ST. LAWRENCE ADVANCE.

VOL. 2.—No. 40. CHATHAM, NEW BRUNSWICK, AUGUST 10, 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 HADDOW.
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 $6,000,000.

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, NOTAR PUBLIC AND BROKER
March 12—54-5

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. B. 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.

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

Hotels.

WAVERLY HOTEL,
NEWCASTLE,----------MIRAMICHI, N B.

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

☞ LIVERY STABLES, WITH GOOD OUTFIT ON THE PREMISES.

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

BARNES' HOTEL,
PRINCE WILLIAM STREET.
SAINT JOHN, N. B.
A. B. Barnes & Co., Proprietors
A. B. BARNES. F. A. JONES
1-52

Royal Hotel.
146 PRINCE WILLIAM ST.,
Opposite Custom House,
ST. JOHN, N. B.
T. F. RAYMOND, - - Proprietor.

Canada House,
CHATHAM, NEW BRUNSWICK.
WM. JOHNSTON, - - - PROPRIETOR.

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

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

GOOD STABLING ON THE PREMISES.
2-52.

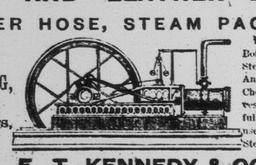
General Business.

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 23.

J. G. KETHRO,
HAIR DRESSER,
NEWCASTLE.

RUBBER AND LEATHER BELTING,
RUBBER HOSE, STEAM PACKING,
Iron, Brass —AND— COPPER TUBING,
STEAM, GAS AND Water Fittings,
of Every Description.



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

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

AT THE NEW STORE
IN "CANADA HOUSE" BUILDING.
CHATHAM.
—A CHOICE STOCK OF—
GENERAL DRY GOODS,
Millinery, Cloths, Clothing, &c.,
SELLING CHEAP FOR CASH!!
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 DE KUYPER & SON Rotterdam; Messrs. CAREY BROTHERS, Spain; Messrs. RICHARD DAVIS & CO., Cadiz, Spain. 41-

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,	Beach Screws, Malealle Castings, Glass,
	Putty, Oils, Turpentine and Varnishes.

WATER STREET, CHATHAM, N. B.

1876. CENTENNIAL SEASON. 1876.
EARLE'S HOTEL,
Cor. Canal & Centre Streets, Near Broadway,
NEW YORK.

First-Class Accommodation for 500 Guests. Acknowledged the best Hotel in the City for the Price.
Newly and Handsomely Furnished and Decorated for the occasion. Located convenient to Business and places of Amusement

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

BOARD, $3 PER DAY.
COMPLETE ARRANGEMENTS WILL BE PROVIDED TO AID GUESTS IN REACHING THE CENTENNIAL GROUNDS.

CARS FROM ALL DEPOTS PASS THE DOOR.
EARLE BROS, Proprietors.

LANDRY & CO.,
44 King Street, - - - St. John, N. B.,
MANUFACTURERS OF CHURCH PIPE ORGANS.
WHOLESALE AND RETAIL DEALERS IN
PIANO-FORTES & ORGANS,

FROM THE BEST MAKERS IN THE UNITED STATES.
SOLE AGENTS IN THE LOWER PROVINCES FOR THE
CELEBRATED ESTEY ORGANS,
Universally acknowledged as the Best Organs Made.

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

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

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

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

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

General Business.

Thomas Vanstone,
BUTCHER.
CHATHAM, - - - - MIRAMICHI,
BEEF, MUTTON, VEAL & LAMB,
KEPT CONSTANTLY ON HAND.

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

STAND,----WATER STREET.
2

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, used universally in the United States. All Kinds of Seines, for Cod, Caplin, Herring, Mackerel and Lines; 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.
22-2

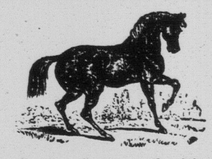
GOLDEN BALL
Boot & Shoe Store,
—WITH—
Furniture Wareroom Adjoining.

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.

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
8-52



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.

General Business.

TO THE FISH DEALERS
—OF THE—
NORTH SHORE.

THE Subscriber respectfully informs all Fish Dealers desiring to have their FISH RE-PACKED 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 receiving 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 Prompt, and faithfully attended to by applying to
CORNELIUS SPARROW,
No. 8 Germain Street,
P. O. Box No. 203. ST. JOHN, N. B.
St. John, March 21, 1876

FOR SALE.
ONE EXTRA GOOD DRIVING WAGGON.
TERMS EASY.
WM. WYSE.
Chatham, June 22, 1876. July 21

HARDWARE.

THE Subscribers are now receiving their 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;
3 crates ELBOWS;
4 tons SHEET ZINC;
60 doz. BUCK SAWS, (framed);
7 bales LINES and TWINES;
15 casks SHOT;
4 casks CHAINS;
40 boxes SHELF-HARDWARE;
18 boxes LOCKS and KNOBS;
50 bdls. SHOVELS;
1 case PERCUSSION CAPS;
5 bbls. FUSE;
1,200 kegs POWDER;
20 kegs ANTICORROSION PAINT;
5 casks SCREWS;
2 casks CURRY COMBS;
20 boxes PICKS;
600 boxes AXES

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

THOMAS FURLONG,
WINE MERCHANT
And direct importer of
Old Brandies, &c., &c.,
SAINT JOHN, N. B.
A-2

HOLLANDS GENEVA.
Ex. "*Arcon*" *from London, and* "*Alnea*" *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 "F. 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.

General Business.

WAGGONS.

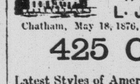
FOR SALE
2 New Superior ingle Waggons.
TRURO BUILD.
Low for Cash or Approved Paper.
A. D. SHIRREFF.
Chatham, July 11, 1876. tf

NEW GOODS.
Canadian Goods.

