French School Books

ST. LAWRENCE ADVANCE.

VOL. 2.—No. 38. CHATHAM, NEW BRUNSWICK, JULY 27, 1876. D. G. SMITH, Editor and Proprietor.

TERMS—$1.50 Per Year, Payable in Advance

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FIRE AND MARINE AGENCY.
ST. JOHN, N. B.

Applications may be made to the following Representatives.

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THE ÆTNA INSURANCE COMPANY,

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Cash Capital and Assets over $6,000,000.

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ESTABLISHED 1853.
Cash Capital and Accumulated Fund $2,000,000

Dwelling Houses, whether built or in course of construction, as well as furniture, contained therein, insured for *terms of one or three years, at lowest rates.* Steam Saw Mills, Vessels on the stocks—or in port,—Warehouses, Merchandise and Insurable property, of every description covered on the lowest possible terms.

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ROYAL CANADIAN Insurance Company.

CAPITAL - - - $6,000,000.
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All descriptions of property Insured against Fire at moderate rates.

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Hotels.

WAVERLY HOTEL,

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

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

THE LIVERY STABLES, WITH GOOD OUTFIT ON THE PREMISES.

ALEX. STEWART.
Late of Waverly House, St. John.) Proprietor

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A. R. BARNES. F. A. JONES
1-52

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146 PRINCE WILLIAM ST.,
Opposite Custom House,
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Canada House,

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CONSIDERABLE outlay has been made on the 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.

Stables, Horses, etc.

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

Chatham Livery Stables.

THE Subscriber has, at his Stables, Duke St., Chatham, a large and first-class stock of

HORSES, WAGONS, &c.,

Which he is prepared to hire, and he solicits the patronage of his friends and the public generally.

Single & Double Carriages,
AND
OUTFITS FOR SPECIAL DRIVING OR FISHING PARTIES,
—with or without drivers, furnished at short notice.

HORSES TAKEN ON BOARD

By the day, week or season, and the best of care bestowed upon them.

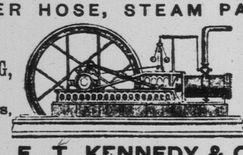
A First-class HEARSE with necessary outfit may be had on application.

THOMAS ULLOCK.

RUBBER AND LEATHER BELTING,

RUBBER HOSE, STEAM PACKING,

Iron, Brass —AND— COPPER TUBING, STEAM, GAS AND Water Fittings, of Every Description.



Including Steam Pumps Boiler Pumps, Gauge Cocks, Steam Cocks, Globe Valve, Angle Valves, Cross Valves, Check Valves, Safety Valves, Feed Valves, and a full assortment of articles used in the application of Steam to Machinery.

E. T. KENNEDY & CO.,
No. 37 Prince Wm. St., St. John, N. B.

AT THE NEW STORE
IN "CANADA HOUSE" BUILDING.
CHATHAM,
—A CHOICE STOCK OF—
GENERAL DRY GOODS,
Millinery, Cloths, Clothing, &c.,
SELLING CHEAP FOR CASH!!
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Hose, Packing, Oils, Paints, Glass, Putty, Iron Pipe and Fittings, Steam Fitters Goods, Ingot Copper, Tin and Spelter.

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Celebrated GANG and CIRCULAR SAWS.
WHOLESALE AND RETAIL.

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

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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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HARDWARE. HARDWARE.

JOSEPH R. GOGGIN,
GENERAL HARDWARE MERCHANT,
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Iron, Best Refined Steel,	Table and Pocket Cutlery,
Tyre, Cast, Octagon and Blister Chains, ~~3-16~~, 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.

1876. CENTENNIAL SEASON. 1876.

EARLE'S HOTEL,
Cor. Canal & Centre Streets, Near Broadway,
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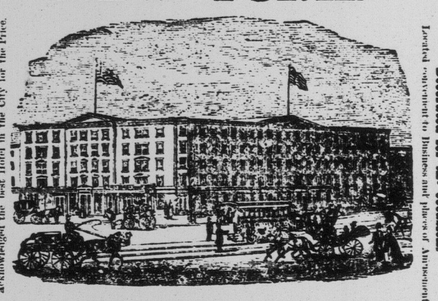
First-Class Accommodation for 500 Guests. Acknowledged the best Hotel in the City for the Price.



Newly and Handsomely Furnished and Decorated for the occasion. 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.

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,
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44 King Street, Saint John, N. B.

General Business.

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

Note Paper, Envelopes, &c.

JUST OPENED, at the MIRAMICHI BOOKSTORE, a full line of the above goods in boxes, comprising

Connecticut Valley,
Bonanza,
Hawthorn,
Tennyson,
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Falcon,
Scotch Granite,
Lily,
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Which will be sold low, (wholesale and retail

—ALSO—

Feather-Dusters, Japanese Inkstands, Base Balls, Base Ball Books, Perforated Cards and, White Cardboard, Nautical Almanacs, Log Books, Hymn and Prayer Books, Drawing Cards, (Nos. 1 and 2,) Books—(Blank Leaves)

Cheap editions of
HUMOROUS WORKS
—BY—
MARK TWAIN, ARTEMUS WARD, BRET HARTE MRS. BROWN, (ARTHUR SKETCHLEY) and others.

D. G. SMITH.
Chatham June 22, 1876.

Cigars. Cigars.

JUST ARRIVED—ANOTHER LOT OF
Flor de Cuba Cigars.
JOHN MULLIN,
DOCK STREET, ST. JOHN.

J. G. KETHRO,
HAIR DRESSER,
NEWCASTLE.

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.

Applications to be made to the Committee, Miss Carman and Miss Needy.

MISS A. L. PATTISON,
SECRETARY

Chatham, Dec. 22nd, 1875.

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

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 bompted, at a price that shall meet the view of purchasers, used universally in the United States. All kinds of Seines, for Cod, Capelin, Herring, Mackerel and Laves; 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.
Oct. 15. 6m Boston.

THOMAS FURLONG,
WINE MERCHANT
And direct importer of
Old Brandies, &c., &c.,
SAINT JOHN, N. B.
1-52

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.

Crockery and Glassware.

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

J. & R. SINCLAIR.

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.
525

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

ON hand for Sale, the Stock than heretofore, and cheaper than ever!

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,
4 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, 20th May, 1876.

SELLING OFF AT COST.

A SUPERIOR ASSORTMENT OF
READY-MADE CLOTHING
COMPRISING:
Men's, Youths' & Children's Suits,
IN CLOTH, TWEED & VELVET
G. A. BLAIR.
Chatham, July 28.

General Business.

SPRING
—AND—
SUMNER 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

TO THE FISH DEALERS OF THE NORTH SHORE.

THE Subscriber respectfully informs all Fish Dealers desiring to have their FISH REPACKED and forwarded to any part of the United States, that he has an experimental knowledge of the Business, having carried it on for the last five or six years for some of the most prominent Fish Dealers in Newcastle, viz: Messrs. E. C. Tozer, T. H. Crocker & Co., D. Morrison & Co.

The Subscriber wishes to call the attention of Fish Dealers to the fact that there are two persons of the name of Sparrow in St. John, the one G. Sparrow, the other the undersigned

CORNELIUS SPARROW,

who guarantees satisfaction, having given the packing and re-leding business his special attention during the last five or six years.

☞ Parties wishing an Agency here to look after their interests may rely on having their orders promptly and faithfully attended to by applying to

CORNELIUS SPARROW,
No. 8 Germain Street,
P. O. Box No. 293. ST. JOHN, N. B.
St. John, March 24, 1876

FOR SALE.

ONE EXTRA GOOD DRIVING WAGGON.
TERMS EASY.

WM. WYSE.
Chatham, June 22, 1876. July 21.

HARDWARE.

THE Subscribers are now receiving their Spring supply of

HARDWARE,

AND WOULD RESPECTFULLY INVITE COUNTRY TRADERS TO EXAMINE THEIR

STOCK

or write for prices before buying elsewhere.

IN ADDITION TO OUR FORMER STOCK, WE HAVE JUST RECEIVED THE FOLLOWING GOODS:

10 tons SHEATHING PAPER;
110 boxes ENGLISH GLASS;
4 tons WHITE LEAD;
3 tons PUTTY;
2 casks HINGES;
40 bbls. LUBRICATING and WOOL OILS;
60 bbls. PAINT OILS;
84 bdls. HAY WIRE;
36 COILS BRIGHT WIRE;
60 KEGS HORSE SHOES;
600 boxes HORSE NAILS;
10 kegs PUNCHED NUTS;
5 casks LANTERNS;
5 cases CARTRIDGES;
3 crates ELBOWS;
4 tons SHEET ZINC;
60 doz. BUCK SAWS, (framed);
7 bales LINES and TWINES;
15 casks SHOT;
4 casks CHAINS;
40 boxes SHELF-HARDWARE;
18 boxes LOCKS and KNOBS;
50 bdls SHOVELS;
1 case PERCUSSION CAPS;
5 bbls. FUSE;
1,200 kegs POWDER;
20 kegs ANTICORROSION PAINT;
5 casks SCREWS;
2 casks CURRY COMBS;
20 boxes PICKS;
600 boxes AXES

W. H. THORNE & CO.
ST. JOHN, N. B.,

ENVELOPES.

30 VARIETIES of Envelopes at the MIRAMICHI BOOKSTORE.

D. G SMITH.
Chatham, June 22, 1876.

STEAM TUG "SULTAN."

THE above powerful Tug is now fitted up and ready to do

ALL KINDS OF TOWING

that may offer on the Miramichi River during the present season of navigation and at REASONABLE RATES.

☞ For particulars apply to Capt. JOHN BELL on board, or to

R. R. CALL,
May 5, 1876. Agent, Newcastle.

ESTABLISHED 1822.

J. & A. M'MILLAN,
SAINT JOHN, N. B.
Wholesale and Retail
Booksellers & Stationers,

Printers, Black Book Manufacturers, Book Binders etc. All orders personally and promptly attended to. New Books being received daily. Books sent, postage prepaid, to any address upon receipt of publishers' price. List of New Books issued every month and sent to any address upon application.
22-5

Ale. More Ale.

DAILY EXPECTED per "E. J. Shanks," from the Brewery of A. Keith & Sons:

Pale Ale in hhds., halves, in Bottles (qts. and pts.)

This Ale is warranted to keep during the hot weather in summer season, when all other Ale turns sour. Persons in want will please send their orders immediately, so that I can deliver without having to store it.

JOHN MULLIN,
14 16 and 18 Dock Street, St. John,
Sole Agent.

Boys Trout Rods,
From 60cts. to $1.50 each.
—AT THE—
MIRAMICHI BOOKSTORE,

General Business.

WAGGONS.

FOR SALE
2 New Superior Single Waggons.
TRURO BUILD.
Low for Cash or Approved Paper.

A. D. SHIRREFF.
Chatham, July 11, 1876. tf

NEW GOODS.
Canadian Goods.

NOW OPEN: 20 CASES
CANADIAN TWEEDS.
A very large variety, and at LOW PRICES.

EVERITT & BUTLER,
WHOLESALE WAREHOUSE,
55 and 57 King Street,
July 4 ST. JOHN.

NOTICE.

FOUR GOOD TENEMENTS TO LET.
Apply to
L. J. TWEEDIE.
Chatham, May 18, 1876. tf

425 Cases
Latest Styles of American
BOOTS & SHOES.
Wholesale and Retail,
at very low prices.
EDWIN FROST & CO.,
St. John, N. B.

OATS.

500 BUSHELS OATS in Store, on Consignment.
Low for Cash.

A. D. SHIRREFF.
Chatham, June 28, 1876.

7 Market Square, St. John.

JULY SALE.
Commencing This Day,

I HAVE decided to clear off during the month of July, Twenty Thousand Dollars worth of

Staple and Fancy Dry Goods,

at SWEEPING REDUCTIONS from former prices. Ready money buyers will do well to call and examine the different lines submitted for inspection in every Department.

P. J. QUINN.

P. S.—Gentlemen's Custom Garments made on the premises under the supervision of experienced workmen.

P. J. QUINN.

CORNED BEEF.

Just Received:—
21 CASES CORNED BEEF, in 2, 4 and 6lb. tins, of the celebrated Libby, McNeill & Libby brand. Just the thing for excursionists.
For sale low by

LOGAN, LINDSAY & CO.
ST. JOHN.

NEW BOOKS,
At the Miramichi Bookstore.
MEMOIR OF NORMAN MACLEOD, D. D.
—BY—
REV. DONALD MACLEOD.

"Common Sense in the Household" by Marion Harland.
"Kight Cousins" by Louisa M. Alcott.
"Thrift" by Samuel Smiles, etc., etc

The above are handsomely bound in Purple and Gold, Blue and Gold, and Green and Gold.

"Daniel Deronda" by George Elliot.
"Eight Cousins" by Miss Alcott.
"Expressman and The Detective"—by Allan Pinkerton.
"Kenelm Chillingly"—by Bulwer
"The Other Girls" by Mrs. J. D. Whitney.
(PAPER COVERS.)

D. G. SMITH.
Chatham, June 22, 1876.

WE HAVE A LOT OF
CUT NAILS,
Which we will Clear Out at $3.75 per Keg.
From 8dy. to 14dy.
TERMS CASH.

J. & R. SINCLAIR.
Chatham, July 11th, 1876.

W. WALTON
KEEPS constantly on hand all kinds of
LEATHER AND SHOE FINDINGS.
Sign of the
BIG SHOE HAMMER,
GERMAIN STREET, Opposite New Market,
Jul.3 ST. JOHN.

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

$25 A DAY commission, or $20 A WEEK salary and expenses. We offer it, and will pay it. Apply now. EUREKA M'F'G CO., Hartford Conn

50 VISITING CARDS, with your name finely printed, sent for 25c. We have 200 styles. AGENTS WANTED. 9 samples sent for 4 stamp. A. H. FULLER & CO., Brockton, Mass.

$5 to $10 per day at home. Samples worth $1 free. STINSON & Co., Portland, Maine.

Price, Twenty-Five Cents.

NEWPAPER ADVERTISING.

ONE HUNDRED AND FIFTH EDITION.

Containing a complete list of all the towns in the United States, the Territories and the Dominion of Canada, having a population greater than 5,000 according to the last census, together with the names of the newspapers having the largest local circulation in each of the places named. Also, a catalogue of newspapers which are recommended to advertisers as giving greatest value in proportion to prices charged. Also, all newspapers in the United States and Canada printing over 5,000 copies each issue. Also, all the Religious, Agricultural, Scientific and Mechanical, Medical, Masonic, Juvenile, Educational, Commercial, Insurance, Real Estate, Law, Sporting, Musical, Fashion, and other special class journals; very complete lists. Together with a complete list of over 300 German papers printed in the United States. Also, an essay upon advertising; many tables of rates, showing the cost of advertising in various newspapers, and everything which a beginner in advertising would like to know.

Address GEO. P. ROWELL & CO.,
41 Park Row, New York.

