORY in Chatham, and is now prepared to execute all kinds of work in that line of business. Satisfaction guaranteed.

THOS. B. PEACE,

March 25 tf WATER ST., CHATHAM

G. B. FRASER,

ATTORNEY at LAW,

Notary Public, Conveyancer, &c.

WATER ST., CHATHAM, N. B.

September 1st, 1874

THIS PAPER IS ON FILE WITH

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E. PEILER & BROTHER,

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SOLE AGENTS FOR

STEINWAY & SONS,
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PIANOS,

GEO E. WOODS & CO.

TAYLOR & FARLEY,

ORGANS.

Music, Music Books, and Musical Merchandise of all descriptions.

Address

E. PEILER & BROTHER,
ST. JOHN, N. B.

ESTABLISHED 1822.

J. & A. M'MILLAN,

SAINT JOHN, N. B.

Wholesale and Retail

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