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

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

NOTICE.



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

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

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.

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.
"Thirty"—by samuel Smiles, etc., etc
The above are handsomely bound in Purple and Gold, Blue and Gold, and Green and Gold.
"Daniel Deronda"—by George Eliot.
"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, 200 Cases, 200 Cases Pints, 400 Cases Flasks, 400 Cases, Pale ***	Martell & Co's finest PALE and DARK BRANDY, in Bond and duty paid. Vintages 1865, 1867, 1869, 1870, 1871 and 1875.
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, 100 Quarter-Casks, 1000 Cases, 200 Cases Best London OLD TOM GIN;	John DeKuyper & Son's finest Quality GIN—In Bond.

WHISKEY.

40 Hogsheads, 50 Quarter-Casks,	Cork Malt, very old Whiskey.

200 Cases, Dewar OLD R. Whiskey;
100 Cases How M'a 5 year Old Malt Whiskey;
100 Cases Irish Whisky;
100 Cases Dunville & Co's Belfast Whiskey;
60 Quarter Casks Highland Malt Scotch Whiskey;
200 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.

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

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

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

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

☞ Agents for the following Houses for Brandy, Gin, Port and Sherry Wines:
Messrs. Martell & Co., Cognac, France.
" John DeKuyper & Sons, Rotterdam;
" Newman Hunt & Co., Oporto;
" Carey Brothers, Spain;
" Richard Davis & Co., Cadiz, Spain.
St. John, N. B., 18th July, 1876.

Demarara Rum.
26 PUNCHEONS, from 40 to 45 over proof.
DANIEL PATTON,
Saint John.
July 18, 1876

St. Lawrence Advance.

CHATHAM, THURSDAY, AUGUST 10, 1876.

Business Talk.

A recent article in the St. John *News* is so pertinent and full of good points that we transfer it to our columns and recommend our readers to give it a careful perusal. It is as follows:—

The *Monetary Times*, in an article on the failures of the past year, declares that there are "far too many persons in Canada engaged in trade," and says that "again and again we have warned farmers and farmers' sons against the delusive notion that they could better their position by giving up farming and going into store-keeping." These warnings, like many others of the same kind that have been uttered, fail because those they are intended to influence see too many examples to the contrary. The ambitious boy sees many men, not many years off the farm, living in town in the style of rich people, and he hopes to be equally successful. There are evidently prizes in the shop lottery, and he wants to try for one of them. The farm would produce a good living for him, he knows, but he wants riches. His fancy is taken with the fine clothes, polished boots, and neatly fitting kids worn in town, and he is inexperienced enough to think there is more happiness in "store clothes" than homespun. He does not dream that men wear good clothes, whether they can afford to do so or not, simply because they dare not appear shabby, and that they often wear coats when they would give much for moral courage enough to sustain them in shirt sleeves. He does not know that a social tyranny too strong to be resisted compels the clerk or trader to incur expenses for all sorts of chromo gentility. He looks at the man with a salary of $600 a year and wonders what he does with it all, and regards the recipient of a salary of $1000 as a man of wealth. Recipients of such salaries, who are struggling to pay their house rent and keep their wives in benzine to clean old gloves with, know how absurd such ideas are, but the country boy has no suspicion of the truth, and fondly believes that wealth and happiness will be his when he can secure such a salary.

The *Times* is very severe on those who have failed, and says that many of the unfortunates left the farm to embark in trade. The bankrupt, it says, "can never be the same man afterwards. He may endeavour, and many do endeavour, to *brave it out*, but after all, no man can feel the same after failing as he did when he honestly paid everybody their due. Let any farmer who has tried storekeeping and failed, compare his position with that of old friends who have stuck to the land and prospered. Their position has improved every year, and their farms and stock are there to speak for it. But where is he? Perhaps sold out by the sheriff, lock, stock and barrel. He has had the humiliating ordeal of meeting angry creditors to go through, and heard very unpleasant comments on his folly or bad management. And after gathering up what he can out of the wreck, he has the consciousness that a good many of the best years of his life have been entirely thrown away." After presenting this doleful picture, some advice, which will probably prove too unpalatable for acceptance, is given. "Our firm conviction," says the *Times*, "is that all the men who have left farming ought to go back to it as quickly as possible. In this we include farmers' sons. And very many of others now in business had far better be servants of others than endeavour to drag on a miserable existence as masters on their own account. If all those who have failed would only retire from the field altogether, trade would be healthy for the rest. But we are afraid a large majority will patch up their affairs in the best way they can, go on again, get credit from foolish houses, spread out as before, and renew the break down on a larger scale than ever." There is no doubt about their re-entering business, but it is by no means certain that they will "break down again." Many merchants whose stability is unquestionable have obtained some of their commercial experience at the expense of their creditors. But the Toronto editor carries his assault on bankrupts to even greater length, asking wholesale dealers and manufacturers to refuse them credit. He declares that "it is high time that those who dispense credit discriminate against people that have failed, and we are glad that a prominent Toronto merchant in a recent advertisement, boldly recommends that course. Now is the time to inaugurate this much needed reform, and we do trust to see it brought about. Along with this let us have credit shortened and curtailed in amount. Long credit, and too much of it, has been the ruin of half the people who have failed. Banks and merchants have alike been to blame, and both need to co-operate in bringing about a better system." This is giving the unfortunate no quarter at all, and we cannot accept it as a just and business-like view of the question: it is too sweeping in its condemnation of those who fail in business. But the remarks on the looseness of the credit system are unquestionably just. When small traders find it easy to get long credit for all they want—find it hard to refuse goods pressed upon them at their "own time"—they are apt to sell on the same reckless principle, carelessly supplying men without money with things they cannot afford to buy.