NEWSPAPERS
OF THE UNITED STATES,

A complete list of American Newspapers, numbering more than eight thousand, with a Gazetteer of all the towns and cities in which they are published; Historical and Statistical Sketches of the Great Newspaper Establishments; illustrated with numerous engravings of the principal Newspaper Buildings. Book of 300 PAGES, just issued. Mailed, post paid, to any address for 35cts. Apply (inclosing price) to SUPERINTENDENT OF THE NEWSPAPER PAVILION, Centennial Grounds, Philadelphia, or Ames in New York, New York.

EVERY ADVERTISER NEEDS IT.

St. Lawrence Advance.

CHATHAM, THURSDAY, JULY 27, 1876.

The Countess of Dufferin.

(From New York Herald.)

The Canadian yacht *Countess of Dufferin*, which is to compete with the *Madeline* for the Queen's cup, arrived at this port yesterday evening, in excellent sailing trim, and with all on board safe and well. The *Countess* started from Quebec on the 28th of June, and after passing down the River St. Lawrence, entered on her long ocean coast voyage, and after a very pleasant and uneventful passage, entered the East River at six o'clock yesterday afternoon, and, proceeding quietly to Governor's Island, dropped her anchor. The following gentlemen formed the party on board: Vice Commodore Gifford, of the Royal Canadian Yacht Club; Captain Cuthbert, sailing master; J. Cameron of Coburg; Wearman Gifford, of Coburg; Beverly Jones, of Brockville; F. Lucas, of Montreal; George Carvill, of Montreal; C. T. Torrance, of Montreal; C. W. Ball, of Toronto; Mr. Wickstead, of Ottawa; W. H. Barrett, of the Toronto *Mail*; Captain Bearnier, pilot. There are also a mate and nine men in the crew.

* * * * * * *

As soon as it was ascertained that the Canadian yacht had at length arrived, she was made the recipient of a warm welcome. Whistles were sounded by ferryboats and the Sound steamers, guns were fired by passing yachts and by vessels in the harbor, flags were run up and dipped and many a hearty cheer was given from the decks of the excursion steamers as the passengers caught sight of the already famous yacht.

The Vice-Commodore remained on board the yacht all night. Other members of the party, however, came ashore and enjoyed themselves with friends in viewing city sights and scenes. To-day the party will visit the New York Yacht Club House, corner of Madison avenue and Twenty-seventh street, where they will be received with all the honors.

Telegraphic News.

BOSTON, July 18.—The Secretary of the Navy, Robeson, is charged by a committee of the House with high crimes and misdemeanors, and his impeachment recommended.—*Globe.*

BOSTON, July 19.—Ex-Secretary Bristow publishes an open letter to President Grant in which he declines to divulge Cabinet secrets, notwithstanding the President's consent.—*Globe.*

OTTAWA, July 19.—In extra competition at Wimbledon, Corporal Langstroth of the Canadian Team, made a score of thirty-four of a possible thirty-five, at five hundred yards.—*Globe.*

MONTREAL, July 19.—Bishop Bourget is seriously ill, and is said to have received the sacrament of extreme unction. This relapse is owing to the intense heat of the last few days. His recovery is doubtful. —*Globe.*

HALIFAX, July 19.—The boiler of the Alpine Steam Mills, at Bridgewater, Lahave, exploded to-day, and four men were killed.—*Tel.*

BOSTON, July 19.—In the University regatta at Saratoga to-day Cornell took all the prizes, winning the six-oared race in 17m. 1½s., closely pressed by Harvard.

Cornell won the freshmen race in 17m. 23½s. Harvard 17m. 38s.

Francis, of Cornell, won the single scull race in 13m. 38s. easily.

James G. Blanc is to visit St. John.

The Belknap impeachment case is resumed. Evans' testimony is damaging.—*Tel.*

LONDON, July 19, 10 p. m.—Official despatches from Belgrade say that the Servians drove one wing of Osman Pachas's army out of three entrenchments, which the Turks retook with considerable reinforcements.

Paris *Temps* states that six great powers are in daily communication, relative to the Eastern affairs, with views of establishing a general agreement to take advantage of any opportunity to exercise their moral influence. It is stated that a general understanding of all powers exists. The exclusive agreement between three northern Empiers has been abandoned.

A Belgrade despatch says that all reserves have been ordered to assemble on Saturday for drill before starting for the front.

The "Christian" Insurgents.

In the fearful struggle between the Turk and the Christian in the Danubian Principalities, it is not a very pleasant thing to learn from so many sources that the masses of the so-called Christian population are by no means superior in culture, humanity, and toleration to the Turks themselves. For it is said that ignorance and coarseness, the bluntest image-worship and superstition, together with the rudest fanaticism against those of other confessions, find among them even a broader field than among the Moslems. The latest ratification of this fact is reported to come from Prime Minister Andrassy, of Austria, on his late visit to the famous Diplomatic Conference at Berlin. While enjoying the hospitalities of some distinguished ladies, he was interviewed by them, over a cup of tea, in regard to the Christian insurgents, in whom they took much interest. But his graphic and frank description of their savage and cruel rudeness blanched their cheeks with terror and indignation. And still it is clear that his sympathies are with them, and that he would be more likely to be partial than impartial in regard to them. The political case that he made out of his conversation was worthy of the diplomatist; namely, he regretted greatly that the tendency of the European mind is so unanimously against the Turks in this conflict, for the result is, without wishing it, to advance Russian policy in this matter by making the Christians popular and the Turks unpopular.—*N. Y. Christian Advocate.*

Our Servants.

"The presumption of servantgalism has become proverbial, and is almost intolerable. High wages, little work, extravagant dress, uncontrolled liberty, and impertinent speech, are among the chief characteristics of the class. It is in vain that *Punch* and other comic journals satirise, or that the *Saturday Review* brings to bear upon the evil its ponderous learning, and dogmatic authority. The reign of servantdom is still complete, and under the same roof the kitchen and pantry hold rival sway against the drawing room and library. And there is really little or no prospect of a reformation in this domestic tyranny, until masters and mistresses become more determined in the maintenance of their own authority, and withal more gentle and considerate in the example they set before their servants, and in the influence they seek to exert upon them. For many of the evils complained of the heads of households are primarily to blame They have been been lax in discipline or incompetent in management, or indiscreet in temper and conduct; and taking advantage of this, wily maids and butlers have gradually established a state of arrogance and despotism which has become irksome and offensive. The thraldom should be broken; these arrogant demands should be resisted; domestics may be, and should be put and kept in their places and this can be done only by the firm and united action of the sufferers themselves. —*Scottish American.*

Salmon Culture in Canada.

Advices to the Fisheries Department state that the greatest success has attended the distribution of young salmon bred at the hatching houses of Restigouche, Tadousac, Gaspe and Miramichi. Six hundred thousand young fish were placed in the rivers and streams of the maritime provinces. Mr. Wilmot, in charge of the Government hatching houses at Sandwich and Newcastle, Ontario, has placed in the waters of the Detroit river no less than 10,000 white fish fry and vivified eggs, which were liberated early this spring. The following letter from Fitz Cochran, Esq., appears in the *Forest and Stream*:—

HALIFAX, July 1st, 1875.

Editor of Forest and Stream,—

I noticed in the *Forest and Stream* of June 22nd, a paragraph about the distribution of salmon fry from the fish breeding establishment at Bedford, near this city, which is slightly inaccurate as regards the number placed in River Philip, Cumberland County. It should have been 140,000 instead of ten thousand. I think Mr. Wilmot deserves very great credit for his endeavors to replenish our rivers with salmon, and in order that all possible publicity should be given the successful result of his labors, I trust that you will make the correction. I may say that Mr. Wilmot did not succeed in getting to Gold river with the 10,000 intended for that place, owing to the roughness of the road. But fearing that he might lose them on the way, he very wisely put them into Indian and Ingram rivers, St. Margaret's Bay; thus saving them for the country, and replenishing two rivers in which they are much required. I send you a paper containing an account of some convictions for illegally setting nets, from which you will see that a sharp look-out is kept for offenders.

FITZ COCHRAN,
Secretary Game and Inland Protective Society.

Election Petition Defeated.

There has been quite an excitement in Nova Scotia over an election petition in Guysboro County, in which one Headley was Petitioner, and Attorney General Weeks Respondent. A despatch of the 19th to the *Chronicle* says:—

"The election case has collapsed. The scrutiny has been abandoned. Recriminating charges have not been pressed."

"The Judge said he would not call on the respondent for any defence. Of thirty-seven charges the petitioner did not pretend to any evidence having been produced except under three of them. The Judge said as far as the respondent was concerned the election was conducted with purity and freedom and respect for law, and was creditable to the electors of the county."

"Final decision has just been given. The Petition is dismissed with cost. No points whatever reserved."

Trade in G. B.

The depression of trade in Great Britain appears to grow more and more marked, and the outlook for employers and employed, unless the latter make large concessions is gloomy indeed. England has for many years commanded the markets of the world for iron, cotton and woolen manufactured goods, and a sudden check to consumption from universal hard times must press heavily upon those employed at the trades in that country. At the same time competition with the English factories and iron works has long been growing in Belgium, France and America, and England, to hold her position must under sell. With all her marvellously perfect machinery, she must produce more cheaply than at present or lose her trade. Hence the present difficulties between master and man.

Railway Claims.

A Quebec paper of the 18th says:—The Dominion Government Arbitrators intend to proceed in a few days to the Intercolonial Railway to decide on a large number of claims for land damages, &c., on the line of that road, that have been referred to them. The claims number over a thousand, and amount in the aggregate to about $300,000. They extend all through the counties of Temiscouata and Rimouski from River du Loup to Metapedia. Mr. J. J. Maclaren of Montreal, has been retained by the Dominion Government to represent its interests before the Arbitrators.

GRAMMAR is being "taught in seven hours" by Mr. Davis P. Howe, who is doubtless remembered by many residents of Chatham as the Editor of the *Colonial Times* The Truro *Sun* of last week says:—On Monday evening last Prof. Howe introduced himself to a very large and intelligent audience in Y. M. C. A. Hall, and gave a brief outline of his system. We were unable to be present at the first part of his lecture, but were much pleased with what we did hear of it, as were very many others with whom we have since conversed on the subject. An intelligent gentleman at Oxford, who has been a pupil of the Professor's, recommends the system highly and says that he gave good satisfaction there. Yesterday evening we attended his class, where quite a number have already enrolled their names, and from the information we have gathered, do not hesitate to recommend the Professor and his system, and feel assured that $1.00 for the course and fifty cents for a book will prove to be money well invested.

Traveler's Column.

ANCHOR LINE

Atlantic Service.

REGULAR & DIRECT

STEAM COMMUNICATION

BETWEEN

GLASGOW, LONDON, LIVERPOOL, Halifax, N. S, & St. John, N. B.

IMPORTERS will please note that steamships of this Line will sail as under:—

FROM GLASGOW	FROM LIVERPOOL
SCOTIA	
Saturday, 15th July.	Wednesday, 19th July.
OLYMPIA	
Saturday, 12th Aug.	Wednesday, 16th Aug.
CASTALIA	
Saturday, 26th Aug.	Wednesday, 30th Aug.
ACADIA	
From London—Saturday, 19th August.	
AUSTRALIA	
From London, for Halifax only—Saturday, 2nd September.	

FREIGHT taken upon as favorable terms as be any other first-class trans-Atlantic line. Coarse and heavy freight by special arrangement which can be made with the Agents in Glasgow, London, or Liverpool.

To parties desirous of bringing out their friends we will grant certificates of Passage from any place in England, Ireland, Scotland, or the Continent to St. John, N. B., which are good for twelve months.

Drafts issued, payable upon presentation, in sums from £1 upwards.

No Bill of Lading will be signed for a less sum than half a guinea, and through Bills Lading will be granted to all points on the Intercolonial Railway, St. Stephen, Fredericton Woodstock, Tarmouth, N. S., &c., &c.

For further information, apply to

Henderson Brothers.....Glasgow,
Henderson Brothers.....London,
Henderson Brothers.....Liverpool,
T. A. S. Pedder & Son.....Halifax,
Scammell Brothers.....St. John,

or to D. G. SMITH, Chatham.

INTERCOLONIAL RAILWAY.

Quebec, Halifax & St. John.

1876. Summer Arrangement. 1876.

ON and after MONDAY, 3rd July, Trains will run as follows:—

DAY EXPRESS TRAINS

Will leave Halifax for St. John, at 8.25 a. m., and St. John for Halifax at 8.40 a. m.

NIGHT EXPRESS TRAINS,

With Pullman Sleeping Cars attached, will leave Halifax for St. John, Quebec and intermediate Stations at 7.10 p. m.; St. John for Halifax, Quebec and Intermediate Stations at 10.30 p. m.; and Riviere du Loup for Halifax, St. John and Intermediate points at 12.55 p. m.

LOCAL EXPRESS TRAINS

Will leave Pictou for Halifax at 9.45 a. m., and 2.50 p. m.; Halifax for Pictou at 8.25 a. m., and 4.45 p. m.; and Halifax for Truro at 5.00 p. m.; St. John for Sussex at 5.00 p. m.; Sussex for St. John at 7.05 a. m.; Point du Chene for Painsec at 12.25 p. m., and 3.05 p. m.; Painsec for Point du Chene at 1.10 p. m., and 3.55 p. m.

ACCOMMODATION TRAINS

Will leave Point du Chene for St. John at 6.15 a. m., and St. John for Point du Chene at 11.00 a. m.

ACCOMMODATION TRAINS

Will leave Moncton for Miramichi, Campbellton, River du Loup and Way Stations at 12.15 p. m., and River du Loup for Moncton at 1.45 p. m., connecting with Trains to and from Halifax and St. John.

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

RAILWAY OFFICE,
Moncton, 7th June, 1876.

P. S.—The Night Express Trains from Halifax and St. John on Saturday night, do not connect at Moncton with Trains for Riviere du Loup.

These Trains leave Halifax and St. John, on Sunday night, and connect at Moncton for Quebec as per Time Table.

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 a. m., and 2.15 p.m.—and Leave Chatham for Douglastown and Newcastle only at 5.30 and 8 p. m.

CALL & MILLER,
OWNERS.

Quebec and Gulf Ports teamship 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. MUIRHEAD, Agt., Chatham.
or R. R. CALL, Agt., Newcastle.

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 1.45 p. m., and Local Express for Fredericton Junction at 4.30.

Express from Fredericton Junction will be due in St. John at 10.45 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 morning 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.

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

General Business.

DR. CHANNING'S Sarsaparilla

FOR THE BLOOD

CURES SYPHILIS — SCROFULA, — SALT-RHEUM, — ALL SKIN-DISEASES, — TUMORS, — ENLARGEMENT OF THE LIVER AND SPLEEN, — RHEUMATIC AFFECTIONS, — DISEASES OF THE KIDNEYS, BLADDER AND URINARY ORGANS, — LEUCORRHŒA, CATARRH, AND ALL DISEASES RESULTING FROM A DEPRAVED AND IMPURE CONDITION OF THE BLOOD.

A HIGHLY CONCENTRATED EXTRACT OF RED JAMAICA SARSAPARILLA AND THE DOUBLE IODIDES

Space, forbids the giving more testimony in this place. In favor of this great medicine. It need only be known that I refer to Dr. Besser of Montreal, sufficient to establish its superiority over the numerous mixtures called Blood Purifiers offered by Druggists and others?

