ST. LAWRENCE ADVANCE.

VOL. 2.—No. 41. CHATHAM, NEW BRUNSWICK, AUGUST 17, 1876.

D. G. SMITH, Editor and Proprietor.

TERMS—$1.50 Per Year, Payable in Advance

Insurance.

FIRE BRANCH.

ROBERT MARSHALL'S

FIRE AND MARINE AGENCY.

ST. JOHN, N. B.

Applications may be made to the following Representatives.

CHATHAM:—T. F. GILLESPIE, W. WILKINSON.
NEWCASTLE:—A. A. DAVIDSON, M. ADAMS.
BATHURST:—JOHN E. BALDWIN, ANTHONY RAINEY.
DALHOUSIE:—GEORGE HARDOW.
RICHIBUCTO:—H. LIVINGSTON, J. D. PHINNEY.

Imperial Fire Insurance Co.

OF LONDON, ESTABLISHED 1803.

Capital and Cash Assets exceed £2,000,000 sterling

THE ÆTNA INSURANCE COMPANY,

INCORPORATED 1819.

Cash Capital and Assets over $3,000,000.

The Hartford Fire Insurance Company,

INCORPORATED 1810.

Cash Capital and Assets over $2,500,000.

BRITISH AMERICA ASSURANCE COMPANY

ESTABLISHED 1833.

Capital and Assets $600,000. Its funds are invested in undoubted securities.

Phœnix Company of Brooklyn,

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.

ROBERT MARSHALL,

GENERAL AGENT, NOTARY PUBLIC AND BROKER

March 12—51-5

ROYAL CANADIAN

Insurance Company.

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

HEAD OFFICE:—160 ST. JAMES STREET MONTREAL.

NEW BRUNSWICK BRANCH.

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

DIRECTORS:

J. S. R. DEVEBER, M. P. Chairman.
SIMEON JONES T. W. ANGLIN, M. P.
JOHN H. PARKS, THOS. FURLONG.
G. SIDNEY SMITH, Solicitor

All descriptions of property Insured against Fire at moderate rates.

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

WM. A. PARK, Local Agent, Chatham and Newcastle.

The Ottawa Agricultural INSURANCE COMPANY.

HEAD OFFICE:

Wellington Street, Ottawa.

Capital, - - - $1,000,000.00.

$50,000.00, in cash,

Deposited with Government for protection of Policy holders.

PRESIDENT, ... HON. JAMES SKEAD,
VICE-PRESIDENT, ... R. BLACKBURN, ESQ. M. P.
SECRETARY, ... JAS. BLACKBURN.

Insures against Loss or Damage by Fire and Lightning.

THE Ottawa Agricultural Insurance Company is a purely Canadian Company, which insures nothing more hazardous than Farm Properties and Private Residences.

It insures the contents of Houses, such as: Furniture, Wearing Apparel, &c.

It insures all Produce of the Farm, Agricultural Implements, Carriages, Harness, &c.

It insures Animals, *even when killed by lightning on the property of the insured.*

It insures Churches, Parsonages, Colleges, Convents, School-houses, and all risks of this kind, provided they are isolated.

It does not insure Factories, Shops, Hotels, or any other risk of this kind, thereby avoiding the serious losses to which many Companies are liable.

Farmers and owners of private residences will find it to their advantage to insure in the "Ottawa," as its terms are more advantageous than those of any other Company doing a similar class of business in the Dominion.

Insure in the Ottawa, thereby saving money, and at the same time encourage Canadian enterprise.

Your PROPERTY is SAFE in the OTTAWA! Insure with it.

F. D. M'NAUGHTON,
Agent, Chatham.

☞ ACTIVE AGENTS WANTED ☜

INSURANCE AGENCY,

THE SUBSCRIBER is Agent for the following First-Class Life and Fire Insurance Companies.

Phœnix Mutual Life Insurance Company, Hartford,

DEPOSIT AT OTTAWA $130,000, CAPITAL $12,000,000.

Royal Canadian Insurance Co., Montreal,

FIRE & MARINE. CAPITAL, $6,000,000.
Cash Assets, $1,300,000.

Canada Agricultural Insurance Company. Montreal.

FIRE ONLY. CAPITAL, $1,000,000.

STADACONA FIRE & LIFE INSURANCE CO., QUEBEC

DEPOSIT AT OTTAWA, $100,000.

Dwelling Houses, Furniture, Steam Saw Mills, Warehouses, Merchandize, and Farm Stock & Dwellings, Insured at moderate rates.

A. D. SHIRREFF,
Agent, Chatham.

Chatham, July 18, 1876. Jan.20

General Business.

NEW GOODS.

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

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.

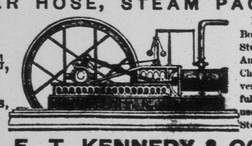
P. J. LETSON,

Water St., Chatham.

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, Feet 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!!

R. F. WADDLETON & CO.

T. McAVITY & SONS,

DEALERS IN HARDWARE,

RUBBER AND LEATHER BELTING

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

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

AGENTS FOR HENRY DISSTON & SONS'

Celebrated GANG and CIRCULAR SAWS.

WHOLESALE AND RETAIL.

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

JOHN W. NICHOLSON,

7 NELSON STREET, - - - - - SAINT JOHN

Wholesale Importer and Commission Merchant,

DEALER IN WINES AND BRANDIES, TEAS, SUGARS,

Flour, Raisins, Coffee, etc.

Agent for the following Houses for BRANDY, GIN, PORT & SHERRY WINES

Messrs. MITELL & CO., Cognac, France: Messrs. NEWMAN, HUNT CO., Oporto; Messrs. JOHN DU KUYPER & SON Rotterdam: Messrs. CAREY BROTHERS, Spain; Messrs. RICHARD DAVIS & CO., Cadiz, Spain. 4j

HARDWARE. HARDWARE.

JOSEPH R. GOGGIN,

GENERAL HARDWARE MERCHANT,

IMPORTER AND DEALER IN

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

WATER STREET, CHATHAM, N. B.

LANDRY & CO.,

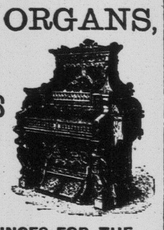
44 King Street, - - - St. John, N. B.,

MANUFACTURERS OF CHURCH PIPE ORGANS.

WHOLESALE AND RETAIL DEALERS IN

PIANO-FORTES & ORGANS,

FROM THE BEST MAKERS IN THE UNITED STATES.



SOLE AGENTS IN THE LOWER PROVINCES FOR THE

CELEBRATED ESTEY ORGANS,

Universally acknowledged as the Best Organs Made.

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

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

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

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

ADDRESS,

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

General Business.

NEW GOODS!
NEW GOODS!

Ex. "Mary E. Chapman," Steamers from Quebec and Montreal.

5 CASES and Bales Dry Goods, (general assortment.)
4 Crates Crockery (consisting of Cups & Saucers, White and Granite.)
1 Crate Chamber Sets, Sets Vases, Brown Teapots, Flower Pots, Glassware and Brandy Glasses.
500 Pieces Earthenware, (consisting of Milk Dishes, Butter Crocks, covered and uncovered.)
22 Chests, Half do. and Qr. do. Tea,—Retail Price 45, 50, 60 and 65cts. per lb.
1 Chest GREEN TEA—$1.50 per lb.
2 Doz. Griffins Scythes, (42 ins.)
1 Case Guns,—Price 6 to 18 Dollars, each.
4 Casks Hardware, in all its kinds.
50,000 Waterproof Gun Caps, (in 100's and 250's packages.)
50 Sets Knives and Forks, and Forks without Knives.
12 Cases Crosse and Blackwell's Pickles, (in Walnut, Chow Chow and mix ures.
100 Cans London Lead, in White, Green, Yellow, Red, and Crome Yellow.
207 Bladders Putty.
½ Ton Whiting.
10 Gls. Copal Varnish (splendid.)
60 Bags Shot,—A., B. B., I. 2 3, 4, 5, 6, 7 and 8.
2 Bdls. Shovels, Square 10x14, handled.
6 Casks Wrot. Nails, 4, 6 and 10dy.
2 Cases Powder Marmalade, Splendid.
2 do. Preserved Ginger.
1 Tin Lined Cask Scotch Confec'y mixtures! real
1 do. do. do. do. do. Thick mint. } stuff
100 gross Taper Corks, in 5 gross bags;

ORDERS WANTED

—FOR—

1000 Dozen Fresh Canned Lobsters.
100 " " " Salmon.
100 " " " Codfish.
100 " " " Mackerel.
100 " " " Game.
20 " Sinckel Salmon.

WM. WYSE.

Chatham, July 9, 1876.

General Business.

Music Lessons.

ALICE BURNS, a graduate of Mt. St. Vincent's Academy, Halifax, is now prepared to give Music Lessons in Miramichi. She begs to assure those who may patronize her that nothing will be wanting on her part to secure the advancement of her pupils.

Chatham, 1st August, 1876. tf.

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.

TEA! TEA! TEA!

50 half-chests Tea.

The above is just to hand, is an excellent article and will be sold very low.

William Murray.

Chatham, Aug. 8th, '76.

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

Cigars. Cigars.

JUST ARRIVED—ANOTHER LOT OF

Flor de Cuba Cigars.

JOHN MULLIN,

DOCK STREET, ST. JOHN.

Ginger Wine.

25 QUARTER CASKS THOMSON'S GINGER WINE. (*LEITH.*)

DANIEL PATTON,
SAINT JOHN.

July 18, 1876.

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 mounted, at a price that shall meet the view of purchasers, most universally in the United States. All kinds of Seines, for Cod, Caplin, 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.
Boston.

Oct. 15. 6m

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.

London House,

CHATHAM, N. B.

JUST RECEIVED per late arrivals from Britain the usual well selected Stock of

STAPLE AND FANCY DRY GOODS.

American White and Grey Cottons, White and Colored Ball Knitting Cotton.

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

– Always in Stock –

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

RICHARD HOCKEN.

~~Chatham, 2nd June, 1876.~~

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.

GOLDEN BALL

Boot & Shoe Store,

—WITH—

Furniture Wareroom Adjoining.

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

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

—A large Stock of good—

GOOD TRUNKS & VALISES, SOLE LEATHER, BEDROOM SETS, PARLOR SUITS,

and other Furniture; for quality lower in price than any in the Province.

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

FOTHERINGHAM & CO.

Chatham, 26th May, 1876.

Catarrh Cannot be Cured by Snuffs, Washes, or Local Applications.

Thousands of cases, some of forty years' standing, have been entirely cured by the

CREAT CONSTITUTIONAL CATARRH REMEDY.

For sale by all druggists. Send stamp for Treatise on Catarrh, with certificates of cure, mailed on application to

T. J. B. HARDING, Brockville, Ont.

WESTERN LANDS

HOMESTEADS.

If you want reliable information, where and how to get a cheap FARM or government Homestead, *Free*, send you address to S. J. GILMORE, Land Commissioner, Lawrence, Kansas, and receive *gratis* a copy of The Kansas Pacific Homestead.

$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 stamp. A. H. FULLER & CO., Brockton, Mass.

$5 to $20 per day at home. Samples worth $1 free. STINSON & Co., Portland, Maine.

$20 made weekly by men, women, boys and girls selling our goods. Catalogue free. EUREKA NOVELTY CO., 29 Broadway, N. Y.

Price, Twenty-Five Cents.

NEWSPAPER 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 500 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.

General Business.

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-icing 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 attended to by applying to

CORNELIUS SPARROW,
No. 8 Germain Street,
ST. JOHN, N. B.

P. O. Box No. 203.

St. John, March 24, 1876

HARDWARE.

THE Subscribers are now receiving their Fall 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;
2 crates ELBOWS;
4 tons SHEET ZINC;
60 doz. BUCK SAWS, (framed);
[illegible] 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;
[illegible] casks SCREWS;
[illegible] casks CURRY COMBS;
20 boxes PICKS;
600 boxes AXES

W. H. THORNE & CO.

ST. JOHN, N. B.,

THOMAS FURLONG,

WINE MERCHANT

And direct importer of

O. I. Brandies, &c., &c.,

SAINT JOHN, N. B.

1-52

HOLLANDS GENEVA.

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

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

DANIEL PATTON,
SAINT JOHN.

July 18, 1876.

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,
Agent, Newcastle.

May 5, 1876.

ESTABLISHED 1822.

J. & A. M'MILLAN,

SAINT JOHN, N. B.

Wholesale and Retail

Booksellers & Stationers,

Printers, Blank 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 "R. 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 Ales turn 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.

Alcohol and Rye.

120 BBLS. 50% and 65% Spirits.
50 Bbls. Rye.
} Walker's and Goederham & Wort's

DANIEL PATTON.

July 18, 1876. SAINT JOHN.

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

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	" "	1.00
" Old Rye, at	1.20	" "	1.70
" Old Rum, (Demarara & Jamaica,) at	3.00	" "	3.00
" Spirits, at	1.50	" "	1.80
" Port & Sherry Wines, from $1.30 to $1.00.			
" 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	2.40	" "	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.

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.

Demarara Rum.

26 PUNCHEONS, from 30 to 40 over proof.

DANIEL PATTON.

July 18, 1876. SAINT 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.
"Eight Cousins"—by Louisa M. Alcott.
"Thrift"—by Samuel Smiles, etc., etc.

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

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, 400 Cases, Pale ***	Martell & Co.'s finest PALE and DARK BRANDY,—in Bond and duty paid.
600 Cases, 50 Hogsheads, 50 Quarter-Casks,	Hennessy's finest PALE and DARK BRANDY—In Bond. Vintages 1865, 1868, 1869, 1870 and 1874.
100 Cases, Half-pints, BRANDY; 200 Cases, Pint Flasks, do	

GENEVA.

100 Hogsheads, 150 Quarter-Casks, 1000 Cases,	John DeKuyper & Son's finest Quality GIN—In Bond.
200 Cases Best London OLD TOM GIN;	

WHISKEY.

40 Hogsheads, 50 Quarter-Casks,	Cork Malt, very old Whiskey:
300 Cases 13 year Old B. Whiskey;	
100 Cases Hewitt's 5 year Old Malt Whiskey;	
100 Cases Irish Whiskey;	
100 Cases Dunville & Co.'s Belfast Whiskey;	
50 Quarter-Casks Highland Malt Scotch Whiskey;	
250 Cases Blended Glenlevet Scotch Malt Whiskey;	
100 Cases, Flasks, Scotch Whiskey;	
100 Cases, Flasks, Old Crow 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.