An Indian Caught in a Bear Trap.

Our correspondent "Neben" writes from Winn, July 18. Newell Alexander, a Micmac Indian, aged about 69, who was on his way from Quebec to Houlton and Woodstock, and who passed through Winn last week, was caught in a bear trap last Friday night, which was set by Alex. McLain, of Mattawamkeag, in the woods about forty rods from the sunken bridge, two and a half miles from Mattawamkeag, on the old military road. He had lain there until four o'clock Monday afternoon, when Edward Holom, and John Savard found him, having been attracted to him by his hoarse and faint cries for help. He had heard the carriages passing up and down the road, and had cried for help but the sound of the wheels probably drowned his voice. Some heard him but were afraid. He had plenty to eat with him, but could not eat as he was nearly choked for want of water. He had in his possession a dipper with which he dug down three feet into the dirt, and was dipping up the mud and sucking the water from it. He had an axe with him with which he made a wedge, driven it behind his leg, thereby spreading the pressure somewhat. *Bangor* [illegible]

The Gallows in St. John.

Thomas O'Neil, who murdered his mother-in-law, Bridget Fothergill, in Carleton, St. John, in February last, suffered the extreme penalty of the law at St. John on Thursday last. We take the following in reference to the solemn and awful event from the *News* report:—

The last act in the Carleton tragedy was concluded in the yard of the Jail yesterday morning, when Thomas O'Neil was executed for the murder of his mother-in-law, Bridget Fothergill.

THE CROWD.

The crowd that assembled in front of the Jail in hopes of obtaining admission into the Jail yard, or of getting even a glance of the prisoner, was not so large as one would expect to see. Yet the attendance was very large when it is considered that it was well known that the execution would be private. Besides, there had been little talk among the citizens regarding the case of the unfortunate man. He had been a notorious character, known to almost every one, and still few seemed to care anything concerning his fate. The Sheriff's idea of issuing passes was a good one, and had the effect of having only a small crowd in the Jail office or yard.

THE MORNING—THE PRIEST'S VISIT.

The morning was beautifully fine and as the light stole through the wickets of the windows of the prisoner's cell his spiritual adviser, Rev. Mr. Michaud, was shown into the apartment. The priest had attended him regularly for some time before; but this was the most trying of all occasions for the rev. gentleman. He had attended many a sick person and prepared, according to the custom of the Catholic Church, hundreds of persons for death; but this was the first time that he was ever called upon to prepare a man for the gallows. Although it was known to the prisoner that the execution would not take place until between 7 and 12 o'clock he watched the door of his cell steadily for some time before the former hour. The slightest noise in the hallway seemed to send a thrill through his whole body. He had evidently made up his mind to face death firmly but with no show of daring. He was indeed a changed man. A look of sorrow held the place formerly held by a reckless air, and despite his determined efforts he frequently trembled greatly.

It may be here stated that Father Michaud said Mass at the Convent of the Sacred Heart about five o'clock, and when he started for the jail the Nuns and the Sisters of Charity were engaged in prayer asking God to have mercy upon the murderer. It was six o'clock when the priest got to the jail and he was shown into the felon's cell by Jailer Clark. He found O'Neil on his knees seemingly engaged in deep praper. The murderer manifested great pleasure at seeing the faithful priest. Soon afterwards he began the conclusion of his confession, finishing with great feelings of sorrow and tears of compunction. Then he

RECEIVED HOLY COMMUNION,

partaking of the sacrament with sentiments of faith and hope of mercy in God. The sacrament of Extreme Unction was not administered, the Catholic Church commanding that it only be administered to persons in danger of death through sickness. Some moments were spent in thanksgiving after communion. The murderer had not tasted food since the commencement of the day, it being necessary that he should be fasting from at least midnight until after receiving communion.

WANTED NOTHING TO EAT.

Now Father Michaud asked him if he would take some refreshments. The reply was: "I have such a short time to live that I don't care for anything. I have taken the food of Heaven which gives life and strength and fills my soul with consolation." He soon afterwards said he would partake of some refreshments if it was the wish of the priest that he should. Jailer Clark soon brought him a cup of tea and some pieces of toasted bread. The prisoner ate very heartily. After this he continued his devotional exercises, praying with so much fervor, hope and faith that

HIS SPIRITUAL ADVISER WAS EDIFIED.

O'Neil said he was satisfied to give his life for the sins he had committed, yet in spite of himself he would at times become very excitable. Hush! there is a noise of feet in the hallway outside. The cell door is opened and Sheriff Harding, Justices Tapley and Gerow, and Doctors Christie, Preston and Earle are seen. The Sheriff states that he has no desire to take the prisoner away if the clergyman is not ready. Father Michaud informs him that all is ready.

The Sheriff then stated that he had in his pocket

THE DEATH WARRANT.

He would not trouble O'Neil by reading it, but would proceed at once to do his duty. He would, he said, far sooner be the bearer of any other news; but the law had to take its course. Looking O'Neil more in the face than before, the Sheriff said: "You have only a few minutes more—only a few minutes until you will be launched into that great future of which we know so little. I have made it a duty to visit you as often as possible since the death sentence was passed upon you. I have endeavored to press upon your mind the necessity of making your peace with God, and I earnestly hope you are reconciled. Put your confidence in the mercy of God and look for that forgiveness which is never denied those who are truly repentant." Towards the close of his remarks the Sheriff shed tears. O'Neil kept nodding his head during the delivery of the Sheriff's address, as an evidence that he agreed with what was said.