T. C. STRATTON, Esq., *Montreal*, Feb. 1st, 1875.

I cannot but regard the formula from which Dr. Channing's Sarsaparilla is prepared, as one of the best possible combinations to constitute an effectual remedy, for the cure of *Blood Impurities*. So far as my experience has gone with its remedy, I can testify to its great value in the treatment of all strumous and Cachectic affections, as Glandular Enlargements, and a wide range of skin affections; as a reliable preparation for general use as a *blood purifier* I know of none equal to it, combining as it does, all the imputed virtues of Sarsaparilla, and several other valuable remedies, with the extraordinary alterative properties of the "*Double Iodides*." as! of none that can be more highly recommended as safe, certain and reliable, and I have every confidence, that such a remedy is generally needed, taking the place of the many worthless nostrums of the day, will be a great boon to suffering humanity, and its use will be attended with the most satisfactory results. It should be invaluable for persons beyond the reach of medical advice, and will, no doubt, become popular with Medical men throughout the country.

Respectfully yours,
W. E. BESSEY, M.D.
8 Beaver Hall Square,

NOTE.—Dr. Channing's Sarsaparilla is put up in large bottles, with the name blown in the glass, and retails at $1.00 per bottle, or Six Bottles for Five Dollars. Sold by Druggists generally, and most Country Stores. Be sure, and ask for Dr. Channing's Sarsaparilla, and take no other. If not readily obtained in your locality, address the General Agents.

Perry Davis & Son & Lawrence
377 St. Paul Street, Montreal.

CHANGE OF

TIME TABLE!

STM'R "ANDOVER,"
CAP'T BEATTIE.

THE Steamer "ANDOVER" will, until further notice, run as follows:—

MONDAYS.

Leave Newcastle for Indiantown,	5 A.M.	
" Indiantown for Newcastle,	7.30	"
" Newcastle for Chatham,	10.30	"
" Chatham for Newcastle and Nelson,	12.30 P.M.	
" Newcastle for Indiantown,	3.15	"

TUESDAY.

Leave Indiantown for Newcastle,	7.30 A.M.	
" Newcastle for Chatham,	10.30	"
" Chatham for Newcastle, and Nelson,	12.30 P.M.	
" Newcastle for Indiantown,	3.15	"
" Indiantown for Newcastle,	5.30	"

WEDNESDAY.

☞ The Steamer will be prepared to do any work that may offer.

THURSDAY.

Leave Newcastle for Redbank,	5 A.M.	
" Redbank for Newcastle,	7.30	"
" Newcastle for Chatham,	10.30	"
" Chatham for Newcastle and Nelson,	12.30 P.M.	
" Newcastle for Redbank,	3.15	"

FRIDAY.

Leave Redbank for Newcastle,	7.30 A.M.	
" Newcastle for Chatham,	10.30	"
" Chatham for Newcastle and Nelson,	12.30 P.M.	
" Newcastle for Redbank,	3.15	"
" Redbank for Newcastle,	5.30	"

SATURDAY.

Leave Newcastle for Indiantown,	5 A.M.	
" Indiantown for Newcastle,	7.30	"
" Newcastle for Chatham,	10.30	"
" Chatham for Newcastle and Nelson,	12.30 P.M.	
" Newcastle for Indiantown,	3.15	"
" Indiantown for Newcastle,	5.30	"

R. B. CALL, Owners.

SEASONABLE GOODS,

At Prices Specially Suited to the Times,

—AT—

WILLIAM MURRAY'S.

Men's Youths and Boys' COATS, PANTS AND VESTS, in great variety.

—ALSO—

BOYS SUITS, Mens, and Youths UNDERCLOTHING—(very cheap.)

Men's and Youths SHIRTS, COLLARS, SCARFS, SOCKS, HATS AND CAPS.

TWEEDS, DOESKINS, WORSTED COATINGS, New Patterns (extra value.)

We are running off our DRESS GOODS regardless of Price.

Superior value in

Mourning Goods.

A large Lot of SUN SHADES & UMBRELLAS A Lot of SILK PARASOLS at half price.

Window Curtains in Lace and Muslin, Bed Quilts and Counterpanes.

Unprecedented value in

Grey, Whi and Printed Cottons, Tickings, Towellings, Osnaburgs and all Staple Goods.

FLOUR, MEAL, MOLASSES, SUGARS, PORK, TEA, TOBACCO.

At the lowest Wholesale Prices.

WILLIAM MURRAY.

Chatham, June 15th, 1876.

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.

CUSTOMS DEPARTMENT,
Ottawa, July 15th, 1876.

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

J. JOHNSON,
Commissioner of Customs.

Special Notice.

International Steamship Company

Three Trips a Week.

ON and after MONDAY, June 12th, Steamers make three Trips a Week, leaving St. John and Boston every MONDAY, WEDNESDAY and FRIDAY MORNINGS, at 8 o'clock.

H. W. CHISHOLM,
Agent.

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.

The advertisements in this paper are placed under classified headings.

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, THURSDAY, JULY 27, 1876.

Hard to Please.

Referring to the proposed excursion over the Grand Trunk and Intercolonial Railways the "Courier" says:—

It was only the other day that a Government organ was heaping praises on the Government for opening the road without any demonstration such as that proposed in the above extract, dwelling particularly on the common sense and practical business features of the case. Now it is proposed to get up one of the finest pleasure excursions that has ever taken place in the Dominion at the public expense. About four hundred and fifty editors are invited to a free passage over 700 miles of Railway and returned in order that the great C. J. B. may receive that notoriety in the press of Canada which he so much courts. Verily, it seems impossible to keep the organs in tune.

The ADVANCE is "the Government organ" alluded to as having "heaped praises on the Government for having opened the road without any demonstration such as that proposed," etc. What we said was that we hailed the quiet opening of the Intercolonial "as a sign of the times—an evidence of the waning of the days of unnecessary dinners and glorifications of individuals, and of the fact that the Dominion Government took a practical view of the event and did not desire to claim more credit than was due to them for pushing the work forward to completion. That was all we said about the Government and it is what the "Courier" calls "heaping praises." We said, also, that there were times when demonstrations were quite proper, and we now say that if the proposed excursion is properly conducted it is probable it will prove a benefit to the country. As we understand it a large representation of the press of the Dominion is to be offered a return trip pass over the Grand Trunk and Intercolonial roads for a certain time. The gentlemen who will avail themselves of the proffered courtesy will, thereby, learn much of the character, resources and requirements of the country through which the railway passes, and they will publish the results of their observations in the papers they represent. Their visit to the lower Provinces will, therefore, have the effect of increasing the interest of the people of the upper and lower Provinces, respectively, in each other's affairs and stimulating their business and perhaps, social intercourse. The result will be one that must benefit the railway. If "the great C. J. B.," owing to his position, is to get some additional notoriety as an unavoidable and merely incidental result of the excursion, that is not a sufficient reason why the excursion should be postponed until said C. J. B. is annihilated by the "Courier," "Watchman," "Times," "Herald," and other journals whose mission it seems to be to snarl and whine and wail and snivel, lament, and moan over everything connected with the administration of the Government now in power. We advise our cotemporaries, several of whom have pounced on that Intercolonial Railway article of ours with savage vigor, to follow our course of treatment, both of the Railway management and the Government. If they do so their tone will be more respectable and they will succeed in effecting reforms where they are honestly called for.

An Excited "Watchman."

Referring to our retort to its insinuations respecting "those editors who allow Messrs. Brydges, Mackenzie, Burpee, Snowball and others to dictate their editorials" the "Watchman" characterises it as "a savage attack" and "an unadulterated slander." It denies that its editor ever accepted $15,000 or 15,000 cents, or any sum whatever for the purposes indicated, says the ADVANCE will next be charging its cotemporary editors with being in collusion with thieves, burglars, etc., and closes by suggesting that we had better not continue to defend this journal in the way we have done.

We are sorry that the "Watchman" has lost temper over our reply. While we accept its denial in respect to the $15,000 business we cannot do less than say we got our information in respect to it from what we considered reliable authority and if the "Watchman" desires it we are prepared to give the name of the $15,000 man, the interest he desired to have forwarded and other facts which make out a strong case in favor of what we stated. In regard to the stilted, high-horse suggestions of the "Watchman" we beg to say that we shall allow no paper to attack the ADVANCE in any form without using such legitimate means of defence as are within our reach. In the meantime the "Watchman" will do well to keep its temper and, when it deals in insulting insinuations, learn to put up with the odd hits it receives in return, without squealing.

Organ Rules.

After perusing the Moncton "Times," St. John "Watchman" Halifax "Herald" and other high toned and "independent" journals we are enabled to announce the following as infallible rules by which organs of the Dominion Government are to be distinguished:

An organ of the Dominion Government is a paper:

1st.—That refrains from charging the Governor General of Canada with spending $28,000 obtained from said Government in giving a ball which was generally understood to have been paid for out of the private purse of the representative of Her Majesty in Canada.—

2nd.—That refrains from intimating that the Premier of Canada and Minister of Public Works made corrupt bargains for the purchase of steel rails and pocketed commissions thereby.—

3rd.—That does not labor to show that the Minister of Customs is an imbecile, that the Minister of Marine a nonentity.

4th—That does not charge C. J. Brydges with corruption, extravagance, a desire to damage Maritime trade interests and general malfeasance and incompetency in office.

[*The following is from "Left Centre" papers.*]

5th.—That dares to maintain that the right of fishery in navigable tidal waters is in the public and not in any individual riparian proprietor.

6th.—That does not say yea, yea, and, amen, to everything Hon. Mr. Mitchell chooses to utter.

7th.—That presumes to refrain from abusing the present Government generally and the management of the Intercolonial in particular.

There are some others in which we trace that meanness of mind peculiar to those cold-blooded persons who allow their political prejudices to merge into personal persecutions, but as these have not been unanimously agreed upon by our "independent" cotemporaries we do not place them in the list of well established rules.

OPENING OF THE CHATHAM BRANCH RAILWAY.

The opening of the Chatham Branch Railway for traffic on Monday last was a comparatively quiet affair, but, nevertheless, one of the most important events that has ever taken place here. In referring to the occasion and matters connected with it, we do not propose to go as fully into the history of the undertaking as might, under some circumstances, be thought advisable, owing to there being rather more than ordinary difficulty in arriving at the necessary facts. We may say, however, that the construction of a railway from Chatham to the Intercolonial was first practically proposed in 1869, and an Act was passed by the Local Legislature in 1870, incorporating Geo. Kerr, Wm. Muirhead, Wm. Kelly, Jacob C. Gough, Richard Sutton, Caleb McCulley, Richard Hutchison, Allan A. Davidson, R. R. Call, Alexander Loudoun, A. D. Shirreff, J. B. Snowball, Thos. F. Gillespie, G. A. Blair, Alex. Morrison, Chas. Sargeant, Jas. T. Griffin, John Nooman, Geo. Burchill, John Flett, Enoch Flett, and Wm. Wyse, as the Chatham Branch Railway Company. The road contemplated in the Act was one to the Village of Nelson and thence to the Intercolonial. The capital stock was $150,000 in shares of $10 each, and the county was empowered to take stock to the amount $80,000. The company desired to build as near the river as possible and make the terminus either at the Ballast Ponds in the upper part of the town, or on or near Hon. Mr. Muirhead's wharf property further down. Surveys were made under the direction of W. M. Buck, Esq., whose services were given gratuitously, Hon. Mr. Muirhead and J. B. Snowball, Esq. paying the staff. It was found that the cost would be much greater than the means within the Company's reach could cover. An appeal was then made to the Local Government for a subsidy of $10,000 a mile and considerable pressure was brought to bear to secure it. The Government, however, felt that it could not give so large an amount but, finally, consented to give $4000 as subsidy, and take stock to the amount of $24,000. An Act providing for aid to that extent was passed in 1874.

The Provisional Directors appointed under the first Act were Hon. Wm. Muirhead, Messrs. Wm. Wilkinson, R. B. Haddow, J. B. Snowball and G. A. Blair. These gentlemen held office until the first meeting under the second Act was held when the following Board was elected Alex. Morrison, Wm. M. Kelly, J. B. Snowball, F. E. Winslow and F. J. Letson, with Wm. Murray Esq., as representative of the Government stock. Mr. Morrison was elected President, and A. D. Shireff, Esq., was appointed Secretary.

The route originally named had been abandoned when the second act was passed and as the latter did not confine the Company to any particular line or survey, the present route was adopted as the only one that a road could be constructed over with the Company's available means, and the contract for construction was given to John C. Brown, Esq., C. E. The work has been very well done, although we believe that if the Company had had more experienced in railway matters they would not have paid quite so much money for what that gentleman had to do. The road is about 8¾ miles in length and its character is such—owing to the nature of the ground over which it is built—that it will be easily maintained, there being no bridges on it and only two small culverts. The rails were loaned to the Company by the Dominion Government and the tracklaying and ballasting was done by Mr. Kitchen, late of the Intercolonial. The Company's rolling stock consists of one locomotive, a first class passenger car and a combination baggage and second class car.

The Road is not a long one, yet the Company have had a great many difficulties to overcome in pushing it to completion. Political and other considerations have, at times, operated against its interests, and it had been said by some and feared by others that the Company had undertaken more than they were able to accomplish. Without disparaging the efforts of the other gentlemen interested, we think we are justified in saying that Chatham would not, to-day, have a railway were it not for Hon. Mr. Kelly's efforts in securing aid from the Local Government, and next, for the able and practical assistance he received from Mr. Snowball. Indeed, at the opening on Monday, Alex. Morrison, Esq., the President of the road, who has, also given much time and attention to the duties of his position, properly acknowledged Messrs. Kelly and Snowball's efforts, in behalf of the enterprise.

It was expected, at one time, that the Dominion Government would not only loan the rails to the Company, but also the rolling stock. Although the Government has not satisfied these expectations, and has obliged the Company to pay some $8,000 for the rolling stock, we presume that its reasons are valid. It does seem however, that the Premier, as well as Mr. Brydges, believes rather in commercial than paternal policy in such matters, for when the rails were loaned they assumed that they could do no more in the paternal way. We hope, however, that as the Company has fulfilled its obligations in respect to the purchase of the rolling stock, and is ready to operate the road, the Intercolonial authorities will adopt a liberal course towards it in making tariff and other necessary arrangements. We believe that such will be the case, for although Mr. Brydges has been strict in holding the Directors to all they have undertaken, he seems to desire that they should be treated as liberally as possible in operating the Branch in connection with the Intercolonial.

The Opening.