ALOOHOL.

100 Barrels Goederham & Worts' finest quality 95 per cent over-proof, Extra Refined Alcohol.
100 Barrels Goederham & 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;
79 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' Draught 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.

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

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

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

Spring Hill KOAL!

St. Lawrence Advance.

CHATHAM, THURSDAY, AUGUST 17, 1876.

Household Receipts.

HOW TO CLEAN A TEA OR COFFEE POT.—If the inside of your tea or coffee pot is black from long use, fill it with water, throw in a piece of hard soap, set on the stove and let boil from half an hour to an hour. It will clean as bright as a new dollar and costs no work.

OIL FOR SHOES.—Take a piece of old India rubber, set fire to it, and let the melted rubber drop into a pot of tallow. Rub this mixture on the boots and shoes, and it will effectually turn the water and keep the feet dry, with no injury to the leather.

CARBOLIC ACID AND HOUSE PLANTS.—If geraniums begin to look sickly and you find little worms at the roots apply a solution of weak carbolic acid quite freely to the earth, and it will be found to restore the plant to health and beauty in a very short time. It will also kill lice upon the stalks, if applied with a swab or feather to the plants, without injuring the foliage.

TOMATO CATSUP.—Boil one bushel of ripe tomatoes until perfectly soft, squeeze them through a fine wire sieve; add half a gallon of vinegar, one pint and a half of salt, two ounce of cloves, a quarter of a pound of allspice, two ounces of Cayenne pepper, three teaspoonfuls of black pepper, five heads of garlic, skinned and separated. Mix together and boil three hours. It should reduce to one half. Bottle without straining.

SMALL ONION PICKLES.—Small onions, not larger than marbles, must be carefully peeled and thrown into strong brine. Let them remain eight days, changing the brine every other day. Dry in a cloth, place them in bottles, add spices, and fill up with strong distilled vinegar. A tablespoonful of olive oil will prevent the onions from turning yellow. Mustard seed, horseradish, allspice, cloves, black pepper corns and mace are all excellent spices for onions.

CURRANT JELLY.—To make the nicest jelly, bruise the currants when just ripe; drain the juice from them without pressing; weigh a pound of sugar to each pint of juice; boil the juice and skim well; then throw in the dry sugar; boil ten or fifteen minutes. Another way:—Strip the currants off the stems and bruise them throughly; put them on the fire to heat, and when at a boiling heat strain them; to a pint of the juice allow a pound of loaf sugar; put the juice on the fire, and when it boils add the sugar. When it begins to boil again, let it boil just fifteen minutes.

MUSTARD PICKLES.—One hundred small cucumbers, two quarts of silver skinned onions, two quarts of French beans, two cauliflowers, one pint nasturtiums, one dozen small red peppers; salt each of these ingredients separately twenty-four hours; then scald them well with vinegar separately and throw the vinegar away; then take one half pound of ground mustard, beat it smooth with a little vinegar, add two quarts of vinegar (bring your vinegar to boil before adding the mustard); pack your pickles in bottles and fill up with the vinegar and mustard.

TO PICKLE RED CABBAGE.—Choose a medium sized fresh red cabbage; tear off the coarse outer leaves; quarter it; remove the stalk; cut the cabbage into slices of about the third of an inch in thickness; place in a bowl; stew amongst it two good handfuls of salt let the whole stand for twenty-four hours, stirring it once or twice; drain it as dry as possible; place it loosely in wide-mouthed jars, and fill up with strong raw vinegar, adding pepper corns, capsicums, pieces of ginger or what other spice you may fancy. By adding a few slices of beet root amongst it will make it a beautiful color, besides being a nice addition to the pickles.

Is the Quality of Our Potatoes Degenerating?

The *Ohio Farmer* states that Col. D. C. Richmond says one cause for the poor quality of potatoes last year was that planters permitted the bugs to prey on the vines to a considerable extent during the latter part of the season, before the tubers were mature, and holds that another reason for the poor quality lies in the new varieties recently introduced, which, while they produce well, are not of first-rate quality, like the Pinkeye and Neshannock. He believes that the quality of our potatoes is deteriorating, and that the day may not be far distant when they will cease to be generally used as food.

The same remark of the quality of potatoes degenerating we have heard from many, and there is some reason for thinking that the causes given in the extracts above are true ones. Potatoes have not latterly been of so good a quality as some we have had some time since. We have been of the opinion that their quality was deteriorated in consequence of the attacks of the bug, but whether directly by the bug or by the means used for their destruction, we are uncertain. Even when hand-picking was the means resorted to the necessary tramping of the ground is injurious. Of this any one can convince himself by tramping, day after day, a few hills of potatoes; he will find the potatoes injured, not only by the yield being decreased, but also from the ground being so compacted as to be impervious to light and air, both necessary elements for the production of good potatoes. Whether the poor quality is owing to the inferiority of the new sorts introduced, as the writer says, has not yet been sufficiently tested. A few more seasons will tell their real value. A long experience in potato culture has convinced us that those varietics that give the largest yield are not of the first quality. The very heavy croppers we planted acres of for feeding cattle. Each of these new varieties differ very much in its quality. This is the case with the Early Rose, for instance; with some the quality is very good, with others the reverse, according to soil, manure, cultivation, time of taking from the ground, and care. The same, we believe, holds true of other new varieties. Breese's Peerless is condemned by many, yet, after three years' planting, we have them good for the table, though not so mealy as some of the older varieties. As grown by us they are very productive, well flavored and uncommonly white-fleshed.

The opinion entertained in England of the American new varieties is that they excel English potatoes in produce, but fall far below them in quality. *Farmer's Advocate.*

The Winter Port of Canada.

(From the St. John Telegraph.)

"The Halifax *Chronicle* quotes a paragraph from the Allan contract with the Government, which reads as follows:—

'That the steamers shall terminate their winter voyages at Portland, *or such other port as the Postmaster General may, from time to time, designate for that purpose, and* SHALL CALL AT HALIFAX *on those voyages, should the Postmaster General so require.*'

"We think with the *Chronicle* that it is clear, then, that under the present contract the Government have the power to make the Allan steamers call at Halifax every week in the winter on their way to Portland, or to abandon Portland entirely, so far as the mail service is concerned, and terminate their mail voyage at Halifax. This being the case the Government should make Halifax the exclusive winter port of call, seeing that the mails and passengers, etc., for the Upper Provinces will suffer no delay on this account, but rather the reverse."

(From the Montreal Star.)

"It is not generally known that the Intercolonial is as well protected from snow as the Pacific route, or that means have been, and still are being taken, by providing shedding of the most approved character, to obviate the effects of storm, from which the Portland route is far from free. Those who undertake, without knowledge of the fact, to immediately condemn the Halifax project, are doing the public a great wrong, for there are elements of feasibility about it which demand careful and thoughtful consideration. If there be, as has been claimed, the possibility of saving nine hours over the Portland route, the Upper Provinces, which are deeply interested, have a right to demand that the question be practically tested this winter. It will not cost a very great deal, and the results will be profitable to all concerned. For our part, we are in favor of forming a Canadian winter port, and thus becoming independent of our neighbors. We have a seaboard extensive enough to be of use to us, and the sooner we begin to utilize its available harbors the better."

Beating Barnum.

A large number of physicians went to Tony Pastor's Theatre yesterday to see the Mexican dwarf, Lucia Rarato. They measured her and ascertained her height to be 21 inches, her feet 3 inches long, her legs below the knee 4 inches in circumference and her hands 1½ broad. Her mother, who is robust and of a medium size, says that Lucia is 12 years old. Her face is older than that. Her features are Spanish, and her complexion dark. Her activity is incessant. She played pranks with the physicians and talked fast in Spanish. She stepped into a high silk hat, crouched down, and was out of sight excepting her head. She squeezed one of her pitiable little hands through a rather large finger ring. The hand of an adult made an ample seat for her. Standing on a chair, and holding to the back of it, her fingers stuck through the spaces in the canework—holes that just admitted the passage of a small penholder. She was not weighed, but her weight is said to be five pounds; and poised on the hand, she does not seem heavier. Her clothing is comically small, as though intended for a doll; the shoes and stockings especially look toy-like.

Tom Thumb has grown appreciably since he was exhibited by Barnum; but when he first astonished the public he was twice as large as Lucia; and he was then about her present age. She has not grown any, her mother says, since she was a year old

Travelers' 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
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.	

FRRIGHT taken upon as favorable terms as by 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, Yarmouth, N. S., &c., &c.

For further information, apply to

Henderson Brothers.....Glasgow,
Henderson Brothers.....London,
Henderson Brothers.....Liverpool,
T. & S. DeWolf & 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 2.55 p. m.; Halifax for Pictou at 8.25 a. m., and 4.45 p. m.; and Halifax for Truro at 5.50 p. m.; St. John for Sussex at 6.00 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, 27th 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 6.30 and 8 p.m.

CALL & MILLER,
OWNERS.

Quebec and Gulf Ports Steamship Co.

ROYAL MAIL LINE.

STEAM COMMUNICATION between Montreal, Quebec, Father Point, Gaspe, Percy, Paspebiac, Dalhousie, Chatham, Newcastle, Point du Chene, Charlottown 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, Percy, 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 1.15 p. m., and Local Express for Fredericton Junction at 4.30.

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

SALMON,

Iced in Boxes, will be taken from St. John on Express Train, leaving at 8.15 a. m., and will be due in BOSTON following 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 ll to confer with the undersigned by whom all information can be given.

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

Travelers' Comm.

Chatham Branch Railway!

TIME TABLE,

Monday, August 7th, 1876.

UNTIL further notice trains will run as follows between CHATHAM & CHATHAM JUNCTION:—

STATIONS.	NO. 1.	NO. 2.	NO. 3.
Chatham,	Depart, 11.10 a.m.	3.35 p.m.	12.10a.m
Chat'm Junc'n,	Arrive, 11.40 "	4.05 "	12.40 "
" "	Depart, 12.00noon.	4.25 "	5.00 "
Chatham,	Arrive, 12.30 p.m.	4.55 "	5.30 "

No 1 connects with I. C. R. Accommodation going South,
No. 2 " " " " going North,
No. 3 connects, on its arrival, at the Junction, with the through Intercolonial Express going South, and remains at the Junction until the arrival of the through Express going North.

ALEX. MORRISON,
PRESIDENT.

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 "
" Redbank for Newcastle, 5.30 "

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. R. CALL, Owners.

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

Copper Distilled Kentucky Bourbon.

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

DANIEL PATTON.
SAINT JOHN.

July 18, 1876.

Angling.

THE very best qualities of SALMON and TROUT REELS, bronzed or ebonite, 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.

Jun.27

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:—$60; Sept. 1st, $35; March 1st, $25. 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.*

A HOUSEHOLD MEDICINE.

—o:—

TAKEN INTERNALLY it relieves *instantly* the most acute pain. USED EXTERNALLY it is the best *Liniment* in the world.

PAIN-KILLER
Cures Sudden Colds or Coughs.

PAIN-KILLER
Relieves Asthma and Phthisic.

PAIN-KILLER
Acts promptly in Cholera and Bowel troubles.

PAIN-KILLER
Cures Canker in the mouth and stomach.

PAIN-KILLER
Is a Sovereign Cure for Diptheria.

PAIN-KILLER
Removes Cramp and Pains in the Stomach.

PAIN-KILLER
Is the great summer medicine.

PAIN-KILLER
A sure cure for Dysentry and Cholera Morbus.

PAIN-KILLER
Unequaled for Rheumatism or Neuralgia.

PAIN-KILLER
Affords relief from the most intense pains

PAIN-KILLER

The word "PAIN KILLER" is our Trade Mark, and we have the sole right to its use: parties offering their Compounds under this name will be prosecuted to the full extent of the law.

The Public are cautioned against imitations of the Pain Killer, and to be suspicious of persons who recommend any other article as "JUST AS GOOD" many of these they make a little more profit upon, but which have no qualities in common with the Pain-Killer.

Price 25 Cts. per Bottle.

Sold by all Druggists and Country Store-Keepers throughout the world.

Perry, Davis & Son & Lawrence,
Sole Proprietors, Montreal.

BUSINESS NOTICE.

The ST. LAWRENCE ADVANCE is published at Chatham, Miramichi, N. B., every THURSDAY 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.

30cts. 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, AUGUST 17, 1876.

Miramichi Lumber Trade.

Notwithstanding the low price and very moderate demand for wood goods in Great Britain, our Manufacturers do not appear to be curtailing their shipments to any appreciable extent, as the Custom House record shows. We have a statement of lumber shipments to the United Kingdom and Europe from the Miramichi, from the opening of navigation up to Aug. 5th for the years 1875 and 1876, respectively. It is as follows:—

Year.	Vessels.	Tons.	Deals, etc.	Palings.	Timber.
1875,	97	51,720	43,422,775	719,816	
1876,	138	68,714	58,364,316	1,570000	474

Of the largest manufacturers, only one concern has curtailed its shipments. One of the largest has doubled last year's figures to date; another has shipped twenty five per cent more than last year, while another—an old firm—has sent away more than three times its shipments up to 5th August of 1875 and within a few feet of its total shipments of last year. Some of our large Manufacturers say however, that they are curtailing operations and will ship no more after their contracts are filled. We have heard of curtailment for the last two years, but having observed an increase each year, instead, it is not easy to hope that over-production will cease. As one large concern, however, is actually showing a falling off in its shipments and the charters made, as far as we can learn, show that our Fall Fleet will be smaller than usual, the indications that Miramichi operators intend to act upon the lessons which the condition of the wood market abroad is calculated to teach, are more promising than they have before been.

Politics and Religion. Etc.

Scarcely had the announcement of the death of the late Hon. John Robertson been made, when the *Christian Visitor*, which is recognized as the organ of the Baptist Church in this province, claimed the Senatorship thus rendered vacant for "a good and worthy Baptist gentleman." The indelicacy of putting in such a claim when the dead man was scarcely buried should be sufficient to condemn the *Visitor's* nomination, apart, altogether, from the radically wrong principle on which the claim itself is made. The sentence quoted reminds us of stories we have heard concerning unseemly fights between country Coroners over the victims of sudden death. A hungry vulture could not more quickly pounce upon a dead soldier than did the *Visitor* on the dead Senator's vacated office. The founder of the religion of which the *Visitor* professes to be the exponent, and His disciples also, commanded His followers to love not the world, neither the things that are of the world; to beware of the scribes who desire to walk in long robes and love greetings in the markets, etc; not to be desirous of vainglory; to walk humbly; and it, therefore, seems very much out of place for a paper peculiarly Christian to be heard croaking like a ghoul near an empty grave for a worldly high place in order that some truly good, meek and lowly Baptist may have it secured to him.