Father Michaud then addressed the Sheriff and others. He said that he felt called upon on behalf of O'Neil to thank the Sheriff, Deputy Sheriff and Jailer for their kindness to the unfortunate man during his confinement. The prisoner, he said, had expressed to him his gratitude toward these officials.

O'NEIL'S SPEECH.

O'Neil, looking upon the visitors, said: "Gentlemen, I did not intend to say one word on this occasion, yet I must say that my coming to the gallows is due wholly to the neglect of my religious duties, and that rum was the greatest cause of my misery. I am quite reconciled and offer my life for the atonement of my many sins. I forgive everyone and I wish to be forgiven. I pray God to be merciful to me." Here the prisoner broke down and gave vent to

Continued on second page.

General Business.

H. CHUBB & CO.,
Printers and Stationers,
ST. JOHN, N. B.

Mercantile, Legal, School and Fancy Stationery.

BLANK BOOKS,—Ruled, Bound and Printed to Order.

—Sole Agents for—
The Diamond Blue-Black Writing and Copying Ink.

FISHING TACKLE,
Superior Qualities.

SCOTCH WHISKIES.

45 Quarter Casks,
250 Cases (Pints and Quarts)
"Bullock Lade" "Hay Fairman" and "John Stewarts" Celebrated Old Malt Whiskies.

DANIEL PATTON,
Saint John.

July 18, 1876.

D. G. SMITH,
INSURANCE BROKER.
—OFFICE:—
"ST. LAWRENCE ADVANCE" BUILDING,
CHATHAM, N. B.

SEASONABLE GOODS,
At Prices Specially Suited to the Times,
—AT—
WILLIAM MURRAY'S.

Men's Youths and Boys'
COATS, PANTS and VESTS,
in great variety.
—ALSO—
BOYS SUITS, Mens, and Youths UNDERCLOTHING—(very cheap.)
Men's and Youths
SHIRTS,
COLLARS,
SCARFS,
SOCKS,
HATS and CAPS.
Tweeds, Doeskins, Worsted Coatings,
New Patterns—(extra value.)

We are running off our DRESS GOODS regardless of Pric..

Superior value in
Mourning Goods.

A large Lot of SUN SHADES & UMBRELLAS
A Lot of SILK PARASOLS at half price.
Window Curtains in Lace and Muslin, Bed Quilts and Counterpanes.
Unprecedented value in
Grey, W and Printed Cottons, Tickings, Towellings, Osnaburgs and all Staple Goods.
FLOUR,
MEAL,
MOLASSES,
SUGARS,
PORK,
TEA,
TOBACCO.
At the lowest Wholesale Prices.
WILLIAM MURRAY.
Chatham, June 15th, 1876.

Manchester, Robertson & Allison,
Invite an inspection of their extensive Stock of
Millinery, Mantles, Ladies' and Gentlemen's Furnishing Goods, Furs,
and Staple and Fancy Dry Goods
27 King Street, Saint John.

Picture Mats.
Just received, a few PICTURE MATS — Square — Tinted.
SIZES, 11x14, 12x16, 13x17.
D. G. SMITH,
Miramichi Bookstore,
Chatham, Aug. 1st, 1876.

Book VI. of Daniel Deronda,
—FOR SALE AT THE—
MIRAMICHI BOOKSTORE.

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.

WANTED.
FIRST-CLASS TAILORESSES.
—Apply to—
DAVID WEBSTER,
West Side Golden Ball.
August 2, 1876.

Ale and Porter.
450 Bbls. and Cases, (Pints and Quarts) "Guinesses" Porter, "Bass" Ale, "Ind Cope" Ale, "Tennents" Ale and Porter, "Youngers" Ale.
DANIEL PATTON,
Saint John.
July 18, 1876.

London Congou Tea.
160 Half chests "Superior" Congou Tea.
For Sale Low.
DANIEL PATTON.
Saint John.
July 18, 1876.

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"—Historiens
"Common Sense in the Household"—Marion Harland.
D. G. SMITH,
Miramichi Bookstore.
Chatham, Aug. 1st, 1876.

Travelers' Column.

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.	12.00 m.
Chat'm Junc'n, Arrive,	11.40 "	4.05 "	12.40 "
" " Depart,	12.00 noon.	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 "

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	"
Telescopic	5	"
Bed and bedding	5	"
Half-board	2	a month

☞ *For further information send for Prospectus.*

A HOUSEHOLD MEDICINE.

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 Storekeepers 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,
37½c. 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 10, 1876.

Shipping Ports for Western Products

With the opening of the Intercolonial some branches of trade have been more or less diverted into new channels and one of the most important relative questions that has engaged the attention of mercantile men is that of utilizing certain points in the Maritime Provinces as shipping ports for Western products in course transportation to Europe. We observe that some of the Halifax and St. John papers take a very sanguine view of the prospects of their respective ports and the articles published would almost lead to the belief that many persons qualified to form correct opinions on the subject entertain the idea that the business of handling Western products is capable of being entirely revolutionised through the agency of the Intercolonial. While such a view of the question seems hardly a practical one it does not appear unreasonable to hope that with a tariff for through railway freight covering—as Mr. Brydges put it before the Halifax Board of Trade—"the bare cost of transportation," a considerable share of the trade which is now enjoyed by Portland and other places in the United States, may be diverted to shipping ports in the Maritime Provinces. The main question is to determine the port which offers the greatest advantages for carrying on the trade, or, in other words, the port from which the shipping can be done the cheapest.