On Monday last a train left Chatham Station with about forty leading citizens on board, who were present by invitation of the Directors to take part in the formal opening of the road. Alex. Morrison, Esq., President, and Hon. Mr. Kelly, J. B. Snowball and F. J. Letson, Esqs., Directors, were in the party and on reaching the Junction they were met by C. J. Brydges, Esq., General Supt. of Government Railways, who, while on his way from Metapedia to Moncton, had accepted the Directors' invitation to formally open the road. Mr. Brydges was accompanied by Mrs. Brydges, his son, Mr. Fred'k Brydges, two daughters, Lt. Col. Gzowski of Toronto, R. Luttrell, Esq., Superintendent of the Intercolonial Railway and Mr. Henry Price, Divisional Superintendent. The official car in which Mr. Brydges' party had come was attached to the Chatham train which reached Chatham Station at about four o'clock. Although it was raining, quite a large number of persons were awaiting the return of the train and, after the ladies had been sent to Mrs. Bowser's Hotel, the gentlemen of the party were invited to the enjoyment of some refreshments which had been provided in the Station building.

Alex. Morrison, Esq., as President of the Chatham Branch Company, made a brief speech, in which he welcomed Mr. Brydges and party and, in proposing their health, requested Mr. Brydges to declare the Branch Railway open for traffic.

Mr. Brydges thanked the President for his kind expressions toward himself and party and said it was a satisfaction to him to respond to the invitation of the Directors to visit Chatham and declare its railway open for traffic. He was glad to find the railway built and to pass over it as he had just done. He contrasted its condition now with what it was when he visited Chatham a year ago and was driven about considerably by Mr. Snowball before even that gentleman himself could find the place where the road was. It was certainly, an important thing for Chatham that the enterprise had been carried to its present successful condition, and it would be a kind of monstrosity if Chatham—the most important commercial centre of the Gulf—did not have rail connection with the Intercolonial. He felt that the Branch would be a most important feeder to the Intercolonial, and without trespassing on the domain of politics he would take occasion to say that as the question of a shipping port in the Lower Provinces for the products of the Upper Provinces and West was being agitated and would, no doubt, very soon come up for decision, Chatham, with its fine harbor and advantageous geographical position would do well to consider what inducements she could present in order to secure such traffic during the navigation season. It might be necessary for Canada to establish a route for her western products to the sea entirely through her own territory. The subject was being discussed in St. John and Halifax and it was obvious that it was one in which the people of Chatham should interest themselves. So far as he could speak he would say that the Intercolonial Railway would do all it could to promote and develope trade and traffic wherever possible. It would bring freight to the shores of the country it traversed and, having done so it would remain with those interested in shipping to do their part.

He again thanked the Directors for their invitation and formally declared the Branch Railway open for traffic.

Mr. Brydges' remarks were received with applause and, in response to a call from Hon. Mr. Muirhead, Lt. Col. Gzowski said he was very agreeably disappointed in this part of the country. He had taken occasion, on invitation from Mr. Brydges, to spend a week's holiday in seeing the portion of the Intercolonial between Riviere du Loup and Moncton. He had expected to pass through an almost unbroken wilderness, but had seen productive fields, thriving towns and settlements, and important centres of trade, instead. He briefly referred to the shipping port question and said all that seemed to be required to secure much of the Western trade for Chatham was a little capital properly invested.

President Morrison assured the Colonel that Chatham had "a little Capital" and no more.

Mr. Brydges, in proposing the next toast, said he was sure the Company had wisely taken steps to put the Railway in its present place and that it would be beneficial to Chatham and the country about it. He hoped that perfect harmony between it and connecting lines would alway exist and proposed: "Prosperity to Chatham and surrounding Districts and the Chatham Branch Railway."

Mr. Morrison said it was Mr. Snowball's turn to respond, especially as he was a kind of legislator.

Mr. Snowball said he had attempted to become a legislator once but got so completely snuffed out that he had a poor claim to a legislative title. He thanked Mr. Brydges for responding to the Directors' invitation for the present occasion and for his encouraging expressions in respect to the Branch Railway. He knew that Mr. Brydges had always evinced a desire to forward the interests of the Branch, although he was, probably, prevented from doing all that the Company might think necessary and right, by the fact that other branch and connecting lines already projected might urge similar claims on the ground of Chatham Branch precedent. Mr. Brydges had done a great deal to meet the views of the Company, but he could assure him the Directors wanted him to do more and he felt certain that Mr. Brydges would agree with him that they had been as moderate as possible in their demands. The Directors hoped to have opened the road sooner, but ballasting had been delayed considerably, owing to want of cars. The work was almost entirely completed now, however, and in a short time trains will run regularly to connect with day and night trains on the Intercolonial. There was a very creditable building going up at the Junction—an evidence that the Intercolonial was in earnest in preparing to meet the requirements of Branch traffic and the Railway prospects of Chatham, were, on the whole, decidedly encouraging.

Hon. Mr. Kelly said that at one time in the history of the road it was pronounced, by some of their friends, almost impossible to construct and equip it with the means at the Company's disposal, but the enterprise had been carried through successfully in spite of all obstacles. He was grateful to Mr. Brydges for what he had done to aid the road. He (Mr. Kelly) always had faith in Mr. Brydges for he thought he could be got around in some way. Mr. Brydges had met them in a liberal, business-like way and being a practical man he had acted on the principle that those who desire aid must show a disposition to do something for themselves. It was quite true the road was not located where he and others would like to have it, for it would be very desirable to have a deep water terminus, but it was quite well known that the cost of building to the water was greater than the Company could meet and a great thing had been accomplished in getting the road where it now is. Some people think it is very easy to build a railway, but his experience, even with this short one, led him to quite a different conclusion.

G. A. Blair, Esq., after referring to the importance of Chatham as a centre of large commerce and population said the Branch line must increase its business and advance its interests very materially. The road was a great undertaking for the gentlemen who had carried it to its present successful condition. He gave "The President and Directors of the Chatham Branch Railway."

President Morrison, in responding thanked those present for the evidences of their good wishes towards himself and associates. He said Hon. Mr. Kelly had taken a great interest in the enterprise and the public were mainly indebted to him for the road. He (Mr. Kelly) was one of those men "who never say die" when they once set about the accomplishment of any task. Mr. Snowball had, also, had a good deal of responsibility resting on him in the work. As for himself he lived out of town and while he had been President (a position he did not want at first, but now intended to hold on to if he could) Messrs. Snowball and Kelly had done most of the work.

Hon. Mr. Kelly also spoke briefly after Mr. Morrison had concluded and said the Directors now wanted all the people to help them by patronizing the road.

The Staff, etc.—Arrangement for Operating the Road.

On Monday last traffic was commenced on the road, although the buildings, etc., are not yet completed, nor are arrangements at all perfected. The staff of the road is as follows:—

Joseph McNeil, Station Agent.
W. M. Stephens, Engineer.
William Johnston, Conductor.
John Griffin, Assistant Engineer and Fireman.

The time table for the present appears in our advertizing columns. It was hoped that connections would be made with the night trains at Junction, but as there is no turn-table or siding at the Station the engine could not be got ahead of the cars running both ways and the risk of backing all the way over the road at night was justly considered too great to be undertaken. In about a week a Y. will be completed at the Junction and a siding at the Station. Trains will then be run to connect with the Intercolonial night as well as day trains. The Company are also arranging to put a turn-table in at the Station, forthwith.

The Station building was erected by Mr. John McDonald. It is 1½ stoneys high, 50x30 feet, with awning roof projecting seven feet over back and front. The design is somewhat ornamental but very substantial. The lower floor is divided into four principal rooms, viz.: Waiting room, Ticket office, Express room and Freight room. The upper floor is divided into seven rooms for the use of the Station Agent. A platform 300 feet long extends along the track in front of the Station building.

Mr. McDonald is now engaged in erecting a tank house 13x15 ft., which will contain a tank 8 ft. in diameter, and 8 ft. high. He is also to proceed at once with the erection of a coal shed 40x15 ft.

The Junction station building is eighty feet long. It consists of a centre building to which is attached two wings. The centre building is 40x18, the wings are 36x20 each, two stories high. The centre building with bay window in front, is divided into ticket office, and ladies' and gentlemen's waiting rooms. The eastern wing is intended for freight, baggage, etc. The western wing will be divided into parlours, kitchen and dining room, on the lower flat. The upper flat will contain three bedrooms. An awning will extend the entire length of the building in front and between the wings in the rear. It will extend from the main building a distance of six feet. A platform will extend 500 ft. on the main line and 450 on the Branch.

The work is being constructed by the Dept. of Public Works, under the direction of Mr. P. Bassett. It will be completed on or about the first of September.

The Deaf and Dumb.

A short time since we observed in the Halifax *Recorder* a paragraph which would lead the uninformed readers of that paper to infer that Mr. W. Teed, who with Mr. A. H. Abell, is collector for the Deaf and Dumb School at St. John, was an impostor. In fact the *Recorder* stated that Mr. Teed had no claim on the liberality of Halifax people. In view of the fact that the Legislature of New Brunswick gives an annual grant of $1,000 to the Halifax Institution (which is a very complete and deserving one) the *Recorder* might afford to speak less selfishly with regard to Mr. Teed and his efforts to secure aid in Halifax for the St. John establishment. When a Halifax paper assumes such an attitude, it might be well, should it be found to represent Halifax feeling, to withdraw our provincial grant, or rather to divert it to the St. John institution, so that those controlling it might be enabled to extend its usefulness.

Some time since we received a circular from the Institution at St. John but had forgotten it until the *Recorder's* paragraph came under our notice. It may be well therefore, to state that the Deaf and Dumb Institution of St. John is under the patronage of His Honor Lieut. Governor Tilley, its officers being as follows:—

Hon. W. Wedderburn, Speaker N. B. Assembly, President.

George W. Whitney, Esq., Secretary-Treasurer.

Directors:—The President and Sec'y-Treas., Hon. I. Burpee, Minister Customs, J. S. Boies DeVeber, Esq., M. P., Henry A. Austin, Esq., M. P. P., A. Chipman Smith, Mayor of St. John, Chas. H. Fairweather, Esq., Merchant, Jas. Manchester, Esq., Merchant, W. W. Turnbull, Esq., Merchant.

A. H. Abell, Principal.

A. H. Abell and W. Teed, Authorised Collectors.

In his circular to the public, the President says:—

"The Institution occupies the large building No. 27 Saint James Street, in this City, and is open to visitation daily (every Saturday and the midsummer holidays excepted,) between the hours of 10 a. m., and 12 o'clock noon, on week days, and the hours of 3 and 4 p. m., on the Sabbath.'

"As collectors will solicit contributions and subscriptions during the summer, it is hoped your examinations of the claims and character of the Institute will justify you in commending it to the solicitude and support of the benevolent."

"It is probably proper to say, that the religious instruction imparted to the pupils is necessarily limited to the generally accepted doctrines of the Christian Faith,—and that the contributions of all persons are therefore confidently and most urgently solicited."

"The Government of New Brunswick has increased the Annual Grant to the Institute, which now amounts to $1,000."

"Your kind interest and assistance in this work of affording the Deaf and Dumb a religious and secular education, adapted to their circumstances, is earnestly desired."

As there are four hundred and forty Deaf and Dumb in New Brunswick, and the large majority of them are in total ignorance and comparatively helpless, it is hoped ample means will be cheerfully contributed for their industrial, moral, and religious education. Should our friends, therefore, be called upon by either of the collectors named they may be assured that, if they give their, liberality will not be abused.

Correspondence.

[We invite correspondence on all local subjects, and will be glad to publish anything that will advance the interests of our readers, intellectually, 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.]

Gloucester Co. Letter—French School Books.

GLOUCESTER COUNTY, N. B. July 20th '76.

To the Editor of the St. Lawrence Advance

Mr. Editor.—The senseless action of the Board of Education in adhering strictly to the letter of the law in the matter of class-books threatens to render abortive every attempt to work our French schools under the Act. The Board forbids the use of books which have not received its approval and as it has not given its sanction to any class-books suited to a French course, it virtually excludes French schools from the operation of the School Law. No teacher having under his charge children to whom instruction has to be imparted in the French language, if imparted at all, can conscientiously swear, can call the God of truth to witness that he has taught in conformity with the provisions of the Act, while the Board persists in its present apparent determination to force the French people to adopt the English language as the sole medium through which their children may be educated. In the schools of the majority of our french parishes for many years to come the English language must of necessity hold a secondary place. It would be more than folly to suppose that it could be otherwise. It is very well indeed to encourage amongst the French people a knowledge of our language which is the great medium of communication in our commercial and public affairs but the primary education of youth must ever continue to be most effectively reached by the mother tongue. The popular education has been for years the war-hoop of the party now in power, it has been dinned into our ears until we have really become almost sick of it. One would imagine that such a thing as education had been unheard of here until our politicians got astride of the hobby which they have ridden until it has lost all its graceful proportions, and become completely used up, and unable to perform all the wonderful functions which they have been promising and extolling *ad nauseam* for the last few years. Let any one open the Annual Reports of the Chief Superintendent and read, if his patience permits him, the namby-pamby efforts of the County Inspectors to bolster up the system and he will be led to believe that the Board of Education, the Superintendent, Inspectors, Trustees, and all concer

Local and General News.

SHERIFF OF GASPE.—Mr. L. Z. Joncas has been gazetted sheriff of Gaspe, in place of Mr. John Short, resigned.

APOLOGY.—We apologise for the omission of articles and reports on several local and other subjects this week, as pressure of other business has left the Editor no time to attend to them. We will endeavor to do better in future.

PARSING.—Brother Dow of the *Journal* doubts the ability of Brother Livingston of the *Watchman* to parse. Brother Dow ought to "sink the shop." In any case he should not expect the *Watchman* genius to be particular about anything.

WRESTLING ACCIDENT.—A young man named Lyons had his right arm badly injured, on Friday evening last, by falling on it while wrestling. It was at first thought to be broken, but on examination it was found the injury was not so serious.

KILLED BY THE TRAIN.—A Moncton despatch of Thursday last to the Halifax *Herald* states that Charles Mason, a Nova Scotian, who while drunk laid on the railway track at Beckwith Corner was run over by the express train which cut the body in pieces.

POSTAL:—A Gloucester County Correspondent writing us on Friday last says:—I understand that Inspector McMillan has received instructions to make the contracts for the Tri-weekly mail service. It is to be hoped that, whoever the contractor is Mr. McMillan will knock some life into him, as the boys say, make him "toe the mark."

ASK AND YE SHALL RECEIVE.—The St. Andrews *Standard* thinks it proper to administer a good deal of rebuke to those who are in the habit of asking questions among the uninformed. The *Standard* is truly liberal-conservative in its politics, and, like the *Advance* deals out even handed justice without considering who is pleased or displeased with its course.

BAD BANK NEWS:—The Farmers' Bank of Rustico, P. E. I., is reported to be somewhat slow in redeeming its paper and as a consequence, the other Banks when offered its notes say they are not current at present.

Forgeries of $5 notes of the Bank of British North America are out. They are photographed and may be readily detected.

A SEARCH for Mr. Brush, the missing Railway Cashier, is being vigorously pushed by the Government. It is said that Mrs. Brush received the sum of $300 from her husband, by mail, soon after he left Moncton, probably from St. John. That amount Mrs. Brush at once handed over to the Government, and she has resumed work at her original occupation, that of telegraph operator.—*Globe*

THE "MANCHESTER HOUSE" is the name by which Mr. W. S. Loggie's establishment on Water street will, in future, be known. He has improved his store greatly by adding some 24 feet to its length and it is now one of the best dry and general goods houses in Chatham. Mr. Loggie is a young merchant and he promises to be a successful one. We advise our friends to give the "Manchester House" a good share of their patronage.