The *Visitor's* claim suggests the question as to when the doctrine will be fully recognized that neither Baptists, Roman Catholics, Methodists, Presbyterians, Episcopalians, English, French, Irish, or Scotch, shall rule Canada, but men—Canadians—who will fully appreciate the pernicious effects which religious and national distinctions work within and under our political system. No good citizen of the country can reasonably object to the appointment of any man to office because he is of any particular nationality or church, nor can any man—unless he is a narrow-minded sectionalist—justify himself in claiming office on account of his church or national origin and the recognition of such claims by those who control our political affairs must lead to hypocrisy in churches, mediocrity in Parliament and discontent and faction among the people.

Our Staple in Great Britain.

We take the following from Messrs. Farnworth & Jardine's latest wood circular:—

"The arrivals from British North America during the past month have been 84 vessels 66,904 tons, against 55 vessels 40,539 tons last year.

The import for the month has been very large, and the total tonnage since the 1st February is 41,816 tons in excess of last year. A large portion of this month's import has arrived during the past week, and is scarcely yet on the market. Prices of most articles have declined, and it becomes more imperative that for the remainder of the season supplies be greatly curtailed. The consumption for the month has been small, with the exception of Spruce Deals—these latter have been forced off at low prices. Stocks of every article are ample. The want of sufficient Dock accomodation for the Trade is again a serious difficulty."

Of Quebec Yellow Pine the consumption for the month has been light, but this is, in some measure, accounted for by the lateness of the Spring Fleet, the bulk of which have only just arrived. There have been no wholesale transactions, but prices are lower. Red Pine is very little inquired for. Oak has come forward very freely from the United States as well as Canada. Common and inferior parcels have sold at low prices. The demand is only moderate, and Shippers should be cautious. Elm is in very limited demand, and several large parcels coming on the market—some being of but middling quality, low prices had to be accepted. Ash also has fallen in value, and is difficult to sell. Birch has arrived freely, and stocks are heavy—prices are much below the cost of import. Of Quebec Pine Deals the import has been much in excess of last year, and arriving to a not over-buoyant market, prices have necessarily given away. There is little change to report in the demand for Staves, and prices are the same.

The opening prices of Spruce deals having started low, the market has been tolerably steady notwithstanding the heavy import, which has exceeded either of the two previous years, but the market is exceedingly sensitive, and supplies for remainder of season should be greatly reduced. The Trade are determined not to hold large stocks, and only buy what they can see their way to sell ex quay, but are often driven to force sales rather than incur heavy yarding expenses, and to this may be partly attributed the large consumption of the last month. Pine Deals still continue extremely dull of sale, and lower in value than Spruce. Birch continues to arrive freely, and prices are very low.

The "Farmer's" Symptoms.

The Fredericton *Farmer* may be a good authority on agricultural matters but it is a very lame one on political affairs. It will be remembered that the *News*, which is published by a member of the Local Government, favored the Central Railway very strongly a while ago. The *Farmer* in its simplicity, being accustomed to look up to the "strategist of the *News*" as a great and influential man, took it for granted that his paper was the exponent of the real sentiments of the Government. Being desirous of opposing anything the Government might be supposed to have set its heart upon the *Farmer* took up the Railway question and almost reproduced the articles which the ADVANCE had published some three months before—said articles being in opposition to any further Government subsidizing of Railways at present.

The Government finally acted in the interests of the country and refused the importunitics of the Central advocates, who, including our friend of the *News*, had to be governed by common sense, however unpalatable it might be. The *Farmer*, however, is not satisfied for, while it intimates in one paragraph of its last issue that the ADVANCE was and is right it says, in another. "We are almost sorry that the bottom fell out of the Central." Such a chaotic condition of the *Farmer's* editorial mind indicates that it is approaching a parallel of that stage of lunacy in which violence is succeeded by harmless idiocy. We fear that nothing short of a gover ment Asylum connected with the management of Agriculture in the province will cure, as it might have prevented the *Farmer's* sad case.

The Shipping Port Question.

The Halifax *Herald* says:—"Let us keep prominently before us the offsets that Halifax has to offer in bidding for the handling of a share of the imports and exports of the West, and to place against the alleged distance from the points of production of exports and final destination of imports. First, nearest point to Europe, and on a round voyage I say thirty days by steamer are can offer a saving of one-tenth, at least. In case of sailing ships a saving in time of twenty-five per cent can be effected. Second, saving in large amounts of pilotage, towing and port charges—which are only a fraction to those of Montreal and other ports. Third, free wharfage and dockage at Richmond, and quick despatch. Other advantages can be named, and if we all go to work and work up our part as Barnum writes up his show, the end will be accomplished Our steamship agents are at work, and one large shipper by sailing vessels is also contemplating putting the matter to a practical test—shoulder to shoulder."

Every "point" in the above can be advanced much more strongly on behalf of the Miramichi, which is three hundred and fifty miles nearer to Liverpool, coming from the West, than Halifax is. It is true that we have not free warehouses and wharves provided at public expense to accommodate the business, but the Dominion Government will, no doubt, do as much in that way for the Miramichi as for Halifax. It cannot, in justice, prevent the Miramichi from enjoying the benefits of its natural advantages by subsidizing other ports in order that they may compete with her. It is the duty of our North Shore representatives to ascertain from Government whether it intends to build warehouses and wharves on the Miramichi under the same conditions as they are promised at Halifax.

"The Frog and the Ox."

The *News* is very dogmatical and absurd at times. Anyone who is acquainted with its columns knows that they champion the Orange Grand Master, Hon. E. Willis, M. P. P., M. E. C. (remainder of the alphabet understood, in the different "positions" he assumes in the working out of his deep and shallow designs—chiefly the latter—for keeping himself at the top of some kind of water. Its latest display of vanity and impudence is to take the Chief Justice to task for saying, in a recent address to a St. John Grand Jury, that a procession of armed men is illegal. Mr. Stewart should use his influence with his chief and endeavor to keep him from making an exhibition of the *News*, which, when its principal proprietor devotes his attention exclusively to politics and paper collars, is a well conducted journal.

Defending its friends.

The Watchman, which seems to be poisoning itself with its own fangs, endeavored to misinterpret our references to the fishery officers who neglect their duty and allow certain rivers to be dragged for trout. We could not allow our cotemporary to even pretend to misunderstand what we wrote and it has got off some of its usual viperisms in connection with the matter. It intimates that there is great cry and little wool in what the ADVANCE complains of and that it "means that somebody wants somebody else's office. The Minister is wanted up there to see for himself that some petty offices are held by men who were never made Grits." We may remark that we are not aware of any person on the rivers that were named who desire to be appointed Wardens in place of those now holding those offices, but we claim that, in all conscience, men who are either unable or unwilling to discharge duties which they are paid for discharging should vacate their offices and not, in addition to neglecting duty, [draw] salaries which they do not earn. The *Watchman*, however, has peculiar personal reasons for shielding delinquent officers of the Marine and Fisheries Department, although its impertinence in doing so in this instance has overcome its usual caution when treading on dangerous ground.

A Friend of the North Shore.

The people of the North Shore have a right to expect that the *Freeman* would endeavor [to say] a word in its favor whenever opportunity presented itself. The North Shore has stood by the *Freeman* and its editor when other places would tolerate neither and yet, now, when Miramichi is putting forth its claims as a shipping port for Western products, the *Freeman* belittles our claim and asserts that that trade will not come over a railroad from Montreal in summer. The *Freeman* should not so persistently stab at the Miramichi because it has certain unpleasant recollections of Chatham, for Chatham may not do the business, after all. It is gratifying to know however that the *Freeman* is not accepted as an authority on any mercantile subject in well informed circles, yet our people cannot help appreciating its willingness to injure the prospects of the port.

A SINGULAR POSITION.—The *Freeman*, under the head of "Priest Ridden," argues that the more ministers there are the more wicked the people become.

P. E. I. ELECTION.—To-morrow is Polling day in Prince Edward Island. The Election causes a good deal of excitement, the great question being Sectarian, or Non-Sectarian Schools.

CLEARER VISION.—The Halifax opposition organs, the *Reporter* and *Herald* speak well of the cheap Excursion over the Intercolonial. It is, of course, a Government affair and as it was advertised in their columns they departed from their usual course and praised instead of finding fault with it.

THE LOBSTER FARCE:—We have received enquiries in respect to the close season for lobsters, and learn from the local fishery officer that it is not to begin until 1st September. The ADVANCE expressed the opinion that there was no necessity in these waters for a close season for lobsters when the Order in Council making one was first promulgated, and the action of the Department in making the several extensions that have been made shows we were right. What will be the next fish hobby!

THE RIGHT SPIRIT.—Referring to the recent utterances of Mr. Brydges on the question of a shipping port in the Maritime Provinces for Western products, the Toronto *Globe* says:—

"Whatever may have been the mistakes committed, or the controversies provoked, in connection with the construction of the Intercolonial Railway, there can be but one opinion as to the duty of every Canadian now the work has been completed, and that is, to make it as successful as possible; successful as a fresh bond of union between the several Provinces; successful as a means of opening up new and hitherto all but unknown sections of country; successful, finally, as a commercial enterprise. Everything that tends to promote intercourse, to make us feel that we are one and the same people, to lessen the distance that separates the Canadian on the shores of Lake Huron from the Canadians of the coast of the Gulf or the Atlantic, to make all believe they have a common interest in a common country, has a claim upon national sympathy and national encouragement."

Correspondence.

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

PHILADELPHIA LETTER.

(*From our regular Correspondent.*)

PHILADELPHIA, August, 9.

The average Philadelphian is thoroughly disgusted with the Centennial, and is almost as anxious to see it fold tent, and steal away, as he was for its coming. Thousands have lost money in it, and very few have earned any thing but experience. Saloon keepers took out no less than four hundred licences for beer saloons, and paid from $500 to $9,000 rent.

RUIN TO MANY.

I know one man, an operator in a machine shop, who had, by rigid economy, saved $2,000; this little hard-earned fortune he invested in a saloon near the Centennial grounds, and, has lost it all, and, is, besides, deeply in debt. His is but the history of almost every one who has attempted, in any way, to make a speculation of the Centennial. The attendance has not been one third as large as was expected, and those who attend spend no more money than is necessary. By far the largest daily attendance, last week, was on Thursday, the day of the ascension of the great balloon. The cash admissions numbered 27,000 and amounted to $13,500. There are influential parties here who seriously urge the propriety of placing the Exposition, in a certain sense, under the management of some great show-man like Barnum.

THE BALLOON SUCCESS

has given them an idea. It is said the show must be popularized, that it has been advertised sufficiently; the press has heralded its magnificence until there is not a man, woman, or child, in the country that is not by hearsay acquainted with its wonders. You will see that those dear old Philadelphia Quakers have not yet given up the hope of making it pay; they are not able to appreciate it in any other light.

QUAKER EXTRAVAGANCE.

I supposed before I came to Philadelphia, that all Quakers were very plain in their attire, as many from the country are; but, yesterday I overheard a conversation that enlightened me on the subject. The settees in the central aisle of the Main Building are arranged back to back and while I was sitting on one of them the reverse of *vis a vis* with a young lady and her father, she said to him: "the diamonds are beautiful, and the price is only $500, don't *thee* think that is cheap?" He replied petulantly: "well get them if *thee* must have them."

THE DISPLAY OF BOATS, SHIPS, LIFE PRESERVERS ETC.

"Those who go down to the sea in ships" or who are in any way interested in marine matters, will find, in Machinery Hall, the most complete display of boats, ships and every thing that pertains to Navigation, that has ever been brought together on this continent. From the wonderful paper boats manufactured by Waters & Sons, of Troy, New York, to the most formidable Iron-clad; from the common floats, for the preservation of life in the water, to the unique Balsa invented by Commodore Ammen, of the United States Navy; there seems to be the omission of nothing that will help to illustrate, by model, every step in the improvement of sailing and life saving devices.

Against the partition, which devides the display into two equal parts, is a collection of pictures, illustrating almost every description of vessel that has been in use from the eleventh century to the present time, including the unweildly tubs in which the Genoese navigator made the most successful cruise in maritime history. A model of the U. S. Steamship "Kearsarge," which sunk the "Alabama" is shown, and near it the first Monitor, invented by Timly. The life preserving indian rubber suit of Paul Boynton, of whose performances in the British Channel, and on the Daunbe there was so much written a few months ago, is here; also a whaleboat with its full equipment of all that the whalemen need for their perilous calling; this boat has a trophy—a piece of the tooth of a whale that killed two men and stove three boats before it was captured, but, afterwards, yielded 113 barrels of oil.

Near the Eastern section is a collection of the different varieties of wood used in ship building, as well as of fastenings, such as pins, bolts, spikes, and cordage, from the smallest twine to the largest hawser. Specimens of old hulls riddled by the teredo, or marine borer, are shown. The holes they make are small, but it can be easily seen how a large number of them will so completely honeycomb a vessel that she will go down.

Near the display of the shipbuilder, John Roach, Esq., is a small model with a card attached: "Griffith's models and plans of a proposed non-sinkable six days steamer of wood for passengers and mails, with frames bent by machinery." At first glance, the model suggests a marine Ram, or torpedo boat, for the bow and stern of the vessel are considerably lower than the midship section. The object of this peculiarity of structure is to reduce the weight at the ends, which are the points where the ship has the least power of flotation, and thus secure greater speed. The vessel has compound engines and turn screws, and the portion under water, with a few changes, resembles any other ship. The advantages claimed for this improvement are, ease in sea way, a decrease of resistence from wind, and increased speed and security in travel. The inventor is one of the most experienced ship builders in the country, and, when he gives his opinion that in fifteen years this system of marine architecture will supersede all others, we receive the assertion, or the fact, with the *nil admirandum* that becomes the genuine citizen of the nineteenth century. C. A. S.

Destroying the Harbor.