The Halifax and St. John papers appear to discuss the matter as if those two ports were the only ones whose claims are to be considered, and they ignore the Miramichi entirely. To make any port a shipping place for Western cargoes requires, we know, something more tangible than newspaper articles, and we presume that if ever the question becomes one of practical business those immediately interested will enquire for themselves as to which port in the Maritime Provinces they will avail themselves of, yet as such enquiries may be, and often are facilitated by the efforts of the press, it seems only fair that a port possessing the advantages afforded by the Miramichi should not be studiously ignored by the leading daily papers of both New Brunswick and Nova Scotia.

Mr. Brydges made some suggestive remarks on the subject, at the opening of the Chatham Branch Railway, and, among other things, said while the Intercolonial was prepared to do its part by bringing freight from the West to the Ocean, others must step in and do theirs—in other words, the missing link in the shape of Warehouses and Ships must be provided. The capital of the Miramichi is quite fully employed in the lumber trade in the same way as that of Halifax is in the fish and West India business, besides which the merchants of the Maritime Provinces could hardly be expected to engage in a trade in which they would, at best, be only "middle men" and it would therefore appear that if anything is to be done in the way of Western trade the parties to move in the matter are either the sellers in the West or the buyers in Europe—the former, probably, for, we believe, they generally sell to deliver at the ocean shipping port. We observe that at the meeting of Mr. Brydges with the Halifax Board of Trade the subject was discussed in a rather more practical way than in St. John. Mr. Brydges said:—

"With reference to the main object of the meeting—the proposal to make Halifax one of the depots for the shipment of the produce of the Dominion and the Western States—he might say that that would not be obtained simply as an inevitable result of the opening of the railroad. The end could only be gained through the earnest co-operation of all interested in the trade. Halifax was the most distant port from the producing centres. Baltimore was nearer to the Western States and was connected with them by a railway which passed through coal fields, so that that port had the advantage of proximity to the producing country and of cheap fuel, which enabled it to ship produce cheaply. The same might be said of Philadelphia. Their facilities were better than those of New York. At the latter port there was only one grain elevator, the Erie Railway's. At Portland the Allan steamers never received a bushel of grain through the elevator. The grain was bagged, either at its point of departure or at Montreal, en route. He mentioned this to show that elevators, though of importance in the grain trade, were not indispensable, and consequently the fact that Halifax had no elevators need not weigh against the project, for if Portland could supply cargoes of grain in bags to the Allan steamers Halifax could do the same.

* * * * * * * Baltimore, Philadelphia, New York, Boston and Portland, all in their order, had an advantage over Halifax in the distance from the grain centres. The distance from Montreal to Portland was, in round numbers, 300 miles (276): from Montreal to Halifax, 845—difference in favor of Portland by rail, 545. The Intercolonial railway would carry freight at the bare cost of transportation, to inaugurate the proposed export from Halifax. The arrangements for connections with the Grand Trunk were good so that through rates could be fixed. But it must be clear to everybody that the rate on the rail carriage on the long distance to Halifax must be greater than on the shorter distances to other ports, and that if the proposed trade was to be established this increased charge must be compensated for by a material reduction in ocean freights, and this ought to be gained by the advantageous position of Halifax. Rates to Europe varied very much. In Montreal the rate used to be higher than in New York, when there was only one steamship line to Montreal. Now, Montreal rates are usually the same as from New York, but at the present moment they are 1/ to 1/3 per quarter lower than from New York. * * * This was not the normal condition of affairs, but arose from exceptional circumstances. As a rule Montreal rates were about the same as those of New York. Now the practical question to be considered was, had all the lines together enough business to fill all the ships they could command? Montreal and New York? The difference of time in favor of Halifax was considerable—probably three days for steamers. Montreal had the disadvantage of heavy pilotage charges and, on sailing vessels, towage. At New York the pilotage and port charges were very much greater than at Halifax.

Mr. Brydges remarks made a very favorable impression upon the business men of Halifax and it is not improbable that properly directed efforts would realise all that Halifax can reasonably desire in the matter.

If it should turn out that Halifax or St. John can compete with the American ports it will then follow that Miramichi can almost monopolise the business during six months of the year as it has advantages over those places in a shorter rail and ocean route, to say nothing of cheap and unlimited wharf and warehouse capabilities and moderate port expenses. In comparing distances, however, it is as well to be correct. The distance from Montreal to Halifax is 859 miles, instead of 845, as stated by Mr. Brydges (who may, however, be incorrectly reported) the milage being as follows:—

	Miles.
Montreal to Quebec, *via* Richmond	172
Quebec to Riviere du Loup	126
Riviere du Loup to Halifax	561
	859

In round numbers, therefore, the distance from Montreal to Halifax may be put down at 860 miles, and in showing the advantages of the Miramichi over Halifax, we shall use those figures.

Taking Liverpool as the destination of Western products the mileage and nature of transportation would be as follows:—

	Miles.
Montreal to Halifax (rail)	860
" " Miramichi (rail)	595
Difference by rail, favor of Miramichi	265

	Miles.
Halifax to Liverpool *via* Cape Clear	2,466
Miramichi, to " " "	2,435
Diff., by water, in favor of Miramichi	31

Or.

	Miles.
Halifax to Liverpool *via* Innistrahull	2,433
Miramichi to " " "	2,348
Diff., in favor of Miramichi	85

The total distances are, therefore, as follows:—

	Miles.
Montreal to Liverpool	
via Halifax and Cape Clear	3,326
" Miramichi " " "	3,030
In favor of Miramichi	296

	Miles.
Montreal to Liverpool	
via Halifax and Innistrahull	3,293
" Miramichi and "	2,943
In favor of Miramichi	350

The difference in railway freight alone, between Western points and Miramichi, as compared with Halifax is sufficient to enable the Western shipper to put his grain down at this port at $12.62 less per car load than at Halifax and $2.62 less than at Portland. To prove this we must first quote further from Mr. Brydges at Halifax. He said:—

Western freights fluctuate, but I may say that a car load of wheat, say from Stratford, would be taken to Halifax for $60, and to Portland for $50. If the difference in favor of Halifax on ocean freight was equal to the difference in favor of Portland on rail, Halifax could compete for the traffic.