MOUNT ALLISON.—The first term of the Academic year at Mount Allison Wesleyan College and Academies is to begin on Thursday 17th of August, as will be seen by reference to our advertising columns. These Institutions are so well and favorably known that extended notice of them is not necessary. The fees are very reasonable, indeed, considering the high character and ability of the faculty and Teachers, as well as the faithfulness with which they discharge their duties.

NEW FIRM.—Messrs. Robertson and McAndrews succeed the late ship chandlery firm, Pattison and McAndrews. Mr. D. C. Robertson, who takes the late Mr. Pattison's place, is a young gentleman of good business experience and, from a personal acquaintance of several years with him, we feel justified in saying that he will prove a valuable addition to the business men of Chatham. Mr. McAndrews, although not long a resident here, is already well known in his business, and has made a great many friends. We wish the new firm every success.

PIC-NIC.—St. Margarets Pic-Nic on Wednesday, 19th inst., was a very successful affair, the attendance being very large. The programme of amusements, comprising dancing, horse and foot racing, jumping, &c., was faithfully carried out, and everything possible done to ensure plenty of amusement for the visitors. In the horse race there were six entries, but only three of these started, the prize a large picture of O'Connell, being taken by Mr. Patrick Flanagan, who presented it to the Committee for the benefit of the Pic-Nic. The sum of $300 was realised, clear of the heavy expenses incurred.

THE ARMY WORM is reported up the St. John River. The *Globe* says:—"A gentleman from Long Island, King's Co., gives the unpleasing intelligence that the pest, about which there was so much excitement last summer, and known as the "army worm" is again making its appearance in some parts of the country. On Sunday last, he saw a mass three feet in length and five inches thick, and which contained thousands upon thousands of the nasty insects, worming their way along at the rate of about one foot per hour. Such a horde would spread over and ravage half an acre of land a day.

DR. ARNOLD, of Berlin, Prussia, evidently ranks high as a Physician and Surgeon in his native country, as proved by the Diplomas and Credentials in his possession, and many who have been under his treatment in St. John, Moncton, Miramichi, and other parts of the Province, have found him skilful and able to fulfil his promises. Those who suffer from defective sight or hearing, or any chronic complaints will profit by consulting the Doctor as early as possible. He has taken rooms at Mr. B. Stapledon's, Duke Street, where he will remain until 14th September, during which time he may be consulted daily, *free of charge*. *Adv't.*

CANADIAN INDIANS get along much better with our government than their brethern with that of the United States. One exchanges inform us that a grand Indian council was held in Southampton, Ont., on July 12th, seventeen bands or reservations being represented, at which a resolution was passed directing the president and secretary to notify the Superintendent General of Indian Affairs for the Dominion of Canada, that the council accepted the Indian Act of 1876, passed by the Dominion Parliament at their last session; at the same time a motion was made expressive of the gratitude of the council to Mr. Laird and the other members of the Government, for their efforts in procuring the Act.

PERSONAL.—Rev. R. Shreeve and Mrs. Shreeve, who spent a fortnight visiting their Chatham friends, left for Halifax on Thursday evening last.

Hon. Peter Mitchell has returned to his home in Montreal, having left Newcastle on Thursday morning last. He seemed to enjoy his trip to the Miramichi very much and was well received by his many friends, made when he was a resident of this county.

Humphrey Gilbert, Esq., Police Magistrate of St. John, and Thos. M. Deblois, Esq., the well known naturalist of the same city, paid a flying and welcome visit to Chatham on Thursday last.

Hon. Adam Crooks, treasurer of Ontario, was in town on Friday.

Rev. Dr. McRae, of St. John, has been on a visit to the Miramichi for several days. He has preached in St. Andrews Church the last two Sundays.

Rev. Wm. Wilson has returned from St. John where he has been for the past fortnight, having for the time, exchanged Pulpits with Rev. Dr. McRae of New St. Stephen's Church.

Mr. Landry of St. John was in town last week.

C. J. Brydges, Esq., and family, Lt. Col. Gzowski, President of the Dominion Rifle Association and R. Luttrell, Esq., were in Chatham on Monday and Tuesday last.

D. T. Johnstone Esq., of the Prince Edward Island Railway visited his Chatham friends last week.

Masonic Pic-nic and Excursion.

There is to be an Excursion and pic-nic on Wednesday next, under the auspices of the Masonic fraternity of Chatham. The steamer *Andover* has been engaged for the occasion, which promises to be the most enjoyable one of the whole season. Excursionists are to take their own baskets, but an abundance of soda water, sarsaparilla, etc., will be provided by the committee. All who can do so should set aside Wednesday next for a holiday.

St. Michael's College.

On the return of the Christian Brothers from Montreal, which will be about the second of August, St. Michael's Commercial College, Chatham, will be opened for the reception of pupils. According to the Prospectus the system of Instruction is both theoretical and practical; it includes, Religious Instruction, Reading, Penmanship, the English Grammar, Analysis, Orthography, and Composition, the French language; Sacred History, History of Canada, United States, England, Ireland and General History. Geography, Arithmetic (the latter especially applied to Commercial and Industrial operations.)

Book-keeping, (according to systems used in the best business houses in the country.)

Algebra, Geometry, Trigonometry, Telegraphy, and Natural Philosophy.

Linear and Ornamental Drawing, Surveying, Navigation, and Vocal Music.

The classes are to be graded on basis of the pupils' advancement, and the instruction imparted will be thorough and practical.

Children are admitted from the age of seven years. On the admission of a pupil, parents are requested to furnish a certificate from the Principal of the last school he attended and all information that may tend to facilitate the work of the teachers. At the end of the months of November, February, and May, Reports are sent to the parents, informing them of the state of their children, as to their health, conduct, and application to study.

The Institution is well located and its teaching staff will, no doubt, be ample and well organized. It has a large field in this section of the country and will, we hope be well patronized. Its establishment is another evidence of the Christian zeal and enterprise of the Bishop of the Diocese and is also creditable to those who sympathise with and assist him in his good works.

Our Book Table.

Stray leaves from Scotch and English History, with the life of Sir William Wallace, by the Rev. Charles Gordon Glass, A. M., late Principal of Woodstock College, New Brunswick, Presbyterian Minister, Montreal,—400 pages, price $2.00.

This work which is now in its second edition, is published by Col A. A. Stevenson, Montreal. It is printed on good paper in large pica type, is well-bound and has a very fine appearance.

The author is well known to the public having settled in this Province about fifteen years ago. He was the founder of Glassville, now a large and prosperous Scotch settlement in the County of Carleton, N. B. He also built the Woodstock College and was its principal from its foundation until a few years ago when he sold the building to the town of Woodstock for school purposes. He also wrote a treatise of Education, which had a large circulation in the Province.

Mr. Glass has performed the task of writing the life of this great patriot hero with his usual ability. The style is good and the whole volume displays research and ability.

We recommend the work to the people of this Province, and especially to the youth, who will find in its perusal a great deal of valuable information. Wherever it has been introduced the work has received the highest encomiums from the press of Canada and the United States.

The author's son, Mr. James M. Glass, B. C. L., Barrister at Law, Montreal, is now here, with the view of appointing canvassers for the sale of the work. Communications to be addressed to him at the Post Office, Newcastle, N. B.

WIDE AWAKE FOR AUGUST, 1876.—Wide Awake for August sets forth a tempting repast for folks little and big—two serials, four short stories, several poems, a paper of the "Poets' Homes" series, relative to J. T. Trowbridge, an etiquette paper, an article relative to "Saving Life by the Rocket Apparatus" another, racily written, about the "Bambino" at Rome, while the departments are well filled, all prodigally illustrated.

The opening short story, "Jenny's Lark," is by Nora Perry. "How Lidie had her Picture Taken" is well told both by pen and pencil. In the serials, in "Good-for-Nothing Polly," Polly is a genuine boy, while in the "New-Fashion-Girl," Nan is a good type of thousands of our modern girls, her dreams and her duties pulling at her with contrary hands. The etiquette paper, "Manners at Home" ought to be printed as a tract for general distribution. Among the poems, that Classic of Baby-land, "Jack and the Beanstalk," by Clara Doty Bates," illustrated by Charlotte Doty Finley, and "The First Tooth," by Edgar Fawcett, will be widely read.

Only $2 per annum. D. Lothrop & Co., Boston.

Fatal Accidents.

An inquest was held before Coroner J. S. Benson on the body of Lawrence Mallally who was found drowned on Sunday last. It appears that the deceased came from P. E. Island with a horse for sale and is said to have disposed of it to a Mr. Smith, of Partridge Island. Last Wednesday evening the deceased, and Capt. McCarty of schr. *Norwood*, went to the house of a man named Hughes, in Foundry Lane and, having taken three drinks of liquor out of a Pint Flask, which he took there himself, deceased left about 11 o'clock, intending to go on board the *Norwood* in which he purposed returning to his home on the Island. He was somewhat under the influence of liquor at the time. McCarthy remained at Hughes' all night and was called about 5 o'clock in the morning by one of the men in his Schooner, who not seeing Mallally with him asked where he was. The Captain said he went on board about 11 o'clock the night before. Of course the man told McCarty that the deceased had not arrived on board. Search was made in the neighborhood of Hughes' house but no tidings of the missing man could be obtained. Mr. Stapleton, Chief of the Police, was then informed of the affair and he made every possible search and enquiry but without avail.

The body was picked up on Sunday morning by Captain McKee of the schr. *General Grant* lying at Letson's wharf and handed over to the proper authorities.

The Jury returned a verdict of "Found Dead." The deceased had on his person the sum of $44.43, which is now in the hands of Mr. Stapledon who will, after paying for the coffin and other expenses, forward the balance to the widow, upon receipt of proper authority.

It was at first feared that there had been some foul play in this matter but the fact of the money being found on the person of deceased will remove all suspicion of such being the case.

A sad accident happened on Tuesday morning on board the Barque *Meggie*, discharging ballast at Muirhead's wharf, by which one of the seamen of the vessel lost his life. It appears that the Boatswain, assisted by one of the men named Johanne Sepperlich, was receiving the tubs containing the ballast, as they were being hoisted from the hold and tipping them over the side of the vessel. As they were just in the act of guiding a tub through the hatch way the bolt which fastened the gin together, over which the rope ran, broke, allowing the iron wheel weighing about 30 pounds to fall. This wheel struck Sepperlich on the head producing an extensive fracture of the skull of which he died in about 20 minutes.

An inquest was held before Coroner J. S. Benson, when the Jury returned a verdict of "Accidental death."

Deceased was an Austrian by birth belonging to Trieste, about 40 years of age and a single man.

Who Rules?

In the House of Commons, recently, Mr. Whalley asked the First Lord of the Treasury, with reference to the statement of the Lord Chief Justice of the Queen's Bench in Ireland, that the Pope and not the Queen exercised paramount authority in certain cases affecting civil liberty in Ireland, whether he has prepared to take action by further inquiry or otherwise in respect of such declaration, now that the litigation in reference to which it was made, and which prevented his replying to a previous question to the same effect, had come to an end. Mr. Disraeli did not consider himself responsible, in the office he held, for statements made by judges in Ireland. So far as he could collect from sundry allusions and observations of the hon. gentleman, he supposed the inquiry amounted to this—whether a person was liable to the Papal authorities in this country if he voluntarily accepted that authority? (Hear, and laughter.) If a man was determined to obey his Holiness the Pope, he (Mr. Disraeli) did not see how the Government could step in and interfere with a voluntary act of submission. (Laughter.)

BOSTON, July 21st.—Dry goods valued at $2,500,000 went ruinously low by auction in New York.

Sitting Bull was killed in Custer's fight. The yacht "Mohawk" capsized in a squall off Staten Island, yesterday, and Commodore Garner the millionaire, wife and niece, with others, were drowned.

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.

July 19—Bark V. A. Fazenthal, 371, Tomich, Bordeaux, ballast, J. B. Snowball.

July 22—Bark Josephine, 456, West, Leith, do., Wm. Muirhead.

Bark Ellen, 843, Hutton, Liverpool, do., do.

July 24—Bark Carolina, 621, Cook, Havre, do., do.

Bark Meggie, 485, Gibb, St. Johns, Newfld., do., do.

Bark Cambale, 492, Phillips, Milford, do., do.

Bark Boaz, 470, Jacobsen, Liverpool, do., J. B. Snowball.

July 25—Brigt. Oronoco, 229, O'Brien, Dublin, do., Wm. Muirhead.

Brig Urda, 318, Olsen, Hull, do., Guy, Stewart & Co.

Bark Spainich Dirella, 344, Schultz, Gloucester, do., do.

Schr. Bacco, 145, Salis, Boston, via Summerside, cargo, various.

Coastwise.

July 19—Schr. General Grant, McPhee, Sydney, coals, master.

Schr. Active, Marchand, Picton, do., do.

Stmr. Secret, Davison, Shediac, cargo, Wm. Muirhead.

July 20—Schr. Confederate, McKay, Rustico, do., master.

Schr. Onward, Kennedy, Summerside, ballast, do.

Schr. Julo, McDougall, Charlottetown, do., do.

July 21—Stmr. Miramichi, Bacquet, Quebec, cargo, Wm. Muirhead.

July 22—Schr. Lassie, Gallant, Shediac, ballast, master.

Stmr. Venezia, McMaster, Montreal, cargo, Wm. Muirhead.

July 24—Schr. River Queen, McKay, New London, do., master.

Schr. Carrie, Brown, Summerside, ballast, do.

Schr. Lilly, Allen, do., cargo, do.

Schr. Marianne, Miller, Tignish, do., do.

Stmr. Hamborough, Fraser, Montreal, do., Wm. Muirhead.

CLEARED.

Foreign Ports.

July 19—Bark Agathe, 508, Goversten, Liverpool, deals, A. Morrison.

Brgt. Riverside, 227, Starkey, Mogador, Africa, do., J. B. Snowball.

Bark Albion, 420, Larsen, Bristol, do., do.

July 20—Bark Granville Belle, 1129, Purdy, Liverpool, do., do.

July 21—Bark Carrie Delap, 1116, McKay, do., do., do.

Ship Iris, 954, Armstrong, do., do., do.

Bark Protector, 688, Gunderson, do., do., Wm. Muirhead.

July 22—Bark Cornelia, 378, Christensen, Swansea, do., A. Morrison.

July 25—bark Actic, 564, Silloth Dock, do., Wm. Muirhead.

Coastwise.

July 19—Stmr. Secret, Davison, Quebec, cargo, Wm. Muirhead.

Schr. Norwood, McCarthy, Tignish, do., master.

Schr. Claymore, Memphis, Charlottetown, do. Wm. Muirhead.

July 21—Schr. Julo, McDougall, Tracadie, ballast, Guy, Stewart & Co.

Stmr. Miramichi, Bacquet, Pictou, cargo, Wm. Muirhead.

Schr. Confederate, McKay, Rustico, do., master.

Schr. Tiotis, Rourke, Charlottetown, do., Guy, Stewart & Co.