MR. EDITOR.—Can you inform the fishermen of the lower part of Miramichi River and of the Bay, if there is any authority to prevent large rafts of edgings, slabs and other mill rubbish from being sent adrift, to the detriment of the fishermen's interests and the destruction of many poor men's nets. Some of these rafts draw from ten to fourteen feet of water. I think, Mr. Editor, it is high time that this game should be put an end to. A vast number of the slabs sink with one end on the bottom of the river and the other floating up which causes great danger to vessels passing up and down the river. I am informed by two respectable fishermen that they complained to some of the fish Wardens for redress, but were told they had no authority in the matter. Now, Sir, if this be correct I think it is quite time for some one to look into the matter, if our Harbor Master has not the power nor the will. I hope our Councillors will at the next meeting of Council appoint some man who will do his duty and look after the interest of our River.

By your giving this a small corner in your next issue you will confer a favour on us fishermen.

Yours,
FISHERMAN.

Eagle Brook, August 7, 1876.

[The above letter was received last week but too late for that issue. Our correspondent's complaint is a just one, but we do not know that the County Council can do any more than the fishermen, ship owners and others do—complain. It is disgraceful that mill-owners should show so little regard for the interests of the port as to set raft after raft of slabs, edgings and other mill debris afloat, to be distributed in all parts of the harbor, forming obstructions to navigation and doing great injury to the fishermen and the fishing interests of the river. The fact that the work goes on under the very nose of officers whose duty it is to prevent it and have those who do it punished, is not very complimentary to official honesty or efficiency. —EDITOR.]

Telegraphic News.

TURKEY.

LONDON, August 9.—The Russian Government has made overtures to Austria to mediate for peace between Turkey and Servia. Austria acquiesces in the proposition provided Germany co-operate.

In regard to Montenegro, mediation is considered impossible until the Montenegrins are driven off Turkish soil.

The *Times* says the capture of Gurgussovitz is severe if not a fatal blow to the Servians, and warns Turkey it will not be allowed to make wanton use of the victory. If they think that on soil of Servia their troops may safely commit one hundredth part of the atrocities perpetrated in Bulgaria they are victims of infatuation. Other States than Prussia would not be disposed to let Servia again fall under rule of Turkish Pashas, or even allow Belgrade to be again occupied by Turkish garrison.

Ristics, the Servian Premier, is preparing a note to the Powers giving an account of the atrocities committed by the Turks in Servia. The latter are accused of mutilating the wounded, burning villages and carrying petroleum in their knapsacks for the purpose.

YARMOUTH SHIP UPSET.

Special Despatch to Globe.

BOSTON, Aug. 10.—The second officer and two of the crew of the ship "N. W. Blethen," of Yarmouth, N. S., capsized by a hurricane, July 3, while bound from Philadelphia for London, with corn, were picked up on the 2nd of August by a vessel which arrived at Philadelphia this morning.

[The "N. W. Blethen" was a vessel of 1093 tons, was built at Beaver River, N. S., in 1874, and was owned by Mr. Freeman Dennis, of Yarmouth, N. S., and others. She was commanded by Capt. Cox. In the New York papers she is reported as cleared at Baltimore on the 28th of July for London.]

[News Special.]

WORLD'S PLOUGHING MATCH.

OTTAWA, Aug. 10th.—Arrangements are being made for the representation of Canada in good style at the International ploughing match to take place at Philadelphia during the fall, for the championship of the world.

MURDER.

Another murder is reported, this time from Owen Sound, where a man was stunned last night at midnight and thrown into the river. Strong feeling prevails in regard to the matter.

SUDDEN DEATH.

Mrs. Stewart Tupper, daughter-in-law of Hon. Chas. Tupper, died in St. Andrews Thursday. She was only married recently. Deep regret is expressed on all hands.

SLANDER.

The Toronto *Mail* of this morning says it has received a verbal statement from one who had been in Glengarry that Lieut Governor McDonald wrote letters to his friends there urging them to vote for McNabb. The statement is generally discredited, but causes a good deal of excitement. It is expected that His Honor will reply to it to-morrow.

OTTAWA, Aug. 11th.—Lieut.-Governor Macdonald has caused the statement of the *Mail*, that he interfered in the Glengarry election, to be denied in most emphatic terms, and in every particular.

STANLEY AS A GENERAL.

LONDON Aug. 10th.—A letter from Stanley, the African explorer, states that he had a battle with the natives in which their loss was very great. Forty-two were counted on the field dead, and over 100 were seen to retire wounded, while on Stanley's side only two men suffered by contusions.

TURKEY.

The *Times'* Belgrade correspondent says the Servian war is about to become a guerilla affair.

A despatch from Lord Derby to Sir Henry Elliot, British Ambassador at Constantinople, sent the 9th inst., says:—"It appears to Her Majesty's Government that the capture of Sailsche may lead to the occupation of a considerable part of Servia by the Turks. Therefore I instruct you to urge strongly on the Porte that it is absolutely necessary that its troops be kept under control, that the unarmed population be spared; and that a repetition of the outrages in Bulgaria may be avoided, you will point out that the renewal of such outrages would prove more disastrous to the Porte than the loss of a battle. The indignation of Europe would be uncontrollable, and interference in a sense hostile to Turkey would inevitably follow"

["Telegraph" Specials.]

IMPORTANT TRADE MOVEMENT.

OTTAWA 11th.—In a few days there will be held in Toronto a gathering of manufacturers and shippers, when the Centennial Commissioners from Australia will be present, viz.: Hon. Messrs. Morris, Davenport, Welsh, and Dr. Hestor.

With a view of opening up a mercantile trade with Australia, Hon. Mr. Fraser has been instructed to charter a vessel to carry Canadian goods purchased at the Centennial direct from this country to Australia, and all who desire may send to that country specimens of the manufactures and produce, to be shown at the Great Exhibition to take place at Sydney in April next.

["Telegraph" Special.]

THE "COUNTESS OF DUFFERIN" AND THE "MADELEINE."

NEW YORK, August 11.—The first race for the Queen's cup between the *Countess of Dufferin* and *Madeleine*, over the New York Yacht Club course, from a point opposite Stapleton, Staten Island, to the channel buoy, No. 10, thence to southwest spit buoy, No. 8½, thence to and around Sandy Hook light-ship and return over the same course, came off to-day.

An immense crowd lined the shores, while the bay was fairly covered with excursion steamers, yachts and small boats, all crowded with spectators.

At 11.15 the signal was given for the start, and at 11.16:45 the *Madeleine* crossed the starting line: followed by the *Countess of Dufferin* at 11.17:30. As the yachts made their way out of the Narrows towards the southwest spit, the *Madeleine* was gradually widening the distance between herself and the *Countess*. The stretch from the southwest spit buoy to the lightship was accomplished by the *Madeleine* at 2.52¼, at which time she rounded and squared away on the return trip, followed by the *Countess* at 2.57¾. Both yachts crowded on sail and made direct for the southwest spit, off Sandy Hook.

The *Countess* sailed much better than a week ago. At 3.51¼ the *Madeleine* rounded the southwest spit buoy and the *Countess* at 4.01¾. From here to the starting point was the last stretch home and the interest became more intense as each mile was covered.

The *Madele

Local and General News.

THE PARISIAN CREW leaves St. John for Philadelphia on Monday next. Success to them.

THE "MOLILAMO" arrived yesterday morning. This is her second visit to the Miramichi this year.

THE LATE DEFALCATION.—The exact amount of the defalcation of Alfred Brush, the absconding railway cashier of Moncton, is now officially reported at $16,507.

ST. JOHN'S CHURCH.—Owing to the painting of St. John's Church, the congregation will worship next Sabbath in the Masonic Hall—service at the usual hours. Rev. John Robertson will preach.

EXPORTS OF LOBSTERS FROM RICHIBUCTO.—The quantity of lobsters exported from Richibucto this season is 1,600 cases, viz: 500 by J. H. Bell, 400 by R. B. Noble and 700 by Henry O'Leary. Total value, $9,600.

SUDDEN DEATH.—On Wednesday last at Bathurst a young man named McKenna, while engaged in mowing, took a drink at a brook and dipped his head in the water to cool himself off. He died the following morning.

SHUT DOWN FOR WATER.—Rankin's mill, Indiantown, St. John, was shut down last week owing to a scarcity of fresh water for the boilers. The Indiantown dam from which water for the mill had been got was almost dry.

HAIL STORM.—Tracadie was visited by a very severe hail storm on Monday of last week. The hail stones were as large as pigeons' eggs and in their descent broke windows, and beat down grain and other growing crops.

PATRICK FLOOD, whose leg was broken in Messrs. Guy, Stewart & Co's mill last spring, is now convalescing at home. He was at the Hôtel Dieu from the time the accident happened until last week. Messrs. Guy, Stewart & Co. gave him a weekly allowance during the time he was laid up.

CONSTABLE CHEATED.—A King's county constable levied on a load of hay, procured a yoke of oxen and undertook to drive off with the property, on the top of which he took a seat. The hay mysteriously took fire, the oxen ran away, the constable was thrown off the hay, the wagon destroyed and the oxen injured.—*Tel.*

PERSONAL.—Capt. Leach was in town yesterday. His old friends were glad to see him.

Wm Taylor, Esq., of Shippegan is in town.

Jas. Coleman, Esq., gen'l. Passenger Agt. Intercolonial Railway was in town on Friday last.

KILLED BY A MOWING MACHINE.—Last Saturday, Wm. Rutherford, (son of George) L. Stewiacke, having removed the bridle from his horses which were attached to a mowing machine, for the purpose of giving them a pail of water, they started off, when the machine passed over him, almost severing the left leg above the ankle, and otherwise injuring him, so that he died six hours afterward.—*Amherst Gazette.*

DROWNING AT ST. GEORGE.—James McCabe, the youngest of three brothers, builders of the bridge across the Magaguadavic, was drowned last Friday evening about seven o'clock in the "Canal" between that river and Lake Utopia, having been seized with cramp while bathing. The body was not recovered until three o'clock next morning. The deceased formerly belonged to Prince Edward Island.

Y. M. C. A.—Mr. D. Stearns, of Halifax, Delegate of the Young Men's Christian Association, is about to visit the North Shore, and will address meetings in Chatham, Newcastle, and Campbellton. He will be in Campbellton on Sunday next. On Monday evening he will address a meeting in St. Andrew's Church, Chatham, commencing at 8 o'clock. The Newcastle meeting will be held on Tuesday evening.

MR. DOMVILLE'S TIN BOX.—Banks seem to be very easy places to steal from. A cash box containing bonds, proxies and other papers, belonging to President Domville, was stolen from the Director's room of the Maritime Bank recently, and the theft not detected until Col. Shives found the box under the stairs near his office. Cancelled bonds of the Albert Railway to the amount of $10,000, were taken, and it is confidently asserted on the street that the proxies were also stolen. This is, however, denied.—*News.*

THE DEFENCE OF ST. JOHN.—We are heartly glad that Col. Strange is to look into the condition of St. John, as regards defence. As we lately pointed out, were a war to arise, any ordinary privateer, not to say ironclad, might rush into port and capture and plunder the city at pleasure. This is not a pleasant state of things. We want our defence looked after, and our guns mounted.—*Telegraph.*

St. John is safe as long as the "strategist" of the *News* lives.

THE HEATED TERM.—A thunder shower of last week gave us hope that the hot weather had passed, but the thermometer kept up every day until Tuesday last, when we had a genuine thunder and lightning storm, which brought cool breezes and almost autumn weather. The heated term lasted from Thursday 3rd inst. until Tuesday 15th—13 days—during which time the thermometer reached points from 90° to 98 in the shade, every day and as high as 140° in the sun.

SHIPBUILDING NOTES IN KENT.—Launched from the building yard of Mr. James McNairn, Buctouche River, on Friday last, a fine barque of about 800 tons burthen, and called the *William Gordon.* This vessel is described by competent judges as being of fine model and thorough construction. The *W. G* will be towed to Richibucto this week to complete the rigging, after which she will be loaded with deals by George McLeod, Esq., M. P., her owner.

Henry O'Leary, Esq., M. P. P., expects to launch his vessel, now being built in Richibucto, on Saturday next.

SUDDEN DEATH.—An inquest was held by Dr. J. S. Benson, on Tuesday morning last, on the body of Mr. Patrick Condorin who had died very suddenly the night before. It appears that deceased was about town during the previous evening and went home and to bed about 10o'clock. Soon after retiring his wife heard him breathing so heavily as to lead her to suppose he was seriously ill, and with the assistance of a man living in the house, she then removed him from the bed and summoned a physician, but when he arrived, at half past ten, death had taken place. A verdict of "Died from natural causes," was returned by the Jury.

FIRES have caused great destruction in many places throughout the country, which had become parched by the late excessively hot weather. Miles upon miles of timber and other lands have been burned over and quite a number of farmers and settlers have lost buildings and other property. Charlotte and St. John Counties have suffered to a large extent.

The atmosphere of the Miramichi has been filled with smoke during the past week and it is said some of the back settlers have lost property. One Bay du Vin correspondent writes under date of Monday last:—"the woods in this vicinity is full of fires. Fire is raging on both sides of the mouth of Bay du Vin River. As I am writing it is feared that Donald Ulock's house and barn will be destroyed as the fire is only about a quarter of a mile from it and the wind is blowing strong towards it.

FATAL MILLING ACCIDENT.—On the 4th inst., at Riversdale, a young man named John Wall, son of Mr. Walter Wall, while working in the mill there, endeavored to cast off the belt from a pulley, while the machinery was in motion, by the aid of a bolt which he had in his hand. He intended to insert the bolt between the pulley, but owing to the velocity the bolt was wrenched from his hand and thrown with great force against his abdomen, causing a rupture in his bowels which deprived him of his life in 36 hours after the accident. A coroner's jury returned a verdict in accordance with the above facts.—*Truro Sun.*

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.*

HEAVY FIRES.—A despatch to the *Telegraph*, from Woodstock says that about $25,000 worth of property was destroyed by fire in that place Sunday morning. Joseph Smith's lumber and grist mill, and Murchie & Craig's lumber mill, on the north side of the Meduxnekik, were totally destroyed with a considerable quantity of sawed lumber; also the Riviere du Loup Railroad bridge across the Meduxnekik was considerably damaged. One of the abutments was totally destroyed, and a part of the truss work burned and fallen down. It is understood that Smith had no insurance; his loss is probably $12,000 Murchie & Craig's property is valued at about $10,000. Insurance $6,000. The origin of the fire supposed to be incendiary. Three mills have also been burned on the St. Croix.