In making up the distance from Stratford to Halifax we find it is 1,260 miles, 699 of which are over the Grand Trunk and 561 over the Intercolonial. The cost of transportation of a car load to Halifax from Stratford, being $60, is four cents, seventy-six and one fifth mills per mile. The relative cost, therefore, would be—

Stratford to Halifax, 1260 miles,	$60.00
" " Miramichi, 997 miles,	47.38
Difference in favor of Miramichi,	$12.62

The cost per car to Portland being $50 there is, as above stated, a saving of $2.62 in favor of Miramichi as against that port. It must be borne in mind, also, that Miramichi is about four hundred miles nearer Liverpool (we write from memory) than Portland is, while Portland is a more expensive port for ships than the Miramichi, and the same may be said of Halifax.

Everything seems to be in favor of Miramichi as a depot for Western products in course of transportation to Europe during six months of the year, and our more prominent public men, as well as the press should recognize it as their duty to present the facts as they are where they may have practical effect. Our Merchants, whose correspondents in the United Kingdom could, no doubt, assist them in placing the advantages of the Miramichi before those engaged in the grain trade there, might make an effort to ascertain what can be done towards an experiment with the desired object in view, and our public men who have opportunities of meeting and exchanging ideas on matters of public concern should also make endeavors in the same direction. The subject is one which is particularly within the province of the Dominion Board of Trade—a body which would, no doubt, be prepared to consider it on its real merits and apart from its bearing on the local interests of any one port—and we therefore hope it will receive that attention in all the circles indicated which its importance demands.

A Dastardly Outrage.

As a rule we believe that even the worst men who claim Chatham as their place of residence shrink from the commission of those higher crimes which attach lasting infamy to the name and memory of their perpetrators, and give to the place where they are committed such enviable notoriety as has recently been acquired by certain sections of the upper provinces, on account of the spirit of murder which seems to have broken loose. In another column, however, we give the facts concerning two attempts made last Saturday to wreck the train on the Chatham Branch Railway and we can only hope that, for the credit of the place, as well as that of the many respectable people who live along the line, the perpetrator of the outrage will be discovered and placed where he belongs. There are some persons who have tried to persuade themselves that the obstructions were placed on the road on both occasions by children, and, as humanity shrinks from the contemplation of such murderous malice as would prompt any man to do such acts with a desire to bring about their most probable consequences, such a hope is creditable to the better feelings of those who have suggested it, but we fear the intention of those who did the work of last Saturday was to wreck the train, and that, at the same time, the damage to the interests of the railway, and the far more to be dreaded mangling and murder of some of those upon it was contemplated as a probable and desired result. So far as we can learn two men who live near the line and were not satisfied with the damages awarded them for right of way through their property, have threatened to destroy the road, take up the rails, throw the train off the track, etc., and now, when a most determined and unmistakeable effort has been made to carry such threats into execution, it is for the neighbors of those men to enquire and satisfy themselves whether they are innocent or guilty.—Through the mercy of Providence the hands of the person or persons who placed the obstructions on the railway track are free from human blood, but it is not because they did not do all in their power to effect Murder. It is not a pleasant thing for the people living along the Chatham Branch Railway to know that a man with the mark of Cain on his brow lives among them, and so long as he is undiscovered and his crime unpunished the community must lie under the reproach of having an unconvicted criminal enjoying his forfeited liberty within it.

The Reason for those "Rows."

The *Courier*, a paper kept up by a publishing company at St. Stephen—said company being composed of individuals who delight in the contemplation of "clean hands" and who manage to find funds enough to keep the exponent of their views above water until "something turns up"—says the special mission of the St. Lawrence Advance "seems to be to have a row with almost every paper in the Province." The *Courier* is scarcely correct in its statement, but no one expects it to get very near the truth as force of habit operates very powerfully upon it in the other direction. There are, we admit, some papers in the province with which we occasionally get into a "row," but it is only in defence of our local rights or those general interests which we share in common with others in the country. Among the latter is our interest in the respectability and intelligence of the provincial press and, though the task is an unpleasant one, we deem it our duty, at times, to reprove even such sheets as the *Courier*, in the hope that they may be reclaimed and cease to make New Brunswickers blush when the idea that they may be taken as a sample of the journalism of the Province suggests itself.

Visit of the Minister of Customs.

Hon. Isaac Burpee, Minister of Customs, visited Chatham on Thursday last while on his way from the Upper Provinces to St. John. While here he examined the building purchased by the late administration from Hon. Senator Muirhead and expressed a desire to remove the Custom House to it as soon as possession could be obtained by the Department of Public Works. The difficulty appears to be that Mr. Peter Loggie, the contractor who repaired and altered the structure after it was purchased by Government, did some $800 worth of extra work which the Department claims to have been unauthorized and, therefore, refuses to pay for. As a consequence, Mr. Loggie holds the keys of the building and will not hand them over until his claim is satisfied. How the matter will be arranged we cannot say. There is no doubt that the building cost the country more than it should have cost, but those who made the purchase have already paid the penalty of that, and other acts of corruption or recklessness, and it remains for their successors to make the best of a bad bargain and endeavour to utilise it as advantageously as possible.

The Minister, after seeing several personal and political friends and attending to some departmental business, left by the Chatham Branch to connect with the Intercolonial day train of Thursday for St. John.

The Other Side.