July 22—Stmr. Venezia, McMaster, Pictou, do., Wm. Muirhead.

Schr. Onward, Kennedy, Summerside, do., do.

July 24—Stmr. Hamborough, Fraser, Pictou, do., do.

July 25—Schr. Sea Queen, McKay, New London, do., do.

Schr. General Grant, D. McPhee, do., salt, do.

Port of Richibucto.

ARRIVED.

July 22—Bark Therese, 318, Kortlepel, Madeira, ballast, Geo. McLeod.

July 24—Bark Annie McNairn, 397, Waycott, Belfast, Limestone, do.

CLEARED.

July 19—Bark August, 387, Lounies, Gloucester, deals, Geo. McLeod.

July 20—Bark Greve, Manderstom, 308, Olsen, Liverpool, do., J. & T. Jardine.

Port of Buctouche.

CLEARED.

July 18—Schr. Acadia, 211, Cameron, Liverpool, deals, Geo. McLeod.

Port of Cocagne.

CLEARED.

July 17—Brigt. Rebe, 211, Rockinge, Llanelly, W. Richards, lumber.

Other Ports.

ARRIVED.

July 4—Mary Jane, Wilbur, at Ayr, from Miramichi.

July 5—Ocean Star, Hill, at Glasgow, do. do.

Active, at Maryport, do. do.

July 6—Glenola, at Barrow, do. do.

Wellhaven, at Flookwood, do. do.

Sutherland, Upton, at Waterford, from Richibucto.

July 7—Norge, at Bristol, from Miramichi.

Finland, Bjornstedt, at Gloucester, from Chatham.

Penema, Gordon, at Liverpool, from Richibucto.

Wallorg, Hansen, at Lancaster, from Miramichi.

July 8—Frey, Lundt, at Gloucester, do. do.

Industry, Larsen, at do., from Chatham.

Arctic, Brinton, at Queenstown, from Richibucto.

Sea Crest, Bennett, at Newport, from Miramichi.

July 9—St. Patrick, Bogart, at Cardiff, do. do.

July 10—Mary E. Chapman, Atkinson, at Liverpool, do. do.

Brigt. Aretas, at do., from Richibucto.

July 20—Brig Afton, Cann, at Wexford, from Chatham.

July 23—Bark Sarah M. Smith, at Greenock, from Dalhousie.

CLEARED.

July 7—Pacific, Jack, Belfast, for Miramichi.

P. Wickstrom, Jr., Beckmann, Greenock, for do.

July 8—Charles, Dublin, for do.

July 22—Maria, Halifax, for Miramichi.

Memoranda.

In port at Cardiff, July 7th, bark Constantine, Lendelin, for Miramichi.

In port at Newport, July 7th, bark Roska, Ignatius, for Miramichi.

ELECTRICITY.

Thomas' Excelsior-Eclectric Oil.

North Ten Times its Weight in Gold—Pain cannot stay where it is used!

It is the cheapest medicine ever made. One lose cures common sore throat. One bottle has cured Bronchitis. Fifty cents' worth has cured an old standing cough. It positively cured catarrh, asthma, and croup. Fifty cents' worth has cured crick in the back, and the same quantity lame back of eight years' standing. It cures swelled neck, tumors, rheumatism, neuralgia, contraction of the muscles, stiff joints, spinal difficulties, and pain and soreness in any part, no matter where it may be, nor from what cause it may arise, it always does you good. Twenty-five cents' worth has cured bad cases of chronic and bloody dysentery. One teaspoonful cures colic in 15 minutes. It will cure any case of piles that it is possible to cure. Six or eight applications is warranted to cure any case of excoriated nipples or inflamed breast. For bruises, if applied often and bound up, there is never the slightest discoloration to the skin. It stops the pain of a burn as soon as applied. Cures frosted feet, boils, warts, and corns, and wounds of every description on man or beast.

S. N. THOMAS, PHELPS, N. Y.
And NORTHROP & LYMAN, Toronto, Ont., Sole Agents for the Dominion.

NOTE.—*Eclectric*—Selected and Electrized.

Spring Hill Coal.

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

The Intercolonial Railway uses this coal exclusively for all locomotives and stations west of Truro.

The coal is mined in the most approved manner to insure its freedom from stone and fire-clay; the round coal is then put over a screen, which separates from it all the dust and small coal; the latter is then put through an elaborate steam rotary screen, which produces two sizes of small coal, known as "Stove" and "Nuts," which are perfectly pure coals and entirely free from dust. The superior quality of the "Round" coal being fully established, attention is particularly drawn to the "Stove" and "Nuts;" the former may be used in grates along or mixed with the "Round," many prefer it alone; the latter is unsurpassed for cooking stoves, or for small engines. The coal ignites very quickly and burns freely, thereby insuring a quick heat with but a small consumption of fuel, which is particularly desirable in summer; in winter, and when large rooms are to be heated, you have simply to add to the quantity used in summer for heating the boiler or the pot, and a lasting and economical fire is the result.

Its low price must induce all those who consider this point to give it a trial. "Stove" Coal is now sold at the Mine at $1.75 per ton, and "Nut" Coal at $1.00 per ton. During the summer months, and before frost and snow impede operations, it can be produced more cheaply and satisfactorily than during the winter; the Company will, therefore continue these low prices until August, 31st, hoping thus to induce consumers to store up as much as they conveniently can before that date. After August 31st the prices will be $2.00 per ton for "Stove" and $1.25 per ton for "Nut." The price for "Round" is $2.50 per ton, at the mines.

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

In 1875 the sales reached 53,000 tons, and it is hoped that this year's sales will nearly double those of last year, thus proving the great appreciation of Spring Hill Coal.

W. E. VROOM,
Secretary and Treasurer.

ST. JOHN N. B., June 13th, 1876.

MARRIED

At the residence of the bride's father, St. Nicholas River, Kent Co., on the 12th inst., by the Rev. James Law, A. M., Mr. Edwin Bowser of Kingston, Kent, to Janet, third daughter of Mr. James Stothart of the former place.

DIED

At Oak Point, on Thursday, 13th inst, Anne McIntosh, aged 66. *Requiescat in pace*

At Chatham, on Friday, July 14, PETER MOAR, in the 78th year of his age, regretted by a large number of friends and acquaintances. He leaves a wife and six children to mourn their loss.

Blessed are the dead who die in the Lord, from henceforth they shall rest from their labours, and their works shall follow them.

CHATHAM POLICE REPORT.

BEFORE G. A. BLAIR ESQ.

July 22—George Dick, assault and battery, fined $2 and costs.

July 24—William Hayes, drunk and disorderly, fined $1 and costs.

New Advertisements.

HARNESS.

JUST RECEIVED:

TEN SETTS DRIVING HARNESS.

"Superior Quality & Style."

—IN—

SILVER,
BRASS,
NICKLE, &
JAPAN MOUNTINGS.

☞ CHEAP FOR CASH. ☜

ROGER FLANAGAN,

ST. JOHN STREET, - - CHATHAM, N. B.

July 25th, 1876.

Alcohol and Rye.

120 BBLS. 50° and 57° Spirits.
50 Bbls. Rye. } Walker's and Goderham & Wort's

DANIEL PATTON.
SAINT JOHN.

July 18, 1876.

New Advertisements.

MASONIC EXCURSION

—AND—

PIC-NIC.

THE STEAMER "ANDOVER" will leave HON. L. WM. MURDHEAD'S Wharf, Chatham, on

WEDNESDAY MORNING, 2ND AUG., AT 9 O'CLOCK, DOUGLASTOWN, 9.25, AND NEWCASTLE 10 O'CLOCK.

Proceeding thence to North West Bridge, through the Tickle to South West Boom, and return to Beaubear's Island, where the PIC-NIC will be held.

The Steamer will leave the Island at 3 o'clock, and then proceed down River to Sheldrake Island, and return to Chatham and Newcastle.

☞ *Parties will Provide their own Baskets.* ☜

Tickets for Families, ... $2.00
Single Tickets, ... 1.00

To be had only from the Committee.

ARTHUR JOHNSON, JAMES GRAY, R. R. CALL, JOHN FOTHERINGHAM, ALEX. STEWART, DR. J. S. BENSON, H. A. MUIRHEAD, W. A. PARK, GEO. J. WILSON, W. F. GILLESPIE, Sec.

As the number of Tickets is limited, parties wishing to avail themselves of the Excursion, &c., had better apply at once.

Music by the Band of 73rd Battalion.

Demarara Rum.

26 PUNCHEONS, from 30 to 40 over proof.

DANIEL PATTON.
SAINT JOHN.

July 18, 1876.

Notice of Co-Partnership.

THE PARTNERSHIP heretofore existing under the style of PATTISON & MCANDREWS, being dissolved by the death of R. B. Pattison, the business will heretofore be conducted under the Style and firm of

ROBERTSON & M'ANDREWS.

Mr. D. C. Robertson having purchased the interest of the late Mr. Pattison in said business.

All debts due the late firm must be paid to their successors, and all the liabilities will be assumed by the new firm.

D. C. ROBERTSON,
GEO. H. MCANDREWS.

Chatham, 24th June, 1876. Sep.27

Robertson & McAndrews,

SHIP CHANDLERS,
COMMISSION MERCHANTS,

Dealers in Mill Supplies, etc.

Keep constantly on hand a good assortment of SHIP CHANDLERY GOODS, MILL SUPPLIES, GROCERIES, PROVISIONS, &c. &c., which they will dispose of on reasonable terms.

FRASER BUILDING,
WATER STREET, CHATHAM, N. B

June 24th, 1876.

Copper Distilled Kentucky Bourbon.

10 PUNCHEONS, Reliable Bourbon, from "Freiberg & Workum's" Distillery, Lynchburg.

DANIEL PATTON.
SAINT JOHN.

July 18, 1876.

JOHN W. NICHOLSON.

Wholesale Importer and Commission Merchant,

7 NELSON ST., ST. JOHN, N. B.,

Offers for Sale the following Goods:

100 Hogsheads, 300 Quarter-Casks, 60 Octaves, 2000 Cases, 200 Cases Pints, 400 Cases Flasks, 100 Cases, Pale, 600 Cases, 50 Hogsheads, 50 Quarter-Casks, } Martell & Co.'s finest PALE and DARK BRANDY—in Bond and duty paid. Vintages 1865, 1867, 1869, 1870, 1874 and 1875.

100 Cases, Half-pints, BRANDY; 200 Cases, Pint Flasks, do.

SENEVA.

100 Hogsheads, 150 Quarter-Casks, 1000 Cases, } Hennessey's finest PALE and DARK BRANDY—in Bond. Vintages 1865, 1868, 1869, 1870 and 1874. John DeKuyper & Son's finest Quality GIN—In Bond.

250 Cases Best London OLD TOM GIN;

WHISKEY.

40 Hogsheads, 50 Quarter-Casks, } Cork Malt, very old Whiskey;
200 Cases 11 year Old B. Whiskey;
100 Cases Hewitt's 5 year Old Malt Whiskey;
100 Cases Irish Whiskey;
100 Cases Dunville & Co.'s Belfast Whiskey;
40 Quarter-Casks Highland Malt Scotch Whiskey;
250 Cases Blended Glenlevet Scotch Malt Whiskey;
100 Cases, Flasks, Scotch Whiskey;
100 Cases, Flasks, Old Cow Bourbon Whiskey;
150 Cases Flasks, Irish Whiskey;
100 Cases, Pint Flasks, Scotch Malt Whiskey;
100 Cases Flasks, London Old Tom Gin;
100 Cases, Quarts, John Bull Bitters;
100 Cases Old Crow Bourbon Whiskey.

RUM.

10 Puncheons Strong Demerara Rum;
100 Cases Finest Jamaica Rum.

ALCOHOL.

100 Barrels Goderham & Worts' finest quality, 95 per cent over proof, Extra Refined Alcohol.
100 Barrels Goderham & Worts' finest quality Rye Whiskey.
50 Barrels finest quality Bourbon Whiskey.

WINES.

200 Quarter-Casks Port Wine, various qualities;
150 Quarter-Casks Sherry Wine, various qualities;
50 Baskets and Cases Champagne;
25 Casks McKenzie's Finest Ginger Wine;
200 Cases Claret;
50 Cases Finest Hock.

INDIA PALE ALE AND BROWN STOUT.

250 Barrels, each 4 dozen Quarts, India Pale Ale—Bass and Allsopp;
100 Barrels, each 7 dozen Pints, India Pale Ale—Bass and Allsopp;
200 Barrels, each 4 dozen Quarts, Dublin and London Brown Stout;
150 Barrels each 8 dozen Pints, Dublin and London Brown Stout;
60 Hogsheads Allsopp's and Bass' Draft Ale;
10 Hogsheads Guinness Stout.

TEA.

50 Chests finest London CONGOU TEA;
40 Hogsheads Bright SUGAR, and other Goods which I will sell at lowest prices for Cash or Approved Notes.

☞ Agents for the following Houses for Brandy, Gin, Port and Sherry Wines:—

Messrs. Martell & Co., Cognac, France.
" John DeKuyver & Sons, Rotterdam;
" Newman Hunt & Co., Oporto;
" Carey Brothers, Spain;
" Eichar Davis & Co., Cadiz, Spain.

St. John, N. B., 18th July, 1876.

London Congou Tea.

160 HALF CHESTS "SUPERIOR" CONGOU TEA.

For Sale Low.

DANIEL PATTON.
SAINT JOHN.

July 18, 1876.

J. M. J. INSTITUTE

—OF THE—

Christian Brothers.

ST. MICHAEL'S COMMERCIAL COLLEGE,

CHATHAM, N. B.

THIS College has for its object to impart to young men, together with the benefit of a Christian education, the necessary knowledge of Commerce in all its branches, and whatever else may fit them for industrial pursuits.

Classes will open in the 1st week of September, next.

TERMS OF BOARD.

Board for the scholastic year payable in advance in two terms: 8th, Sept. 1st, $35; March 1st, $35. A term already commenced is due in its entirety.

EXTRA CHARGES.

Drawing	$2	per annum.
Navigation	5	" "
Telegraphy	5	" "
Bed and bedding	3	" "
Half-board	2	a month

☞ *For further information send for Prospectus.*

Angling.

THE very best qualities of SALMON and TROUT REELS, bronzed or clouity, with or without Revolving plate.

CASTING LINES, FLIES;
FINEST SILKWORM GUT;
OILED SILK SALMON and TROUT LINES;

Together with CHEAP REELS, LINES, RODS, and all other Fishing Goods.

For Sale by

H. CHUBB & CO.
SAINT JOHN.

June 27

460 Cases, Consisting of Pints and Quarts "Old Tom Gin," "Bourbon Whiskey," "Ginger Wine," "John Bull Bitters," etc., etc.

DANIEL PATTON.
SAINT JOHN.

July 18, 1876.

New Advertisements.

Cigars, Cigars.

75,000 GERMAN & HAVANA CIGARS; ranging in price from $14 to $60 per M.

DANIEL PATTEN.
SAINT JOHN.