PROVINCIAL APPOINTMENTS.—The following is the full list of appointments made in this County at the late meeting of the Executive—our list of last week was not an entire one:—

Enoch Bamford, Lewis Dunphy, John Scovil, John Campbell, John Newman, William Hartt, Francis McKnight, Senior, John Nicholson, William C. Jones, John Sutton, Robert Bain and John Johnstone (of Napan) to be Justices of the Peace for the County of Northumberland.

John Campbell, Ludow; John McLagan, Blackville; Wm. Swim, Blissfield; John Newman, Derby; Wm. Masson, Newcastle; Robert P. Whitney, Northesk; Thomas Ambrose, Nelson; Robert Loggie, Jr., Alnwick; John McNaughton, Glenelg; William Williston, Sr., Hardwicke; to be Commissioners of Parish Courts in the County of Northumberland.

His Honor the Lt. Governor has been pleased to accept the resignation of Patrick Farrell as a Justice of the Peace for the County of Northumberland.

FATAL ACCIDENT AT ESCUMINAC.—An old man, named Thomas Nowlan, belonging to Escuminac, was accidentally killed at that place, on Saturday last while attempting to stop a runaway horse. He was engaged hauling fish boxes for Mr. Alex. Stewart, and the horse ran away, breaking the cart. As the animal was running by Mr. Nowlan with only the shafts attached he sprang to stop it and, while attempting to do so, was struck on the side of the head by the end of one of the shafts and almost instantly killed.

Since the above was in type the following has come to hand from our Bay du Vin correspondent:—"I send you the particulars of a fatal accident which occurred at Escuminac on Saturday last, causing the death of an old and respected inhabitant of the Parish of Hardwicke, Mr. Thomas Nowlan, over 60 years of age. It appears that one of his sons went down to the establishment of Mr. A. Stewart with a horse and cart. The boy was standing in the cart, and the key that fastens the body to the shafts was not put in. He stepped back and was thrown out, frightening the horse, which started and ran towards home. The lane leading up from the main road to the residence of the deceased is a very narrow one, and the old man, seeing the horse coming up it, ran out to try and stop him before he came up, but the horse ran past him, and, in doing so, struck Mr. Nowlan and knocked him down. His son, Edward, saw him fall and hurried to the spot, but his father was insensible and lived only about 15 minutes after he was struck. He was cut slightly on the cheek and forehead. When his son reached the spot where deceased was lying he was bleeding from the mouth, moved his arm once and laid it on his side, just before he became still in death."

"Fish Murder."

We had a call last week from Fishery Warden Stymiest of Tabusintac, who having noticed our references to the sweeping of the trout pools of that river and the Bartibogue with nets, says he has tried to catch the offenders in the latter stream himself, and also to obtain such evidence as will lead to their conviction and punishment—all without success. The length of river over which his district extends is very considerable and if he were to undertake to watch the pools he would have to be absent for some time from home. The fact of his absence would be known by the intending poachers, who generally take care to assure themselves of his whereabouts before starting on their illegal expeditions. Mr. Stymiest says he represented the matter to the Inspector at St. John and asked for the appointment of a person for the special purpose of watching the river for a time, but no attention was paid to his recommendation. Private parties in Chatham have taken hold of the matter of aiding the Warden's efforts in order that the Inspector's neglect may be, in a measure, made up for in the interests of the fisheries of the Tabusintac River. The Inspector was also communicated with, a month ago, in reference to the Bartibogue, but we have not heard of anything having been done in that direction.

Evangelistic Services.

The Rev. A. N. Somerville, Delegate from the Free Church of Scotland, who has been visiting the Churches in the United States and Canada, preached in St. Andrew's Church, Chatham, on Wednesday evening last week. The congregation was large. The Reverend gentleman took his text from 1 Peter, 1, 8, "Whom having not seen we love &c." The sermon was replete with eloquent passages and beautiful and striking illustrations. Mr. Somerville has a venerable appearance and though bordering on the patriarchial three score and ten he possesses all the fire and eloquence of youth. His voice rings clearly and distinctly through the largest building and sustains the attention of the audience with unflagging interest during his longest addresses.

On Thursday morning he held a Bible Reading in St. John's Church. The attendance was small. The "Bible Reading" was in reality an eloquent sermon on the "all things" possible to the faith of the believer founded on several passages of Scripture from Matthew to Revelation. The beauty and grandeur of some of the illustrations given possessed true poetic power, and made a deep impression.

On Thursday evening the Rev. Mr. Somerville preached in St. James' Church Newcastle. The attendance was again very large. The discourse was based on Song of Solomon VI, 8 "My beloved has gone down to his garden to gather lillies." The sermon was characterized by beauty of style, striking illustrations and eloquence of delivery rarely surpassed. Mr. Somerville uses no notes—preaches from memory, and, here, he displays great freedom of delivery. He evidently made a great impression on his hearers. His visit to Miramichi will not soon be forgotten.

We understand he intends to leave for Scotland, *via* New York, on the 23rd. We wish him a prosperous voyage.

"Getting on in the World."

The above is the title of a book written by Professor Mathews, of Chicago, with a view "to rouse to honorable effort any young man who is wasting his time and energies through indifference to life's prizes,—to cheer, stimulate, and inspire with enthusiasm any one who is desponding through distrust of his own abilities,—and to reveal to any one who is puzzled to discover the path to success and usefulness the art of getting on to the goal of his wishes." But though written more especially for the guidance and encouragement of the young, it is worthy of the attention of every one, young or old, and whatever may be his business or profession. It is full of shrewd remarks and practical wisdom with illustrations to the point, and withal is eminently readable and often laughably humorous. It is just the kind of book which we would like to put into the hands of the young, especially who are setting out in life with the advice to attend to what it says and to follow its directions. While telling one how "to get on in the world." It is at the same time highly moral in its tone and never loses sight of the principle that the man is more than money, and should be developed throughout. The titles of its chapters are such as Self-Reliance, Practical Talent, Manner, Business Habits, Self-advertising, Mercantile Failures &c., It costs only a dollar in Canadian money or 75 cents in paper cover, and, if its precepts are put into practical use, it may be the means of helping one to gain thousands. It would be a good investment to those who may have a dollar to spare. We had marked out a passage or two in illustration of its style and contents, but we will close this with the advice to the patrons of the *Journal*, go and get the book, and read it for yourselves, and you will never regret it.—St. Stephen *Journal.*

The above work may be had at the Miramichi Bookstore. We fully endorse the *Journal's* opinion of it.

The Post Office Embezzlement Case.

Young Rankin, arrested for abstracting money from letters passing through the St. John Post Office in which he was a clerk, was, after pleading guilty, on Saturday last, sent up for trial at the Circuit Court now sitting in that city. On Monday the Grand Jury found a true bill against him and submitted the following letter with their finding:—

To His Honor the Chief Justice:

We, the Grand Jury of the City and County of St. John, N. B., having been called upon to perform the painful duty of finding a true bill against S. L. T. Rankin, beg leave to recommend him to your most merciful clemency, and beg and trust that you will be pleased to inflict the slightest penalty that the law requires—being prompted to this course by our sympathies for his family.

Respectfully submitted.

On Tuesday morning the Prisoner was brought into court and on the indictment being read over to him he pleaded guilty. The Chief Justice then read a letter written by the prisoner in which the latter acknowledged the crime for which he was to be sentenced, deplored its consequences upon his family; acknowledged that his home teachings and surroundings had been such as should have led him to higher aims and practices and closed as follows:—

"But before ending I would again ask the people of St. John and elsewhere not to point the finger of scorn upon the family and say if they had given him more advice he would not have been here. May God bless and keep my poor father and mother, sisters and brothers through the time that I am imprisoned, and when I come out I hope to be a comfort to them in their old age. I will now thank all my friends for doing what they did for me and may God bless them for it; and I would ask them to do all they can to comfort my father and mother in this hour of affliction."

His Honor proceeded to pass sentence, He alluded to the high position which the prisoner had occupied. It was a position of trust and confidence, and the public interests demanded that it should be guarded by rigorous law. The crime with which he had been charged, and to which he pleaded guilty, was of a very serious nature, and the Legislature looked upon it as being of a more aggravating characater than ordinary theft or embezzlement, and had affixed to it a serious penalty, extending to a life imprisonment in the Penitentiary or not less than five years. He did not feel disposed to visit a severe punishment on the prisoner, and he would not do so. He trusted and believed that, as his letter indicated, his penitence was sincere, and he was very sure that it would be a lesson to him. He hoped that during his imprisonment much of his time would be spent in serious reflection upon his life, and that when he was released he would come out into the world with a determination to live a life of honesty and endeavor to be a comfort to his parents in their old age. If there were other offences of which he had been guilty, and for which others had suffered, it was his duty to confess them now, and it would be a sin if he did not do so. It could do him no harm and would do him a great deal of good. He felt that he was expressing the sentiments of the public, as well as his own, when he stated that his family could in no way be blamed. It was very evident that his early training had been good. His Honor did not wish to harass the prisoner's feelings by going minutely into that. If it had been in his power he thought the sentence would not have been as heavy as he was about to impose,—possibly he ought to go beyond that—but as it was, the sentence of the Court was that the prisoner should be confined in the Penitentiary for a period of five years.

The "other offences" allusion by His Honor is probably in connection with the cause of the dismissal of David Waterbury, late a clerk in the St. John Post-office, who was suspected by Inspector Dowe of offences similar to that in which Rankin was detected. It is now supposed that Waterbury was innocent and Rankin the real offender. If so the latter should confess and ample reparation should be made to Mr. Waterbury.

EXPLOSION IN A MILL.

Three Persons Injured by a Sawdust Boiler Exploding in Wetmore's Mill—One Afterwards Dies—Many Narrow Escapes.

[*From the St. John Telegraph of 12th inst.*]

Wetmore's mill, just below the Falls, on the Carleton side of the harbor, was, yesterday, the scene of several accidents. The mill itself sustained such serious damage as will probably cause operations to be suspended for three or four weeks.

Some of the employees having finished their noon-day meal, were in swimming while others were preparing for the afternoon's work. Joseph Harned, Fred Lord and George Stackhouse were sitting on a bench in the corner of the building next the sawdust room, when a deafening noise was heard, followed by the crackling of timbers and the escape of steam. The roof of the sawdust room rose, knocked off the mill roof covering it, and both were lifted 20 feet in the air. At the same time the side of the mill was knocked in and the covering of the shed over the edging furnace ascended into the air a distance of 40 feet. Bricks, ashes and steam came out all over the mill plentifully, and nothing could be seen for two or three minutes. When the air had sufficiently cleared there was much excitement over the premises as to what had caused the noise. It was found that there had been a serious accident and that all the part of the mill described, with the exception of the boiler room, had been made a wreck.

The side of the shed had been carried into the pond, full fifty yards, and pieces of boards even a greater distance. One of the sawdust boilers had been driven back into the engine room where it brought up against the hot water well between the two engines, breaking in one end. The engine bed was cracked and the pipes broken, as well as the cylinder bowls. The head of this boiler went out of the mill and was found under a portion of the roof, just outside. Another sawdust boiler was knocked out of place and the furnace between the two destroyed.

The injured were three in number. Joseph Harned was sitting nearer the scene of explosion than those alongside of him, and the concussion knocked him from his seat down below into the sawdust room. Here he was first discovered by a lad named Larry O'Neil, who was in a house outside. Harned had fallen six feet and had a lot of bricks upon him while the escaping steam close to him soon told upon his flesh, a great deal of which was peeled off. The ashes seem to have been driven into his face which was very black from the cause.

Stackhouse, a boy of twelve, was carried down to the pond and put in the water, which had the effect of easing his pain.

Lord had fallen where he sat, but was considerably scalded by steam. The three were placed in a boat and rowed down to Carleton to their homes. Dr. S. Z. Earle, of the city, and Drs. White and Peters were called on to attend the sufferers.

Last evening, at 10 o'clock, Harned died from his wounds. He had been conscious since receiving his injuries, but was insensible to pain. Besides a scalp wound his face, right and left arm and hands, right and left sides and hips were scalded.

The engineer, Hugh Dever, was oiling up the engines, when the boiler entered the room and was stopped on its journey. The planking upon which he was standing was ripped up, and his escape was a narrow one, as a piece of the boiler just missed his head.

William Lord was in the same room by the side of one engine, when he heard the noise and ran out a side door beneath the mill, just as the boiler entered.

A few minutes before the accident, Peter Carey, the fireman, went to the spot where Harned was sitting and told him to get up, but no attention was paid to this. Carey had got to the door of a boiler and opened it when he was almost blinded by a rush of hot ashes in his face, which knocked him down. He ran off and fell down twice before getting to a place of safety.

Charles Ring was near the fireman, and he got out of the way just in time.

Mr. Stephen P. Wetmore passed down and out of the mill to the pond just as the explosion occurred, and in fact, some of the flying splinters fell near him.

The bricks and ashes that were thrown into the main building fortunately struck no one, but alighted dangerously near the many employes.

Wm. Dunphy was passing edgings into the furnace used for that purpose, having taken a boy's place, and he fell beneath the roof though he escaped unhurt.

Had the explosion been delayed five minutes there is no telling how many would have been killed, for that would have been inevitable from the position of things.

The explosion is attributed to the giving way of a part of one of the sawdust boilers. There was not the ordinary amount of steam up by 4 lbs as is generally on to work the mill, and it could not have happened from that.

Men will begin to-day clearing away the *debris.* A new roof will have to be placed on the whole premises, and with the necessary repairs to be placed on engines, furnaces and boilers, three or four weeks must elapse before operations can be resumed.

The Coroner's Jury in the case of young Harned returned the following sensible verdict:—

We, the jury, appointed to enquire into the cause of the death of Joseph Flewelling Harned, find that he came to his death in consequence of the explosion of a sawdust boiler in West Head mill, (so called), on the 11th inst.; the cause of said explosion cannot positively be determined. The jury feel satisfied that a law should be enacted requiring an inspection of all steam boilers used for manufacturing or any other purposes, and that engineers should be properly examined and qualified by law before taking charge of the same.

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.

Foreign Ports.

Aug. 11—Brigt. J. B. Brown, 203, France via Pictou, ballast, J. B. Snowball.

Aug. 15—Bark Lizzie Gillespie, 429, London, do., Guy, Stewart & Co.

Coastwise.