"The opposition papers, or some of them, pretend that Brush, the fugitive cashier, was appointed on the recommendation of Mr. Carmichael, M. P. This has been flatly contradicted, and it is undoubted that he was appointed under the late Government and only promoted under the present Government entirely without reference to politics. Then it was said that he turned Grit on the change of Government, and that he went to Picton to vote for Carmichael and Dawson. The Eastern *Chronicle* shows how untrue this is by stating that Brush had no vote in Picton. Even if this story were true the Halifax *Chronicle* says the Opposition should not complain, as when they were masters the railway employees were driven to the polls like sheep to vote for the Government candidates."

The above is from the *Evening*, which ought to know better than to undertake to contradict the inventions of certain papers. We are told that Sir John has reprimanded the editors of several Opposition journals for publishing political stories which are such palpable falsehoods that he fears they will "do more harm than good."—Sir John says he likes an intelligent invention, and there ought to be evidence of intelligence in political lying as well as in any other means employed in forwarding the interests of the "clean hands" party.

The Right Kind of Labor Combination.

An Ottawa despatch of Thursday last says that the Local Canadian Labor Union carried a resolution to the effect that every Union should have strict apprentice laws suitable to its branch of trade; especially that all apprentices should be regularly indentured. The motion advised that a Board of Examiners in different trades be formed, whose duty it should be to examine all apprentices as to their fitness to be placed in the ranks of the journeymen.

There are few persons who regularly employ mechanics who do not feel, every day, the necessity for a reform such as that proposed by the Labor Union. The system of apprentice ship has become almost obsolete and indentures are seldom entered into. Boys and young men who are afforded opportunities to learn trades, soon become unmanageable and are not only their own masters, but assume to know, in three or four months, what cannot, possibly, be learned in less than so many years, and many of them look upon directions given them by their masters and employers as undue interferences with them in the discharge of their duties. We venture the assertion, from practical observation and experience, that the percentage of workmen well-grounded in their business is smaller at the present time than it has been for the past twenty-five years, and if the present loose system of apprenticeship is continued good mechanics will be much more difficult to find in the next generation than they now are. It is gratifying to hear of a Labor Union moving in the matter of improving the value of its members to employers instead of combining ignorance and brute force against the interests of trade and manufactures, as has too often been done everywhere within the past few years.

Where the trouble is.

The St. Lawrence "Advance" is determined to make the Minister of Marine and Fisheries show his hand. Recently it called attention very pointedly to the fact that Mr. Smith had not put in an appearance in Northumberland County, where the fishermen expected him, and this week it devotes a leading article to proving that there is frightful neglect of duty in the Minister's department in the same County. The Minister will have to move precently or there will be serious trouble.

The above is from that inspired organ of the "Left Centre," the St. John *Watchman*. Perhaps it will "see the point" when we say we agree with it in its intimation that the Minister of Marine and Fisheries ought to visit Northumberland, if only to be, himself, convinced how well some of the fishery officers—all appointees of his predecessor—have been trained to neglect duty and bring the Department into contempt. These officers, too, are great friends of the *Watchman*.

Taking a Holiday.

On Tuesday last the men engaged in the Mills and ships left their work because Murray's Circus was in town. The idea of making a general holiday of the occasion originated we believe, with a few young men and was generally adopted, without the greater number reflecting on the childishness of the course taken. The circus was an exhibition that could be seen just as well in the evening as the day time and had the men remained at work all day—or for half a day, at least—they would, doubtless, have enjoyed themselves much better at the evening performance than they could after going about in a purposeless way all day.

We should like to see the laborers of the port get more real enjoyment than they do out of the holidays they take. While many of them are sober, steady men too many of their number make a holiday an occasion for drinking, thereby unfitting themselves for work next day. A holiday to such persons is a curse rather than a blessing. They all labor hard, and although our working season is short a judiciously spent holiday, now and then, would result in good to both employers and employed. Instead of losing a whole day as they did on Tuesday in really seeing nothing but what could be better seen in the evening, how much better a Laborers' picnic or Excursion would be, in which the enjoyment and recreation could be shared by wives and families. All experience teaches us that the town was never intended as a place for spending a popular holiday in and we therefore hope that the next day labor is practically suspended in the port the men and their families will get more benefit therefrom than they did from the holiday taken on Tuesday.

Virtuous Indignation:—The St. Croix *Courier* has wiped its chin, pulled down its vest and, with that fellow feeling, which makes our race wondrous kind, says some of the telegrams sent to the daily papers in which it was hinted that a certain prominent man in the Opposition was a little "O be joyful," at the pic-nic of that party at Colbourne, Ont.,—"are simply infamous." The charge is particularly good, coming as it does from the *Courier*, whose special mission seems to be to sling dirty water in a manner only excelled by the *Watchman*, *Times* and other "clean hands" papers. We advise our border cotemporary to avoid striking attitudes where the light of facts is apt to show up its ridiculous and weak points.

Wonderful!—"The attitude of the Provincial Government towards projected railways remains as yet unchanged."—*News.*

It is to be regretted that owing to the manner in which the *News*, Hon. Mr. Willis and other pernicious influences were brought to bear on the Government in favor of the Central Railway, the Richibucto Branch had to be abandoned for the present. Knowing that the claims of the Richibucto road were valid, Mr. Willis, for reasons best known to himself, was induced to take quite a bold stand in favor of the Central, in the hope that it would be floated through alongside of the more honest scheme. The result, like that of other political schemes advocated, at second hand, by the same gentleman, was that both suffered defeat. It is, of course, much better that the Richibucto line should be abandoned than that the province should be committed to the Central and, so far as the latter is concerned, it is probable that its chief promoter in the Government will have an announcement to make for all time, such as that quoted above.

(*Continued from 1st Page.*)

his feelings in a flood of tears.