July 18, 1876

10 PER CENT!

UNTIL further notice I will sell

JEWELLRY

—AND—

FANCY GOODS,

at 10% less than regular prices

ISAAC HARRIS,

Chatham, July 26, 1876.

Brandy! Brandy!

Ex. "Augusta" and "Achilles," from Charente.

410 QUARTER CASKS,
1000 CASES, quts. & pts. } 1875 Brandies.

From "F. Hennessy & Co." "J. & F. Martel," "Jules Robin," "Geo. Sayer & Co.," Pinet Castillon," "Ridrec Garbette" and "Alexander Seignette," of Cognac.

For Sale Low, from No. 1 Warehouse.

DANIEL PATTON.
SAINT JOHN.

Older Brandies in Stock also, "Three Star" Martell. D. P.

St. John, N. B., July 18, 1876.

Mount Allison Institutions,

SACKVILLE.

THE FIRST TERM of the year 1876-7 will open on

Thursday, August 17th.

All departments, the College, including Arts and Theological Courses, the Male Academy with connected Commercial College, the Ladies' Academy with complete appliances for instruction in the Fine Arts and Music, are maintained in the highest state of efficiency.

Send for Catalogue replete with information regarding all departments, and give early notice of pupils.

D. ALLISON.
J. R. INCH.

Sackville, June 30th, 1876. Aug.17

Port and Sherry Wines.

20 QUARTER Casks "Cockburns" London Dock Old Port.
40 Quarter Casks Gonzales; Ryan & Co., and M. Misa Cadiz Sherry.
175 Quarter Casks Tarragona & Humbro Cheap Wines.

DANIEL PATTON,
SAINT JOHN.

July 18, 1876.

COW FOUND.

STRAY COW found at Mr. Cooper's, Middle Island, may be had by the owner on proving property and paying expenses.

Apply to the Subscriber.

THOS. M'MASTER,
at Mr. JOHN ENGLAND'S Chatham.

Aug 10

NOTICE.

IN consequence of the very dull times and scarcity of money, I have reduced the prices of my Goods to a very small advance on cost, viz:—

Best Martell and Hennessy Brandies, at	$2.80	former price	$3.50
" Scotch Whiskey, at	2.20	" "	2.80
" Holland Gin at	1.60	" "	1.90
" Old Rye, at	1.20	" "	1.70
" Old Rum, (Demarara & Jamaica,) at	3.00	" "	3.60
" Spirits, at	1.50	" "	1.80
" Port & Sherry Wines, from $1.50 to $5.00.			
" Cased Brandy, per doz.	9.00	former price	12.00
" " Holland Gin, at	5.25	" "	7.00
" " Whiskey, at	6.25	" "	7.50
" Bot'ld Ale by the bbl, per. doz., at	2.10	" "	3.00

GREAT REDUCTIONS

—IN PRICES OF—

Paints, Oils, Varnishes, Turpentines, Glass, Putty, Etc., Etc.,

ALSO: The largest and most complete Stock of

HARDWARE

that can be found on the North Shore; comprising all kinds of

Farming and Haying Tools,

which will be sold at a very small advance on cost to clear them out.

☞ Buyers will save money by calling on the Subscriber before purchasing elsewhere.

J. R. GOGGIN.

Chatham, July 19th, 1876.

SCOTCH WHISKIES.

45 Quarter Casks,
250 Cases (Pints and Quarts.)

"Bullock Lade" "Hay Fairman" and "John Stewarts" Celebrated Old Malt Whiskies.

DANIEL PATTON,
SAINT JOHN.

July 18, 1876.

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 back and limbs, fatigue on slight exertion, palpitation of the heart, hysterics and whites, these Pills will effect a cure when all other means have failed, and although a powerful remedy, do not contain iron, calomel, antimony, or anything hurtful to the constitution.

Full directions in the pamphlet around each package, which should be carefully preserved.

JOB MOSES, New York.

$1.00 and 12 1-2 cents for postage, enclosed to Northrop & Lyman, Toronto, Ont., general agents for the Dominion, will ensure a bottle containing over 50 pills, by return mail.

Sold by Dr. J. Fallen and J. V. Benson, Chatham. Oct. 10, 1875

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,

The Tour of the World in Eighty Days.

CHAPTER XXVII.—IN WHICH PASSEPARTOUT FOLLOWS, WITH A SPEED OF TWENTY MILES AN HOUR, A COURSE OF MORMON HISTORY.

During the night of the 5th to the 6th of December, the train went for fifty miles to the southwest, then it ran upwards about as far northerly, approaching the Great Salt Lake.

Passepartout, about nine o'clock in the morning, went on the platform to take the air. The weather was cold, the sky gray, but it had stopped snowing. The disc of the sun, enlarged by the mist, looked like an enormous piece of gold, and Passepartout was busy calculating its value in pounds sterling, when his attention was taken from this useful work by the appearance of a very strange personage.

This personage, who took the train at Elko Station, was tall, very brown, had black moustache, black stockings, a black silk hat, black waistcoat, black pantaloons, white cravat, and black dog-skin gloves. He might have been taken for a clergyman. He went from one end of the train to the other, and on the door of each car fastened with wafers a written notice.

Passepartout approached and read on one of these notices that Elder William Hitch, taking advantage of his presence on train No. 48, would, from eleven to twelve o'clock, deliver an address on Mormonism, in car No. 117—inviting to hear him all desirous of being instructed concerning the mysteries of the religion of the "Latter Day Saints."

"Certainly, I will go," said Passepartout to himself, who knew nothing of Mormonism but its custom of polygamy, the base of Mormon society.

The news spread through the train, which carried about one hundred passengers. Of this number thirty at most, attracted by the notice of the meeting, occupied at eleven o'clock the seats in car No. 117. Passepartout was prominent in the front rank of the faithful. Neither his master nor Fix thought it worth while to take the trouble.

At the appointed hour Elder William Hitch rose, and in quite an irritated voice, as if he had been contradicted in advance, he cried:—

"I tell you that Joe Smith is a martyr, that his brother Hiram is a martyr, and that the persecution by the United States Government of the prophets will also make a martyr of Brigham Young. Who dares to maintain the contrary?"

No one ventured to contradict the missionary, whose excitement contrasted with his naturally calm physiognomy. But, without doubt, his anger was explained by the fact that Mormonism was now subjected to severe trials. The United States Government had, not without difficulty, just reduced these independent fanatics. It had made itself master of Utah, and had subjected it to the laws of the Union, after imprisoning Brigham Young, accused of rebellion and polygamy. Since that period, the disciples of the prophet redoubled their efforts, and whilst not coming to acts, resisted in words the demands of Congress.

We see that Elder William Hitch was trying to proselyte even on the trains.

And then he related, emphasizing his narrative by his loud voice and the violence of his gestures, the history of Mormonism from *Bible* times:—"How in Israel, a Mormon prophet of the tribe of Joseph, published the annals of the new religion and bequeathed them to his son Mormon; how, many centuries later, a translation of this precious book, written in Egyptian characters, was made by Joseph Smith, jr., a farmer in the State of Vermont, who revealed himself as a mystical prophet in 1825; how, finally, a celestial messenger appeared to him in an illuminated forest and gave him the annals of the Lord."

At this moment, some of his hearers, not much interested in the retrospective narrative of the missionary, left the car; but William Hitch, continuing related "how Smith, jr., with his father his two brothers, and a few disciples, founded the religion of the Latter Day Saints—a religion which, adopted not only in America, but in England, in Scandinavia, and in Germany, counts among its faithful, artisans and also a number of people engaged in the liberal professions; how a colony was founded in Ohio; how a temple was built at a cost of two hundred thousand dollars, and a city built at Kirkland: how Smith became an enterprising banker and received from a simple mummy showman a papyrus scroll containing a narrative written by Abraham and other celebrated Egyptians."

This narrative becoming a little long, the ranks of his hearers thinned out still more, and the audience only consisted of twenty persons.

But the Elder, undisturbed by this desertion, related the details of "how Joe Smith became bankrupt in 1837; how his ruined stockholders gave him a coat of tar and feathers; how he appeared again, more honorable and more honored than ever, a few years after, at Independence, in Missouri, at the head of a flourishing community, which counted not less than three thousand disciples; and that then, pursued by the hatred of the Gentiles, he had to fly to the far West."

Ten hearers were still there, and among them the honest Passepartout, who listened with all his ears. Thus he learned "how, after long persecutions, Smith reappeared in Illinois, and in 1839 founded on the banks of the Mississippi, Nauvoo the beautiful, whose population rose to twenty five thousand souls; how Smith became the Mayor, Chief Justice, and General-in-Chief; how in 1843 he announced himself as candidate for the Presidency of the United States; and how finally, he was drawn into an ambuscade at Carthage, thrown into prison and assassinated by a band of masked men."

At this moment Passepartout was the only hearer in the car, and the Elder, looking him in the face, fascinating him by his words, recalled to his mind that, two years after the assassination of Smith, his successor, the inspired prophet, Brigham Young, leaving Nauvoo, established himself on the banks of Salt Lake, and that there, in that splendid Territory, in the midst of that fertile country, on the road which the emigrants take in crossing Utah to reach California, the new colony, thanks to the Mormon principles of polygamy, had increased enormously.

"And this," added William Hitch, "is why the jealousy of Congress has been aroused against us! why the United States soldiers have invaded the soil of Utah! why our chief, the prophet Brigham Young, has been imprisoned in defiance of all justice. Shall we give up to force? Never! Driven from Vermont, driven from Illinois, driven from Ohio, driven from Missouri, driven from Utah, we shall find some independent territory yet where we shall pitch our tents. And you my brother," added the Elder, fixing his angry look on his single hearer, "will you plant yours in the shadow of our flag?"

"No," replied Passepartout bravely, flying in his turn, leaving the fanatic to preach in the desert.

But, during this discourse, the train had advanced rapidly, and about half-past twelve it touched the northwest corner of the Great Salt Lake. Thence could be embraced in a vast circumference the aspect of this inland lake, which also bears the name of the Dead Sea, and into which empties an American Jordan. A beautiful lake, encrusted with white salt, a superb sheet of water which formerly covered a larger space; but in time, its shores, rising by degrees, reduced its superficial area and increased its depth.

The Salt Lake, about seventy miles long, and thirty-five wide, is situated three thousand eight hundred feet above the level of the sea. Very different from Lake Asphaltite, whose depression is twelve hundred feet below the sea, it holds considerable salt in solution, and one-fourth the weight of the water is solid matter. Its specific gravity is 1170, that of distilled water being 1000. Fishes can not live in it. Those that the Jordan, Weber, and other creeks, carry into it soon perish; but it is not true that the density of its waters is such that a man can not dive into it.

Around the lake the country was admirably tilled; for the Mormons understand agricultural pursuits; ranches and corrals for domestic animals; fields of wheat, corn, sorghum, luxuriant prairies, and everywhere hedges of wild roses, clumps of acacias and euphorbias, such would have been the appearance of this country six months later; but at this moment the ground was covered with a thin sheet of snow, descending lightly upon it.

At two o'clock the travellers got out at Ogden. The train stopping for six hours, Mr. Fogg, Mrs. Aouda, and their two companions had time to repair to the City of the Saints by the short branch from Ogden. Two hours were sufficient to visit this absolutely American town, and as such, built after the pattern of all the cities of the Union, vast checker-boards with long cold lines, "with the sombre sadness of right angles," according to Victor Hugo's expression. The founder of the City of the Saints could not escape from the need for symmetry which distinguished the Anglo-Saxons. In this singular country, where the men are certainly not up to the level of their institutions, everything is done "squarely," cities, houses, and follies.

At three o'clock, the travellers were promenading through the streets of the town, built between the banks of the Jordon and the first rise of the Wahsatch Mountains. They noticed there few or no churches, but as monuments, the prophet's house, the court-house, and the arsenal; then houses of bluish bricks with verandahs and porches, surrounded by gardens bordered with acacias, palms and locusts. A wall of clay and pebbles, built in 1853, surrounded the town. In the principal street, where the market is, were some hotels adorned with pavilions, and among others Salt Lake House.

Mr. Fogg and his companions did not find the town thickly peopled. The streets were almost deserted, save perhaps the part where the Temple rose, which they reached only after having traversed several quarters surrounded by palisades. The women were pretty numerous, which was explained by the singular composition of Mormon households. It must not be supposed, however, that all Mormons are polygamists. They are free, but it is well to remark that all females in Utah are anxious to be married; for, according to the religion of the country, the Mormon heaven does not admit to the possession of its beatitudes the unmarried of the feminine sex. These poor creatures neither seemed well off, nor happy. Some, the richer ones, doubtless, wore a short, low-cut black silk dress, under a hood or a very modest shawl. The others were dressed in Indian fashion.

Passepartout, in his position as one convinced, did not regard without a certain fright, these Mormon women, charged, in groups, with making a single Mormon happy. With his good sense, it was the husband he specially pitied. It seemed to him terrible to guide so many wives at once through the vicissitudes of life, conduct them, as it were, in a body to the Mormon paradise, with the prospect of finding them to all eternity in the company of the glorious Smith, who was to be the ornament of this place of delights. Certainly, he did not feel called, and he thought—perhaps he was mistaken—that the women of Salt Lake city cast rather unbarrassing looks at his person.

Very fortunately, his stay in the City of the Saints was not prolonged. At a few minutes past four the travelers were again at the station, and took their seats in the cars.

The whistle sounded; but at the moment that the driving-wheels of the locomotive, slipping upon the rails, commenced to impart some movement to the train, the cry, "Stop! stop!" was heard.

They do not stop trains just started. The gentleman who uttered the cry was evidently a Mormon behind time. He was breathless from running. Fortunately for him the station had neither gates nor barriers. He rushed, then, on the track, jumped upon the steps of the last car, and fell, out of breath, on one of the seats.

Passepartout, who had followed with emotion the incidents of this gymnastic feat, went to look at the tardy one in whom he took a lively interest, when he learned that this citizen of Utah had thus taken flight in consequence of a household scene.

When the Mormon had recovered his breath, Passepartout ventured to ask him politely how many wives he had to himself—and from the manner in which he had just run away he would suppose that he had at least twenty of them.

"One, sir!" replied the Mormon, raising his arms heavenward—"One and that was enough!"

CHAPTER XXVIII.—IN WHICH PASSEPARTOUT COULD NOT SUCCEED IN MAKING ANY ONE LISTEN TO REASON.

The train leaving Great Salt Lake and the station at Ogden, rose for an hour towards the north, as far as Weber River, having accomplished about nine hundred miles from San Francisco. Leaving this point, it resumed the easterly direction across the rocky hills of the Wahsatch Mountains. It is in this part of the Territory, comprised between these mountains and the Rocky Mountains properly so called, that the American engineers were caught with the greatest difficulties. On this portion of the route the subsidy of the United States Government was raised to forty-eight thousand dollars per mile, whilst on the plains it was only sixteen thousand dollars; but the engineers, as has already been said, have not done violence to nature—they have played with her, going round the difficulties. To reach the great basin, only one tunnel, fourteen thousand feet long, was bored in the entire route of the railroad.