Aug. 9—Stmr. Miramichi, A. Bacquet, Pictou, cargo, Wm. Muirhead.

Schr. Renard, Degrace, Shippegan, do., master.

Aug. 10—Stmr. Flamboro, Fraser, Montreal, do., Wm. Muirhead.

Schr. Claymore, Marquis, Magdalen Island, ballast, master.

Schr. Ann Duncan, Hugley, Summerside, cargo, do.

Schr. Bee, String, Lot 7, do., do.

Schr. Lilly, Allan, Summerside, do., do.

Aug. 11—Stmr. Secret, Wm. Davison, Quebec, cargo, Wm. Muirhead.

Aug. 12—Schr. John Bell, Garvill, Summerside, ballast, master.

Aug. 14—Schr. Wild Brier, McLeod, Pictou, do., A. Morrison.

CLEARED.

Foreign Ports.

Aug. 10—Bark Willkomen, 291, Pahlen, Gloucester, deals, Wm. Muirhead.

Bark Henrich Dirilis, 353, Schultz, Mumbles, do., Guy, Stewart & Co.

Schr. Candor, 86, Swain, Boston, fish, etc., Geo. Burchill.

Aug. 11—Bark Josephine, 456, West, the Clyde, deals, Wm. Muirhead.

Brig Urda, 316, Olsen, Barrow, do., Guy, Stewart & Co.

Aug. 12—Bgtn. Confederate, 229, Grant, Droghedia, do., J. B. Snowball.

Bark Amalia & Hedwig, 329, Gehn, Liverpool, do., A. Morrison.

Brig Hill, 220, Pedersen, Isle of Man, do., do.

Bark Baus, 479, Jacobsen, Hull, do., J. B. Snowball.

Aug. 14—Bark Meggie, 455, Gibb, Gloucester, do., Wm. Muirhead.

Coastwise.

Aug. 11—Stmr. Secret, Davison, Quebec, cargo, Wm. Muirhead.

Aug. 12—Schr. Marianne, Miller, Tignish, do., master.

Stmr. Flamboro, Fraser, Pictou, do., Wm. Muirhead.

Schr. John Bell, Garritt, Richmond Bay, deals, J. B. Snowball.

Schr. Lilly, Allen, Summerside, do., master.

Aug. 14—Schr. Claymore, Marquis, Charlottetown, do., Wm. Muirhead.

Aug. 16—Schr. Annie Duncan, Hugley, Summerside, cargo, master.

Schr. Daddy, Brown, Pictou, deals, J. B. Snowball.

Port of Richibucto.

CLEARED.

Aug. 9—Bark Island Queen, 355, Cunningham, Liverpool, deals, Edward Walker; lobsters, R. B. Noble.

11—Brigt. Osceola, 192, Montgomery, Liverpool, deals, J. & W. Pratt; lobsters, R. B. Noble.

11—Brig Stella, 445, Kay, Liverpool, deals, J. & W. Pratt.

12—Brigt. Daisy Royston, 410, Appleby, Gloucester, deals, George McLeod.

Port of Buctouche.

CLEARED.

Aug. 5—Bark Emma, 238, Mason, Liverpool, deals, James Duncan & Co.

9—Brigt. Addie, Benson, 327, Mallett, Liverpool, deals, J. R. Wright.

Other Ports.

ARRIVED.

July 22—Christiana, at Havre from Miramichi.

24—Sarah M. Smith, Sprague, at Glasgow from Dalhousie.

26—Harmony, at Bristol from Miramichi.

27—Atalanta, Olsen, at Cardiff do.

27—Diodata, Anderson, at Liverpool do.

28—A. B. Stronach, Munro, at Gloucester do.

29—Jane Ann, at Belfast do.

CLEARED.

July 27—Brodrene, Barrow for Miramichi.

27—Frey, Lund, Gloucester, for do.

27—Industrie, Larsen, do., do.

29—Ocean Traveller, Belfast do.

Memoranda.

July 18—Loadlig at Liverpool, Tjellstadt, Florenes, for Miramichi.

CHATHAM POLICE REPORT.

BEFORE G. A. BLAIR, ESQ.

Aug. 9—Thomas Marshall, larceny; 2 months in goal.

Aug. 12—John Stewart, drunk; fined $2 and costs or ten days in goal.

DIED

At Oak Point, on Thursday the 13th ult., after a protracted illness, Ann McKinnon, in the 66th year of her age. May she rest in peace.

At Chatham, on Sunday the 13th inst., Hugh, youngest child of Angus and Anabella McLean, aged one year and five months.

New Advertisements.

Just Received:

A LOT OF MOTTO FRAMES.

J. & R. SINCLAIR.

MANCHESTER HOUSE.

LATEST ARRIVALS FROM MANCHESTER.

Black Brussels Net; Black Kid Gloves, 1 button, @ $1.00; Black Kid Gloves, 4 buttons, @ $1.25; Black Cashmere, Black Crochet and Silk Dress Buttons; Rich Black Crape of the best make; Ladies' Silk Scarfs, in Red, Pink, Lavender and Checked; Ladies' and Misses' White Linen Cuffs; Ladies' Blk. Twilled Silk Umbrellas; Ladies' Black Straw Hats and Bonnets; Steel Grey Dress Linen, @ 24cts. per yd. Steel Grey Silk Warp Bahmas, @ 42cts. per yd., extra value; Black Striped Grenadine, @ 22cts. per yd. Steel Grey and White Stripd. Dress Silk, @ 50cts. per yd.; Ladies' Belts; Black Oriental Ribbon, in plain and corded; Gents' Black Alpaca Umbrellas; Dark Brown Holland or Grass Cloth; Ladies' and Gents' White Linen Handkerchiefs; Green Window Holland, 4 in.; Children's White Cotton Hose, in Nos. 2, 3, 4, 5 & 6; Plain Black Cambric; Black Persian Cord; Italian and Silicia Linings.

W. S. LOGGIE.

N. B.—About 10 pieces of the best bale of that American Grey Cotton, @ 8cts., full yd. wide, still left. Inspection invited. Value unequalled.

(*Advocate* copy.)

NEW GOODS.

E. - Nova Scotia:—

3 Packages English Prints.

These Goods are wider and heavier than the American Prints, will be sold about the same prices.

FIRST PURCHASES OF OUR MR. EVERITT.

Wonderful Value.

EVERITT & BUTLER

KING STREET. ST. JOHN.

LOST.

On Sunday, 30th ult., near the Chatham Branch Station House, A GOLD CHAIN with red coral cross attached, and FINGER RING, with black hair work and initials, J. M. J., inside; also, at same place, on 7th inst., a GOLD CROSS, set with pearls, and small gold revolver ornament. A liberal reward will be paid to the finder of any of above articles on leaving them at this office.

Chatham, Aug. 14, 1876.

FOUND.

A SINGLE CANOE found at sea by John Lagood, and left in care of Phillip Lloyd on the 11th inst., which will be delivered to the owner by paying expenses and proving property.

PHILLIP LLOYD.

Escuminac, Aug. 12th, 1876.

ZELL'S ENCYCLOPEDIA.

NEW REVISED EDITION—150,000 articles, 3,000 engravings, and 18 splendid maps. The BEST BOOK of universal knowledge in the language. Now in course of publication. SPECIMEN with map sent for 20 cts. AGENTS WANTED.

CHAS. H. DAVIS & Co., Philadelphia.

Feb. 24.

EXCELSIOR PRINTING INK CO.

BEST AND CHEAPEST

PRINTING INK IN THE MARKET.

13 Barclay st., - NEW YORK.

July 10.

ELEGANT Presentation Books.

STRAY LEAVES,—with the Life of Sir William Wallace by Rev. Charles Gordon Glass, A. M.

"Getting on in the World"—Mathews.

"Old Times on the Mississippi"—Mark Twain.

"Edith Lyle"—Mrs. Mary J. Holmes.

"History of King William III"—Historicus.

"Common Sense in the Household"—Marion Harland.

D. G. SMITH,

MIRAMICHI BOOKSTORE,

76.

New Advertisements.

Affidavit.

I, Alexander World, of Tracadie, in the County of Gloucester, make oath and say that John Rennie has accused me of stealing from him a sum of money, amounting to between nine and ten dollars, on Wednesday, the ninth day of August, instant, at Lower Newcastle, in the County of Northumberland—That I neither saw nor interfered with any money belonging to the said John Rennie, and I most positively swear that I am wrongfully and unfairly accused in this matter.

Sworn to at Chatham, in the County of Northumberland, this 11th day of August, A. D., 1876, (being first read and explained to marksman, who seemed perfectly to understand the same and made his mark in my presence,)

J. T. GRIFFIN, J. P.

his
ALEXANDER X WORLD.
mark.

LICENSES.

List of Wholesale and Tavern Licenses granted for the County of Northumberland, by the County Council, at the July Sitting, 1876.

BLISSFIELD:—			
	Thomas Wasson,	12 mos.	Tavern.
DERBY:—			
	Francis H. Jardine,	12 "	do.
	William O'Brien,	6 "	do.
NORTHESK:—			
	William McAllister,	12 "	do.
NELSON:—			
	John McInnis,	6 "	do.
	Timothy Daley,	6 "	do.
	James Murphy,	6 "	do.
	Matthew Carroll,	6 "	do.
	Frederick Muzerall,	6 "	do.
	John Rattican,	6 "	do.
	Joseph Hays,	6 "	Wholesale.
NEWCASTLE:—			
	Thomas Hickey,	6 "	Tavern.
	Dennis McAvoy,	6 "	do.
	James Russell,	6 "	do.
	Jane Wheeler,	6 "	do.
	John Donovan,	6 "	do.
	Dennis Ryan,	6 "	do.
	Charles J. Maltby,	6 "	do.
	Stephen Y. Mitchell,	6 "	do.
	Patrick Farrell,	6 "	do.
	James White,	6 "	do.
	John F. Jardine,	6 "	do.
	James J. Mahaffy,	6 "	do.
	William P. Sandwood,	6 "	do.
	Allan McIntyre,	6 "	do.
	Alexander Stewart,	6 "	do.
	James Bryan,	6 "	Wholesale.
CHATHAM:—			
	John Lyons,	6 "	Tavern.
	Daniel Desmond,	6 "	do.
	Michael Hickey,	6 "	do.
	James Flood,	6 "	do.
	George Traer,	6 "	do.
	Murdock Gillies,	6 "	do.
	James Crowley,	6 "	do.
	Catherine Cranie,	6 "	do.
	Thomas F. Keary,	6 "	do.
	Cyrus Brown,	6 "	do.
	William McLean,	6 "	do.
	William Mills,	6 "	do.
	Michael O'Keefe,	6 "	do.
	Alex. S. Templeton,	6 "	do.
	Michael Brennan,	6 "	do.
	Thomas Kingstone,	6 "	do.
	Joseph R. Goggin,	6 "	Wholesale.
	Jno. Johnston, up. store,	6 "	do.
	do. lwr. store,	6 "	do.
	Robert Bain,	6 "	do.
	John Noonan,	6 "	do.
	Alex. R. Ramsay,	6 "	do.

Dated 9th August, 1876.

SAMUEL THOMSON,
Secretary-Treasurer, Co. North'ld.

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 insure a bottle containing over 50 pills, by return mail.

Sold by Dr. J. Pallen and J. Y Benson, Chatham.

Oct. 16, 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 HAYS, QUEBEC DO.
SEED OATS.
FRESH AND PICKLED FASS,
FRESH HERRING,
PICKLED CODFISH,
PICKLED MACKERAL,
PICKLED SALMON.

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

500 Bushels Oats, 30 Tons Screwed Hay.

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

ICE FOR SALE.

E. A. STRANG.

CORNED BEEF.

Just Received:—

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

LOGAN, LINDSAY & CO.

St. John.

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.

Picture Mats.

JUST RECEIVED, a few PICTURE MATS—Square—Tinted.

SIZES, 11x14, 12x16, 13x17.

D. G. SMITH,

MIRAMICHI BOOKSTORE,

Chatham, Aug. 1st, 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.

Ale and Porter.

450 BBLS. and Cases, (Pints and Quarts.) "Guinnesses" Porter, "Bass" Ale, "Ind. Coope" Ale, "Tennents" Ale and Porter, "Youngres" Ale.

DANIEL PATTON,

July 18, 1876. SAINT JOHN.

London Congou Tea.

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The Tour of the World in Eighty Days.

CHAPTER XXXII.—IN WHICH PHILEAS FOGG ENGAGES IN A DIRECT STRUGGLE WITH ILL LUCK.

The China, in leaving, seemed to have carried away with her Phileas Fogg's last hope.

In fact, none of the other steamers in the direct service between America and Europe, neither the French Transatlantic steamers, nor the ships of the White Star line, nor those of the Inman Company, nor those of the Hamburg line, nor any others, could serve the gentleman's projects.

The Pereire, of the French Atlantic Company, would not start until the 14th of December. And, besides, like those of the Hamburg Company, she would not go directly to Liverpool or London, but to Havre, and this additional trip from Havre to Southampton, delaying Phileas Fogg, would have rendered his last efforts of no avail.

The gentleman posted himself throughly about all this by consulting his Bradshaw, which gave him, day by day, the movements of the transoceanic vessels.

Passepartout was annihilated. It killed him to miss the steamer by thirty-five minutes. It was his fault, he who, instead of aiding his master, had not ceased to scatter obstacles in his way! And when he reviewed in his mind all the incidents of the journey; when he calculated the sums spent, which were a pure loss, and for his own interest; when he thought that his enormous bet, added to the heavy expenses of this now useless journey, would completely ruin Mr. Fogg, he overwhelmed himself with opprobrium.

Mr. Fogg did not reproach him at all, and leaving the pier of the ocean steamers, he said only these words:

"We will consult to-morrow. Come."

Mr. Fogg, Mrs. Aouda, Fix, and Passepartout crossed the Hudson from Jersey City in the ferry boat, and got into a carriage, which took them to the St. Nicholas hotel, on Broadway. Rooms were put at their disposal, and the night passed,—a very short one for Phileas Fogg, who slept soundly, but very long for Mrs. Aouda and her companions, whose agitation did not allow them to rest.

The next day was the 12th of December. From the 12th, at seven in the morning, to the 21st, at eight forty-five in the evening, there remained nine days, thirteen hours, and forty-five minutes. If, then, Phileas Fogg had left the night before in the China, one of the best sailers of the Cunard line, he would have arrived at Liverpool, and then in London, in the desired time!