At Salt Lake the road had up to this time reached its greatest altitude. From this point its profile discribed a very long curve, descending towards Bitter Creek Valley, then re-ascending to the dividing ridge of the waters between the Atlantic and the Pacific. The creeks were numerous in this mountainous region. It was necessary to cross the Muddy, the Green, and others, on culverts. Passepartout became more impatient in proportion as he approached the end of his journey. Fix in his turn would have been very glad to get out of this rough country. He feared delays, he dreaded accidents, and was more in a hurry than Phileas Fogg himself to set foot on English soil!

At ten o'clock at night the train stopped at Fort Bridger station, which it left almost immediately, and twenty miles further on it entered Wyoming Territory—following the entire valley of the Bitter Creek, whence flow a portion of the streams forming the water system of Colorado.

The next day, the 7th of December, there was a stop of a quarter hour at Green River station. The snow had fallen quite heavily through the night, but mingled with rain and half melted it could not interfere with the progress of the train. But this bad weather kept Passepartout in constant uneasiness, for the accumulation of the snow clogging the car wheels would certainly endanger the journey.

"What an idea" he said to himself, "for my master to travel during the winter! Could he not wait for the fine season of the year to increase his chances?"

But at this moment, while the good fellow was busy only with the condition of the sky and the lowering of the temperature, Mrs. Aouda was experiencing more serious fears, which proceeded from quite another cause.

Some of the passengers had got out of the cars, and were walking on the platform of the Green River station, waiting for the train to leave. The young woman, looking through the window pane, recognized among them Colonel Stamp Proctor, the American who had behaved so rudely to Phileas Fogg at the time of the political meeting in San Francisco. Mrs. Aouda, not wishing to be seen, drew back from the window.

This circumstance made a lively impression upon the young woman. She was attached to the man who however coldly, gave her every day tokens of the most absolute devotion. She doubtless did not comprehend the entire depth of the sentiment which her deliverer inspired in her, and to this sentiment she gave as yet only the name of gratitude; but unknown to herself, it was more than that. Her heart was therefore wrung at the sight of the rough fellow of whom Mr. Fogg would, sooner or later, demand satisfaction. Evidently, it was chance alone that had brought Colonel Proctor into this train; but he was there, and Phileas Fogg must be presented at any cost from seeing his adversary.

When the train had started again, Mrs. Aouda took advantage for a moment, when Mr. Fogg was sleeping, to post Fix and Passepartout as to the situation.

"That Proctor is on the train!" cried Fix. "Well, compose yourself, madame; before dealing with the gentleman—with Mr. Fogg—he will have to deal with me! It seems to me that in all this business I have received the greatest insults!"

"And moreover," added Passepartout, "I will take care of him, Colonel as he is."

"Mr. Fix," continued Mrs. Aouda, "Mr. Fogg will allow no one to avenge him. He has said that he will return to America to find this ruffian. If, then he sees Colonel Proctor, we can not prevent an encounter, which may lead to deplorable results. He must therefore not see him."

"You are right, madame," replied Fix; "an encounter might ruin everything. Conqueror or conquered, Mr. Fogg would be delayed, and——"

"And," added Passepartout, that would win the bet of the gentleman of the Reform Club. In four days we shall be in New York! Well, then, if my master does not leave his car for four days, we may hope that chance will not put him face to face with this cursed American, confound him! Now! we can easily prevent him——"

The conversation was interrupted. Mr. Fogg had walked up, and was looking at the country through the window pane obscured by the snow. But later, and without being heard by his master or Mrs. Aouda, Passepartout said to the detective:—

"Would you truly fight for him?"

"I would do anything to take him back to Europe alive!" simply replied Fix, in a tone which indicated an unbroken will.

Passepartout felt a shudder over him, but his convictions as to the honesty of his master were not weakened.

And now, were there any means by which Mr. Fogg could be detained in this car, so as to prevent any encounter between him and the colonel? That could not be difficult, as the gentleman was naturally not excitable or inquisitive. At all events, the detective thought he had found this means, for a few moments later he said to Phileas Fogg:—

"These are long and slow hours that we pass thus on the railway."

"Indeed they are," replied the gentleman, "but they pass."

"On board the steamers," continued the detective, "you used to take a turn at whist!"

"Yes," replied Phileas Fogg, "but here it would be difficult. I have neither cards nor partners."

"Oh! as for the cards we will find it easy to buy them. They are sold on all trains in America. As for partners, if, perchance, madame——"

"Certainly, sir," replied the young woman, quickly, "I understand whist. That is part of the English education."

"And I," continued Fix, "have some pretensions to playing a good game. "Now, with us three and a dummy——"

"As you please, sir," replied Phileas Fogg, delighted at resuming his favorite game, even on the railroad.

Passepartout was despatched in search of the steward, and he soon returned with two complete decks of cards, counters, and a shelf covered with cloth. Nothing was wanting. The game commenced. Mrs. Aouda understood whist well enough, and she even was complimented sometimes by the severe Phileas Fogg. As for the detective, he was simply an adept, and worthy of holding his head up with this gentleman.

"Now," said Passepartout to himself, "we will keep him. He will not budge any more!"

At eleven o'clock in the morning, the train had reached the dividing ridge of the waters of the two oceans. It was at Bridger Pass, at a height of seven thousand five hundred and twenty-four English feet above the level of the sea, one of the highest points touched by the profile of the route in this passage across the Rocky Mountains. After going about two hundred miles, the travellers finally found themselves on the vast plains extending as far as the Atlantic, and which nature made so propitious for laying a railroad.

On the slopes of the Atlantic basin already appeared the first streams, tributaries of the North Platte river. The entire northern and eastern horizon was covered by the immense semi-circular curtain, which forms the southern portion of the Rocky Mountains, the highest being Laramie's Peak. Between this curve and the line of the road extended vast and plentifully watered plains. On the right of the road rose the first spurs of the mountainous mass, rounding off to the south as far as the sources of the Arkansas river, one of the large tributaries of the Mississippi.

At half-past twelve, the travellers caught sight for an instant of Fort Halleck, which commands this country. A few hours more, and the crossing of the Rocky Mountains would be accomplished. It was to be hoped, then, that no accident would mark the passage of the train through this difficult region. The snow had stopped falling. The weather became cold and dry. Large birds, frightened by the locomotive, were flying in the distance. Not a deer, a bear, or a wolf, showed itself on the plain. It was the desert in all its barrenness.

After a very comfortable breakfast, served up in the car, Mr. Fogg and his partners had just resumed their interminable whist, when sharp whistles were heard. The train stopped.

Passepartout put his head out of the door, and saw nothing which could explain this stop. No station was in sight.

Mrs. Aouda and Fix feared for an instant that Mr. Fogg would think of going out on the track. But the gentleman contented himself with saying to his servant:—

"See then what it is."

Passepartout rushed out of the car. About forty passengers had left their seats, and among them Colonel Stamp Proctor.

The train had stopped in front of a red signal which blocked the way. The engineer and conductor, having got out, discussed quite excitedly with a signal man, whom the station master at Medicine Bow, the next station, had sent in advance of the train. Some of the passengers approached and took part in the discussion, among others the aforesaid Colonel Proctor, with his loud voice and imperious gestures.

Passepartout, having rejoined the group, heard the signal man say:—

"No! there is no means of passing. The bridge at Medicine Bow is shaky and will not bear the weight of the train."

The bridge in question was a suspension bridge over a rapids, about a mile from the place where the train had stopped. According to the signal-man, it threatened to fall, several of the wires having snapped, and it was impossible to risk its passage. He did not exaggerate in any way, then, in asserting that they could not pass over the bridge. And besides with the careless habits of the Americans, we may say that when they are prudent, we would be very foolish not to be so.

[*To be continued.*]

"Darling Nellie Gray."

Prof. Spinney, who has a troup traveling through the country, appears to have treated one of his troup very shabbily. A well dressed young lady, who gave her name as Nellie Gray, appeared at the Police Office yesterday looking for assistance and advice. It appears that she was "leading lady" in Spinney's troup, and that while the company were travelling about the Washademoak district the Professor ran off, taking all her wearing apparel, etc., with him. She wanted to go to Nova Scotia to follow him, but as yet she had not procured the means.—*Globe.*

Nellie and Spinney were in Chatham and Newcastle recently, and the "Professor" tried to get up music classes here.

General Business.

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.

Irish Whiskey.

20 BARRELS,
40 Quarter Casks,
275 Cases (Pints and Quarts.

Cork Distillery Co. and Dunville Whiskey.

DANIEL PATTON,
SAINT JOHN.

July 20, 1876.

HOLLANDS GENEVA.

Ex. "Arcon" from London, and "Alma" from Antwerp.

35 Hhds., 60 Quarter Casks, 500 Green & Blue Cases. } Hollands Gin.

DANIEL PATTON,
SAINT JOHN.

July 18, 1876.

HORSE CLIPPING.

2 HORSE CLIPPING MACHINES For Sale at the MIRAMICHI BOOKSTORE.

A. & R. Loggie,

BLACK BROOK,

Have now opened

A FULL LINE of STAPLE AND FANCY DRY GOODS, SMALLWARES, &c. &c. A large Stock of

READY MADE CLOTHING.

—consisting in part of—

Mens' Pants and Vests, in Tweed and Cloth, Mens' Tweed and Cloth Coats, Mens' Tweed and Cloth Suits, Overalls, Jumpers, &c.

A large variety of Regatta, Winsey, White and Flannel Shirts, Woollen and Cotton Under Shirts and Pants.

Seamen's Oil Jackets Coats, Trousers & Sou'westers.

Cases Hats & Caps.

Cases Mens' Womens' Youths' Children' and Infants' Boots & Shoes, in Leather, Serge and Kid.

Cases Shelf Hardware, Kegs Cut Nails and Spikes, Shovels, and Grain Scoops,

Cases Castor Oil, Hops, Mustard, Pickles, Syrups, &c., &c.

Boxes Valencia and Layer Raisins, Boxes Toilet, Bro. Windsor, Pale Olive, Steam Refined, No 1 Family and Demi-palm SOAPS; Boxes Tobacco, of Perfection and Jenny Lind Brands; Caddies Tobacco, of A. Solace, Our Own, Pilot and Crown Jewel Brands.

Jars Vinegar, Chests and half-chests FINE TEAS.

—ALSO—

2 and 4lb. Cans Tea, (a choice article for family use. Brooms, Pails, Nests Tubs, Brushes, &c.

CONFECTIONERY.

Albert, Fruit, Soda, Champion, Wine, Tea, Lemon, Sugar, Cinnamon and Queen Biscuits.

BARRELS PILOT AND SHIP BREAD.

Starch, Cream Tartar, Aniline Dyes, Bicarb Soda, &c., &c. Flour, Meal, Pork, Sugar, Butter, Lard, Cheese, and a full assortment of Groceries which the Subscribers will sell low for Cash.

—DAILY EXPECTED—

A large assortment of GLASS & EARTHENWARE.

☞ Country produce of all kinds bought and sold.

A. & R. LOGGIE,
Black Brook.

June 21st, 1876.

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.

MONEY! MONEY!

Get the most for it You can.

This may be done by purchasing at the

CHEAP CASH STORE

IN NEWCASTLE.

New Staple and Fancy DRY GOODS, Splendid Value,

Clothing, Hats and Caps, Boots & Shoes; an immense Stock and Cheap. ALSO,—Groceries, Wines, Glass and Hardware.

JAMES BROWN.

June 23rd, 1876.

WANTED.

WANTED, TWO OR THREE GENTLEMEN BOARDERS.

For particulars apply at "ADVANCE" Office.

June 30

Law.

M. ADAMS.

Barrister and Attorney-at-Law

NOTARY PUBLIC, &C.

SOLICITOR IN BANKRUPTCY,

Agent for "Scottish Amicable Life Assurance Society."

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

NEWCASTLE, N. B.

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

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Barrister & Attorney-at-Law,

NOTARY PUBLIC, CONVEYANCER,

Solicitor in Bankruptcy, &c., &c.

OFFICE:—SNOWBALL'S BUILDING,

WATER STREET,

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2-52

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

CASTLE STREET,

NEWCASTLE N. B.

E. P. Williston,

ATTORNEY-AT-LAW,

Notary Public, Conveyancer, &c.,

OFFICE OVER ENGINE HOUSE,

Newcastle, Miramichi, N. B.

1-37

Law Notices, etc.

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 Bartibogue River in the said Parish, immediately in 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 Russell at the suit of Matthew Carruthers.

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

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, REV. W. M WILSON. } Executors.

Miramichi, April 17, 1876. aug. 11

NOTICE.

I HEREBY give notice that I will not be responsible for any debts contracted in my name without a written order from me.

W. C. SMYTHE.

Chatham, 3rd July, 1876. Oct.5

Insolvent Act of 1879.

In the Matter of William J. Williams, An Insolvent.

I, THE Undersigned, JOHN ELLIS of Chatham, in the County of Northumberland have been appointed Assignee in this matter.

Creditors are requested to file their Claims before me within One Month.

Dated at Chatham in the County of Northumberland, this Eighteenth Day of July, A. D., 1876.

JOHN ELLIS,
ASSIGNEE.

Jul.27

CORNWALL CANAL ENLARGEMENT.

Notice to Contractors.

SEALED TENDERS addressed to the Secretary of Public Works, and endorsed "Tender for the Cornwall Canal" will be received at this office until the arrival of the Eastern and Western mails on WEDNESDAY, the NINTH DAY OF AUGUST NEXT, for the formation of a new entrance south of the present one at the lower end of the Cornwall Canal, embracing the construction of two Lift-locks, Waste-weir, &c.

The works will be let in one section, as indicated on the map of that part of the line, which, together with plans and specifications of the various works can be seen at this office, and at the office of the Canal Superintendent, Cornwall, on and after FRIDAY, the TWENTY-EIGHTH DAY OF JULY (INSTANT), at either of which places printed Forms of Tender can be obtained.

Contractors are requested to bear in mind that Tenders will not be considered unless made strictly in accordance with the printed forms, and in the case of firms except there are attached the actual signatures, the nature of the occupation, and place of residence of each member of the same; and further, an accepted bank cheque, or other readily available security, for the sum of FOUR THOUSAND DOLLARS, must accompany each Tender, which shall be forfeited, if the party tendering declines or fails to enter into contract for the works when called upon to do so, at the rates stated in the offer submitted.

The cheque or money thus send in, will be returned to the respective parties whose tenders are not accepted.

For the due fulfilment of the contract, satisfactory security will be required on real estate, or by deposit of money, public or municipal securities, or bank stocks, to the amount of five per cent, on the bulk sum of the contract, of which the sum sent in with the Tender will be considered a part.

Ninety per cent only of the progress estimates will be paid until the completion of the works.

To each Tender must be attached the actual signatures of two responsible and solvent persons, residents of the Dominion, willing to become sureties for the carrying out of these conditions, as well as the due performance of the works embraced in the contract.

This Department does not, however, bind itself to accept the lowest or any Tender.

By Order,

F. BRAUN,
Secretary.

Department of Public Works, OTTAWA, 10th July, 1876. Aug.3

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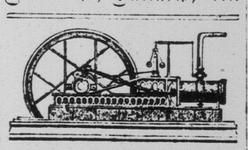

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