Phileas Fogg left the hotel alone, having recommended his servant to wait for him, and to notify Mrs. Aouda to hold herself in readiness at any moment.

Mr. Fogg repaired to the banks of the Hudson, and among the ships moored to the wharf, or anchored in the stream, he sought with care those which were about to leave. Several vessels had their signals for departure up and were preparing to put to sea at the morning high tide, for in this immense and admirable port, there is not a day when a hundred vessels do not set sail for every quarter of the globe; but the most of them were sailing vessels, and they would not suit Phileas Fogg.

This gentleman was seeming to fail in his last attempt, when he perceived moored in front of the Battery, at a cable's length at most, a merchant-man with screw, of fine outlines, whose smokestack, emitting clouds of smoke indicated that she was preparing to sail.

Phileas Fogg hailed a boat, got in it and with a few strokes of the oar, he found himself at the ladder of the Henrietta, an iron-hulled steamer, with her upper parts of wood.

The captain of the Henrietta was on board. Phileas Fogg went up on deck and asked for the captain, who presented himself immediately.

He was a man fifty years old, a sort of sea wolf, a grumbler who would not be very accommodating. His large eyes his complexion oxydized copper, his red hair, his large chest and shoulders, indicated nothing of the appearance of a man of the world.

"The captain?" asked Mr. Fogg.

"I am he."

"I am Phileas Fogg, of London."

"And I am Andrew Speedy, of Cardiff."

"You are going to start?"

"In an hour."

"You are loaded for——?"

"Bordeaux."

"And your cargo?"

"Gravel in the hold. I have no freight. I sail in ballast."

"You have passengers?"

"No passengers. Never have passengers. A merchandise that's in the way and reasons."

"Your vessel sails swiftly?"

"Between eleven and twelve knots. The Henrietta, well known."

"Do you wish to convey me to Liverpool, myself and three persons?"

"To Liverpool? Why not to China?"

"I said Liverpool."

"No!"

"No?"

"No. I am setting out for Bordeaux, and I shall go to Bordeaux,"

"It don't matter what price?"

"It don't matter what price?"

The captain spoke in a tone that did not admit of a reply.

"But the owners of the Henrietta" replied Phileas Fogg.

"The owners of the Henrietta are myself," replied the captain. "The vessel belongs to me."

"I will freight it for you."

"No."

"No?"

"I will buy it from you."

Phileas Fogg did not change countenance. But the situation was serious. It was not at New York as at Hong Kong, nor with the captain of the Henrietta as with the captain of the Tankadere. Until the present the gentleman's money had always overcome obstacles. This time the money failed.

But the means of crossing the Atlantic in a vessel must be found, unless they went across in a balloon, which would have been very venturesome, and which, besides, was not practicable.

Phileas Fogg, however, appeared to have an idea, for he said to the captain:

"Well, will you take me to Bordeaux?"

"No, even if you would pay me two hundred dollars."

"I offer you two thousand."

"For each person?"

"For each person."

"And there are four of you?"

"Four."

Captain Speedy commenced to scratch his forehead as if he would tear the skin off. Eight thousand dollars to be made without changing his course; it was well worth the trouble of putting aside his decided antipathy for every kind of passenger. Passengers at two thousand dollars apiece, besides, are no longer passengers, but valuable merchandise.

"I leave at nine o'clock," said Captain Speedy, simply, "and you and yours will be there?"

"At nine o'clock we will be on board!" simply replied Mr. Fogg.

It was half-past eight. To land from the Henrietta, get in a carriage, repair to the St. Nicholas Hotel, and take back with him Mrs. Aouda, Passepartout, and even the inseparable Fix, to whom he graciously offered a passage, this was all done by the gentleman with the quiet which never deserted him under any circumstances.

At the moment that the Henrietta was ready to sail, all four were aboard.

When Passepartout learned what this last voyage would cost, he uttered one of those prolonged "Oh's!" which run through all the spaces of the descending chromatic scale.

He was astonished at nothing, however, since he had seen his master ready to throw his money out of window, he thought that he should be astonished at nothing. But when he learned that this voyage was to ruin Phileas Fogg, he joined his voice to that of the captain, who declared that it was a madman's project, and he swore that it was a piece of roguery.

Then, by mutual agreement, they decided that they would not leave their madman, and that they would follow him on his mad course, in the hope of bringing him back to reason.

Mrs. Aouda asked Fix if he thought that there was any chance that the young man would, on his arrival, find the Bank of England still open, and if it was true that he would pay, on demand, twenty thousand pounds sterling.

Fix assured her that there was every chance that the young man would be arrested on his arrival, like a simple swindler, as he was.

Fix was well and truly vexed at the departure of Mr. Fogg, because he had been so long without a warrant, and he was not at all sure that the Bank of England would not come out whole from this affair. In fact, by the time of their arrival, and admitting that this Mr. Fogg would not throw a few handsful besides into the sea, more than seven thousand pounds would be missing from the bank notes in the traveling bag!

CHAPTER XXXIII.—IN WHICH PHILEAS FOGG SHOWS HIMSELF EQUAL TO CIRCUMSTANCES.

An hour afterwards the steamer Henrietta passed the light-boat which marks the entrance of the Hudson, turned Sandy Hook point, and put to sea. During the day she skirted Long Island, in the offing of the Fire Island Light, and rapidly ran towards the east.

At noon of the next day, the 13th of December, a man went upon the bridge to take charge of the vessel. It would certainly be supposed that this man was Captain Speedy! Not at all. It was Phileas Fogg.

As for Captain Speedy, he was very snugly locked up in his cabin, and was howling at a rate that betoted an anger very pardonable, which amounted to a paroxysm.

What had happened was very simple. Phileas Fogg wanted to go to Liverpool the captain would not take him there. Then Phileas Fogg had agreed to take passage for Bordeaux, and during the thirty hours that he had been on board he had manœuvered so well with his bank notes, that the crew, sailors and fireman—an occasional crew, on bad terms with the captain—belonged to him. And this is why Phileas Fogg commanded in the place of Captain Speedy, why the captain was shut up in his cabin, and why, finally, the Henrietta was steering her course towards Liverpool. It was very clear, seeing Mr. Fogg manœuver, that he had been a sailor.

Now, how the adventure would come out, would be known later. Mrs. Aouda's uneasiness did not cease, although she said nothing. Fix was stunned at first. Passepartout found the thing simply splendid.

"Between eleven and twelve knots," Captain Speedy had said, and the Henrietta did indeed maintain this average of speed.

If then—how many "ifs" yet!—if the sea did not become too rough, if the wind did not rise in the east, if no mishap occurred to the vessel, no accident to the engine, the Henrietta in the nine days, counting from the 12th of December to the 21st, could accomplish the three thousand miles separating New York from Liverpool. It is true that once arrived, the Henrietta affair on top of the Bank affair might take the gentleman a little further than he would like.

During the first few days they went along under excellent conditions. The wind was not too rough; the wind seemed stationary in the northeast: the sails were hoisted, and with them the Henrietta sailed like a genuine transatlantic steamer.

Passepartout was delighted. The last exploit of his master, the consequences of which he preferred not to consider, filled him with enthusiasm. The crew had never seen a gayer, more agile fellow. He made a thousand friendships with the sailors and astonished them by his acrobatic feats. He lavished upon them the best names and the most attractive drinks. He thought that they manœuvered like gentlemen, and that the firemen coaled up like heroes. His good humor was very communicative, and impressed itself upon all. He had forgotten the past, with his annoyances and his perils. He thought only of the end, so nearly reached, and sometimes he boiled over with impatience, as if he had been heated by the furnaces of the Henrietta. Frequently, also, the worthy fellow revolved around Fix; he looked at him with a distrustful eye, but he did not speak to him, for there no longer existed any intimacy between these old friends.

Besides, Fix, it must be confessed, did not understand this thing at all. The conquest of the Henrietta, the purchase of her crew, and Fogg manœuvering like an accomplished seaman—this combination of things confused him. He did not know what to think. But after all a man who commenced by stealing fifty five thousand pounds could finish by stealing a vessel. And Fix was naturally led to believe that the Henrietta, directed by Fogg, was not going to Liverpool at all, but into some quarter of the world where the robber, become a pirate, would quietly place himself in safety! This hypothesis, it must be confessed, could not be more plausible, and the detective commenced to regret very seriously having entered upon this affair.

As for Captain Speedy, he continued to howl in his cabin, and Passepartout, whose duty it was to provide his meals, did it only with the greatest precautions although he was so strong. Mr. Fogg had no longer the appearance of even suspecting that there was a captain on board.

On the 13th, they passed the edge of the Banks of Newfoundland. These are bad latitudes. During the winter especially, the fogs are frequent there, the blows dreadful. Since the day before, the barometer, suddenly fallen, indicated an approaching change in the atmosphere. In fact, during the night the temperature varied, the cold became keener, and at the same time the wind shifted into the southeast.

This was a misfortune. Mr. Fogg in order not to be driven out of his course, had to reef his sails and increase his steam. But the progress of the ship was slackened, owing to the condition of the sea, whose long waves broke against her stern. She was violently tossed about, and to the detriment of her speed. The breeze increased by degrees to a hurricane, and it was already a probable event that the Henrietta might not be able to hold herself upright against the waves. Now, if she had to fly before the storm, the unknown with all its bad chances, threatened them.

Passepartout's face darkened at the same time as the sky, and for two days the good fellow was in mortal dread. But Phileas Fogg was a bold sailor, who knew how to keep head against the sea, and he kept on his course, without even putting the vessel under a small head of steam. The Henrietta, whenever she could rise with the wave, passed over it, but her deck was swept from end to end. Sometimes, too, when a mountain wave raised the stern out of the water, the screw came out of the water, beating the air with its blades, but the ship still moved right on.

Still the wind did not become as might have been feared. It was not one of those hurricanes which sweep on with a velocity of ninety miles an hour. It continued quite fresh, but unfortunately it blew obstinately from the southeast, and did not allow the sails to be hoisted. And yet, as we will see, it would have been very useful if they could have come to the aid of the steam!

The 16th of December was the seventy-fifth day that had elapsed since leaving London. The Henrietta had not yet been seriously delayed. The half of the voyage was nearly accomplished, and the worst localities had been passed. In summer, success would have been certain. In winter they were at the mercy of the bad weather. Passepartout did not speak. Secretly he hoped, and if the wind failed them, he counted at least upon the steam.

Now, on this day, the engineer ascended to the deck, met Mr. Fogg, and talked very earnestly with him.

Without knowing why—by a presentiment, doubtless—Passepartout felt a sort of vague uneasiness. He would have given one of his ears to have heard with the other what was said. But he could catch a few words, these among others, uttered by his master:—

"I am certain, sir," replied the engineer. "Do not forget that, since our departure, all our furnaces have been going, and although we had enough coal to go under a small head of steam from New York to Bordeaux, we have not enough for a full head of steam from New York to Liverpool!"

"I will take the matter under consideration," replied Mr. Fogg.

Passepartout understood. A mortal fear took possession of him.

The coal was about to give out.

"Ah! if my master wards that off," he said to himself, "he will certainly be a famous man!"

And having met Fix, he could not help posting him as to the situation.

"Then," replied the detective, with set teeth, "you believe that we are going to Liverpool!"

"I do, indeed!"

"Idiot!" replied the detective, shrugging his shoulders as he turned away.

Passepartout was on the point of sharply resenting the epithet, whose true signification he could not understand; but he said to himself that the unfortunate Fix must be very much disappointed, and humiliated in his self esteem, having so akwardly followed a false scent around the world, and he refrained from condemning him.

And now what course was Phileas Fogg going to take? It was difficult to guess. But it appeared that the phlegmatic gentleman decided upon one, for that evening he sent for the engineer and said to him:—

"Keep up your fires and continue on your course until the complete exhaustion of the fuel."

A few moments after the smoke stack of the Henrietta was vomiting torrents of smoke.

The vessel continued, then, to sail under full steam; but, as he had announced, two days later, the 18th, the engineer informed him that the coal would give out during the day.

"Don't let the fires go down," replied Mr. Fogg. "On the contrary, let the valves be charged."

About noon of this day having taken observations and calculated the position of the vessel, Phileas Fogg sent for Passepartout and ordered him to go for Captain Speedy. This good fellow felt as if he had been commanded to unchain a tiger, and he descended into the poop, saying to himself:—

"Positively I shall find a madman!"

In fact a few minutes later a bomb came on the poop-deck, in the midst of cries and oaths. This bomb was Captain Speedy. It was evident that it was going to burst.

"Where are we?" were the first words he uttered in the midst of his choking anger, and certainly if the worthy man had been apoplectic, he would never have recovered from it.

"Where are we?" he repeated, his face purple.

"Seven hundred and seventy miles from Liverpool," replied Mr. Fogg, with imperturbable calmness.

"Pirate!" cried Andrew Speedy.

"I have sent for you, sir—"

"Sea-skinner!"

—"Sir," continued Phileas Fogg, "to ask you to sell me your ship."

"No! by all the devils, no!"

"I shall be obliged to burn her."

"To burn my ship!"

"At least her upper portions, for we are out of fuel."

"Burn my ship!" cried Capt. Speedy, who could no longer pronounce his syllables. "A ship that is worth fifty thousand dollars!"

"Here are sixty thousand!" replied Phileas Fogg, offering him a roll of bank notes.

This produced a powerful effect upon Andrew Speedy. No American is without emotion at the sight of sixty thousand dollars. The captain forgot in an instant his anger, his imprisonment, all his grievances from his passenger. His ship was twenty years old. It might be quite a bargain! The bomb could not explode. Mr. Fogg had withdrawn the fuse.

"And the iron hull will be left me," he said in a singularly softened tone.

"The iron hull and the engine, sir. It is a bargain!"

"A bargain."

And Andrew Speedy, snatching the roll of bank notes counted them and slipped them into his pocket.

During this scene, Passepartout was white as a sheet. As for Fix he narrowly escaped an apoplectic fit. Nearly twenty thousand pounds spent, and yet this Fogg was going to relinquish to the seller the hull and the engine, that is, nearly the entire value of the vessel! It is true that the sum stolen from the bank amounted to fifty-five thousand pounds!

When Andrew Speedy had pocketed his money, Mr. Fogg said to him:—

"Sir, don't let this astonish you. Know that I lose twenty thousand pounds if I am not in London on the 21st of December, at a quarter before nine in the evening. Now, I had missed the steamer from New York, and as you refused to take me to Liverpool——"

"And I have done well, by all the imps of the lower regions," cried Andrew Speedy, "since I make by it at least forty thousand dollars."

Then he added, more calmly:—

"Do you know one thing, Captain——"

"Fogg."

"Well, Captain Fogg, there is something of the Yankee in you."

And having paid his passenger what he thought to be a compliment, he went away, when Phileas Fogg said to him:—

"Now this ship belongs to me?"

"Certainly, from the keel to the truck of the masts, all the wood, understand."

"Very well. Cut away the inside arrangements and fire up with the *debris*."

It may be judged how much of this dry wood was necessary to maintain the steam at a sufficient pressure. This day, the poop-deck, the cabins, the bunks, and the spare deck all went.

The next day, the 19th of December, they burned the masts, the casts, and the spars. They cut down the masts, and delivered them to the axe. The crew displayed an incredible zeal. Passepartout, hewing, cutting, sawing, did the work of ten men. It was a perfect fury of demolition.

The next day, the 20th, the railings, the armor, all of the ship above water, the greater part of the deck, were consumed. The Henrietta was now a vessel cut down like a pontoon.

But on this day they sighted the coast of Ireland and Fastnet Light.

However, at ten o'clock in the evening, the ship was only passing Queenstown. Phileas Fogg had only twenty-four hours to reach London! Now, this was the time the Henrietta needed to reach Liverpool, even under full headway. And the steam was about to fail the bold gentleman!

"Sir," said Captain Speedy to him then, who had come to be interested in his projects, "I really pity you. Everything is against you. We are as yet only in front of Queenstown."

"Ah!" said Mr. Fogg, "that is Queenstown, the place where we perceive the light?"

"Yes."

"Can we enter the harbor?"

"Not for three hours. Only at high tide."

"Let us wait," Phileas Fogg replied calmly, without letting it be seen on his face that, by a last inspiration, he was going to try to conquer once more his contrary fate!

Queenstown is a port on the coast of Ireland, at which the transatlantic steamers coming from the United States deposit their mail bag. These letters are carried to Dublin by express trains always ready to start. From Dublin they arrive in Liverpool by very swift vessels, thus gaining twelve hours over the most rapid sailers of the ocean companies.

These twelve hours which the American couriers gained, Phileas Fogg intended to gain too. Instead of arriving by the Henrietta in the evening of the next day, at Liverpool, he would be there by noon, and, consequently, he would have time enough to reach London before a quarter of nine in the evening.

Towards one o'clock in the morning, the Henrietta entered Queenstown harbor at high tide, and Phileas Fogg, having received a vigorous shake of the hand from Captain Speedy, left him on the levelled hulk of his vessel, still worth the half of what he had sold it for!

The passengers landed immediately. Fix, at this moment, had a fierce desire to arrest Mr. Fogg. He did not do it however. Why? What conflict was going on within him? Had he changed his mind with reference to Mr. Fogg? Did he finally perceive that he was mistaken? Fix, however, did not leave Mr. Fogg. With him, Mrs. Aouda, and Passepartout who did not take time to breathe, he jumped into the train at Queenstown at half-past one in the morning, arrived at Dublin at break of day, and immediately embarked on one of these steamers—regular steel spindles, all engine—which, disdaining to rise with the waves, invariably pass right through them.

At twenty minutes before noon, the 21st of December, Phileas Fogg finally landed on the quay at Liverpool. He was now only six hours from London.

But at this moment Fix approached him, put his hand on his shoulder, and, showing his warrant, said:—

"You are really Phileas Fogg?"

"Yes, sir."

"I arrest you, in the name of the Queen!"

To be Continued.

Who Was It?

The following strange and somewhat sensational report has been handed a Newfoundland paper for publication by the master of the schooner *Newport*, of Windsor, N. S., that recently arrived at St. John's:—

"I left New York on the 12th of July, bound to St. John's, Newfoundland. Light winds and foggy weather prevailed up to the 16th. At 11 o'clock, p m., on that morning sighted a small boat, under sail, about 16 feet keel, and sloop rigged. At first sight two persons were apparent, but on nearer approach one disappeared. The little vessel was completely decked, having but a small hatchway amidships. The individual in command of the boat now made a signal indicating that he wished to board us. I had my vessel laid to; he came on board, made fast his line and walked rapidly aft to the quarter-deck. He shook hands with me, and asked the course to England. I told him he would never reach England in his cockle shell. He laughed and said, "Oh, yes, he would." I took him to the cabin to show him the chart, but he was so nervous and excited that he appeared not to understand anything I told him. His general movements and looks were of the most suspicious character. I asked him what he was doing so far from land in so small a boat. He said that he was eight days out from New York, had run away, and was bound for England. He stayed on board about ten minutes, and, having shaken hands, left precipitately, and wished to be reported. He gave his name as Captain Mathison. The boat was clinker-built. The place we fell in with him was in lat. 41 30 North, long. 67 13 West. My impression at the time was that the second person on board was a lady, and the adventure an elopement. If they persevere in steering for the British Islands, they will, to probably, spend the remainder of their honeymoon deep down under the waters of the Atlantic. The mystery surrounding this tiny craft and her little crew has been since a puzzle to me, but before this report sees the light the American papers may, not unlikely, have solved the riddle.

Renovation of Soils.

The U. S. Agricultural Dept. has been collecting information relating to the renovation or improvement of soils considered worn out, and says: Many examples are given of the renovation of worn and apparently worthless soils, and the increase of fertility in fresh but unpromising lands. Fields that have been cultivated exhaustively for twenty, and even forty years have been restored to original productiveness, not by guanos and superphosphates, at from $60 to $80 per ton, but inexpensive local resources, the cheapest and most reliable of which is found in clovering. In one case in Butler Co., Pa., a section of thin, gravelly land, on which it was thought no one could secure a decent living, came into the possession of German emigrants at nominal rates. They cleared off the brush, plowed, cultivated, turned under green crops, saved every fertilizing material available, never duplicated a crop for four or five or six years' rotation, and that tract is now a garden, and from worthlessness has advanced to the value of $100 per acre, and is yearly becoming more productive.

HIS ROYAL ACQUAINTANCE.—Two young gentlemen meet on Fifth avenue, and express languid surprise at the encounter. These cosmopolitans last saw each other on the Rue de Capucins.

"Aw, yaw heah?"

"Yes, came last week."

"On the Cunarlaw?"

"Yes, the Scythiaw."

"Enjaw yourself in Paris?"

"Tolerable. Had good kettaws, you knaw. Some deuced distinguished people."

"Hunt any o'em up? Call on 'em?"

"Yes, called on a Marquis and a Countess, and one evening I called on two Queens."

"Aw! pleasant interviaw?"

"Not very. The other fellaw had three Kings, you knew!"

"Aw!"

DIGGINGS.—A young man who started for the Black Hills, halted twenty miles this side of the objective point and commenced to dig, and the result was a quarter of a pound of lead inside of fifteen minutes. He dug it out of his leg where it had been deposited by a Noble Red Man. —*Nobristown Herald.*

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 please 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.

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

DANIEL PATTON,
Saint John.

July 15, 1876.

Law.

M. ADAMS.

Barrister and Attorney-at-Law
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20 BARRELS,
40 Quarter Casks,
275 Cases (Pints and Quarts.
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DANIEL PATTON,
SAINT JOHN.
July 20, 1876.

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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.

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' Childrens' 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, Bra. Windsor, Pale Olive, Steam Refined, No 1 Family and Dessert pains SOAPS; Boxes Tobaccos, of Perfection and Jenny Lind Brands; Cadiles 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.

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.

Sheffield House IMPORTATIONS

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

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.

J. G. KETHRO,

HAIR DRESSER,
NEWCASTLE.

Brokerage, etc.

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.

MACLELLAN & CO.,

BANKERS & BROKERS,
ST. JOHN, N. B.
EVERY kind of legitimate Banking done, and all the facilities of an Incorporated Bank afforded to Depositors and Customers. Jun. 23

D. T. JOHNSTONE,

Water Street, Chatham,
Auctioneer, Commission Merchant,
AND GENERAL AGENT.
Consignments Respectfully Solicited.
Good references given.

LUKE STEWART,

SHIP BROKER & COMMISSION MERCHANT
SAINT JOHN.
NEW BRUNSWICK.
1-52

WILLIAM J. FRASER,

COMMISSION MERCHANT,
IMPORTER AND DEALER IN
TEAS, SUGARS MOLASSES, &C.
HEAD OF TOBIN'S SOUTH WHARF,
UPPER WATER STREET,
HALIFAX, N. S.
CONSIGNMENTS PROMPTLY ATTENDED TO.

R. R. CALL,

General Agent
SHIP BROKER,
AND COMMISSION MERCHANT,
Newcastle, Miramichi, N. B.
2-tf

W. & R. Brodie,

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

Medical.

APOTHECARIES' HALL,

CHATHAM.
THE SUBSCRIBER has just received one of the largest assortments of
DRUGS,
MEDICINES,
PATENT MEDICINES,
DYE-STUFFS, & FANCY & TOILET ARTICLES,
EVER IMPORTED TO THE MIRAMICHI.
Which will be sold low for cash.
Orders Solicited and Promptly Shipped.
Physicians prescriptions carefully compounded.
J. V. BENSON.

JOHN M'CURDY, M. D.,

PHYSICIAN AND SURGEON,
CHATHAM, N. B.

NEW DRUG STORE.

THE SUBSCRIBER respectfully announces to the people of
Newcastle and Vicinity,
that he has commenced Business in
WILLISTON'S BRICK STORE
near the Post Office, and has now open, his Stock of
DRUGS,
PATENT MEDICINES,
TOILET ARTICLES,
ANILINE AND OTHER DYES
PERFUMERY, &c.
—ALSO—
PRIME CIGARS, and the Best Brands of Chewing and Smoking Tobacco.—ALSO—
SCOTCH & CANADIAN CONFECTIONERY,
Spices & Essences of all kinds, and a variety of other articles usually kept in a Drug Establishment.
Prescriptions carefully prepared.
E. LEE STREET.
Newcastle, May 15, 1876

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.

Law Notices, etc.

Sheriff's Sale.

TO BE SOLD AT PUBLICAUCTION, 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 Russe at the suit of Matthew Carruthers.
SHERIFF'S OFFICE, Newcastle, 21st Feb., 1876. } JOHN SHERRETT, Sheriff of North'ld

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

PATENTS obtained in the United States Canada, and Europe. Terms as low as those of any other reliable house. Correspondence invited in the English and foreign languages with inventors, Attorneys at Law and other Solicitors, especially with those who have had their cases rejected in the hands of other attorneys. In rejected cases our fees are reasonable, and no charge is made unless we are successful.

INVENTORS. If you want a Patent, send us a model or sketch and a full description of your invention. We will make an examination at the Patent Office, and if we think it patentable, will send you papers and advice, and prosecute your case.

ADVICE FREE Oral or written in all matters relating to Patents, Patent Law and inventions.

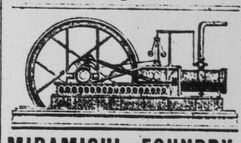
References:—Hon. M. D. Leggett, Ex-Commissioner of Patents, Cleveland, Ohio; O. H. Kelley, Esq., Sec'y National Grange, Louisville, Ky.
Sen'd 1 Stamp for our "Guide for obtaining Patents."
Address:—LOUIS BAGGER & CO., Solicitor of Patents.
Washington, D. C.

Canadian Pacific Railway.

Tenders for Grading, Track-laying, Etc.

SEALED TENDERS addressed to the Secretary of Public Works and endorsed "Tender Pacific Railway" will be received at this office up to noon of WEDNESDAY, the 20th SEPTEMBER, next, for works required to be executed on that section of the Pacific Railway extending from Red River eastward to Rat Portage, Lake of the Woods, a distance of about 114 miles, viz:—The Tracklaying and Ballasting only, of about 77 miles, and the construction, as well as Tracklaying and Ballasting, of about 37 miles between Cross Lake and Rat Portage.
For Plans, Specifications, Approximate Quantities, Forms of Tender and other information, apply to the office of the Engineer in Chief, Ottawa.
No Tender will be entertained unless on the Printed Form, and unless the conditions are complied with.
By Order,
F. BRAUN,
Secretary.
Department of Public Works, Ottawa, August 1st, 1876. } Aug. 24

Manufrs., Builders, etc.



MIRAMICHI FOUNDRY.

Water St. Chatham, N. B.,
GENERAL IRON & BRASS FOUNDERS,
MANUFACTURERS OF
STEAM-ENGINES, BOILERS, AND MILL MACHINERY.
Ship, Plough, Stove, Cemetery and every description of Castings.
CONSTANTLY ON HAND
AN ASSORTMENT OF
COOKING, HALL AND PARLOUR STOVES.
Orders may be addressed to Jas. W. FRASER,
W. J. Fraser,
Proprietor.

JOHN BELL,

Carriage, Sleigh, House & Sign Painter.
SHOP ON HENDERSON ST.,
CHATHAM.
ORDERS PROMPTLY ATTENDED TO—Charges Moderate.
2-26

Patronise Home MANUFACTURE

I am now prepared to supply the Public with Superior Quality of
Doors, Windows, Blinds,
HOUSE FINISHING,
For Inside or Outside. First Quality Pine or Cedar Shingles, and to
Plane and Match Lumber, and Plane and Butt Clapboards.
Scroll Sawing to any Pattern,
TURNING, &c.
Having a Moulding Machine I am prepared to supply mouldings of different patterns, and to do joiner work generally, at reasonable rates, guaranteeing satisfaction.
ORDERS SOLICITED AND ATTENDED TO.
CALL AT THE
Sash and Door Factory.
PUBLIC WHARF, - - - - - CHATHAM.
PETER LOGGIE.
Liberal Prices will be given for Pine and Cedar wood suitable for making Sawn Shingles
P. L.
46-4

Saws! Saws!!

MR. THOMAS B. PEACE, a Practical SAW MAKER, has opened a SAW MANUFACTORY in Chatham, and is now prepared to execute all kinds of work in that line of business. Satisfaction guaranteed.
THOS. B. PEACE,
March 25—tf WATER ST., CHATHAM.

STEAM BOILERS

—AND—
ROTARY ENGINE
FOR SALE
AT THE
MIRAMICHI FOU