LEAVING THE CELL.

Mr. Clark now pinioned the murderer's arms behind his back. O'Neil complained that the belt was a little too tight and said he could not see why it would not do as well if put on loosely. During the time that the arms were being fastened the priest spoke frequently to O'Neil, telling him to have courage and put his confidence in God. During all this time O'Neil kept his eyes fixed upon a crucifix which he held in his hands.

THE DEATH BELLS.

Shortly after Trinity clock had announced that it was seven o'clock the bell on King Square began to toll, this being part of the ceremony attending O'Neil's death. It was struck once each minute for fifteen minutes. The early hour of the morning made the sound more solemn, and all who heard it must have been filled with awe. It was an indication that a human wretch was about being launched into eternity and that too at a moment when he might have been enjoying excellent health. It was a reminder that the person who was about to suffer death had taken away the life of another person, and that one his wife's mother. She had died without a moment's warning, and, perhaps, did not have time to say "God have mercy on my soul." It was different with him. He had been given time to repent; to reflect on his past life; to remember how happy he might have been had he not wasted his early life in laziness, and his more latter years in foolish games, drinking, etc. Had he endeavored to provide for his wife she would not have been obliged to seek food and shelter at her mother's, and as a consequence no quarrels between son-in-law and mother-in-law or father-in-law would have resulted. The position of the poor felon was indeed a great lesson to mankind, showing that those who lead a bad life must expect an untimely end. By the death of O'Neil another prophecy of Police Magistrate Gilbert has been fulfilled. It was he who years ago begged of O'Neil to leave off drinking and to amend his life in other respects. He pointed out how happy the poorest might be if they kept sober and lived as they should live, and assured O'Neil that a terrible death awaited him unless a great reform was made. The reform did not come, and to-day the sad consequence is made doubly apparent.

IN THE JAIL OFFICE AND YARD.

Among the visitors to the jail office and yard was R. J. Ritchie, Esq., who had defended the prisoner. The rest of the crowd was mostly made up of medical men, lawyers and newspaper representatives. Sheriff Harding seemed to be deeply affected. Deputy Sheriff Rankin bore himself up well.

WAITING FOR THE FATAL MOMENT.

The gentlemen in attendance as witnesses were gathered in groups, talking of the deed and the doomed in low tone, as though they were in the chamber of death itself. There was the hushed expectancy that is seen in the house where a soul has been summoned hence and is yet struggling with the messenger who seeks to bear it away to its eternal dwelling-place. The shadow of death draped every heart in gloom, and all seemed to stand on tiptoe as if to catch a passing glimpse into the awful mystery of life and death.

THE POLICE IN POSITION.

The Chief of Police was inside with fourteen of his men, and there was not, we believe, a single policeman outside. Two officers were on the roof of Mr. Roop's barn, and, it is said, refused to allow the owner of the property there. The Chief drew his tall guardians of the peace up in a semi-circle in front of the scaffold, directing the spectators to stand behind the line of batons. It looked as though Capt. Marshall feared an attempt at a rescue from the gentlemen present!

STONING SIGHTSEERS.

In the meantime the street arabs were climbing the high gate of the prison yard and perching like crows on the airy tops of the fences and the roofs of adjoining buildings on the east side. Deputy Sheriff Rankin cried, "Get out of that," and threw stones vigorously at the unbidden sightseers. Finally he directed Constables Hancock and McPherson to mount the wall with a ladder and drive the boys off, telling them that they must keep order if the police could not. The constables ascended the ladder, climbed the roof of the next building, and drove off the boys.

AT THE SCAFFOLD.

O'Neil held the crucifix still in his hand, and as he marched out towards the scaffold with the rope around his neck he and Father Michaud kept in close union of prayer, consisting of extemporaneous fervent aspirations such as "O Lord, forgive me my iniquities," "Into Thy hands, O Lord, I commend my soul," "In Thy mercies I rest my hopes," "In Thy precious blood, O Christ, wash my offences." When the door leading into the jail office was reached the procession made a halt. Then Father Michaud made an earnest exhortation to sentiments of contrition. Then he said the following portion of the Act of Contrition, which O'Neil repeated:

"Oh, my God, I am sorry for all my sins not only because by them I have deserved the flames of hell, but because they displease Thee, my God, who has suffered and died on the Cross for me."

As the Act of Contrition was being repeated Father Michaud held his hands over O'Neil's head, pronouncing in Latin the words of the Absolution. This was very solemn, O'Neil at the time holding his hand upraised in a devotional attitude.

This being finished O'Neil asked the Sheriff "Shall I go forward now?" meaning would he go to the outward end of the lever over the scaffold. He was answered in the affirmative, and then stepped under the beam. Deputy Sheriff Rankin was the last with whom he shook hands, and he whispered to Mr. Rankin, "Good-bye." In arranging the hook which was attached to the noose the evening before, the spring broke. It being impossible to get another spring yesterday morning, the hook was tied with a string. O'Neil having got under the lever, Mr. Rankin fastened the hook of the noose into the ring in the lever. The rope around the prisoner's neck was drawn more closely. Father Michaud was still by the side of the murderer, the latter having requested him to remain until the last moment. Then the cap was drawn over the prisoner's eyes and the rope was cut from the inside at exactly thirteen minutes past seven o'clock and O'Neil was jerked into the air, his feet being about 18 inches from the ground. He wore dark colored tweed pants, white shirt and white stockings.

Father Michaud retired to near the side door of the office and held in his hand the crucifix which O'Neil a moment before had kissed. Just as soon as the body was jerked up the priest engaged in new prayers, and while it was hanging he repeated the Psalms "Miserere Mei" and the "De Profundis Clamavi."

STRANGLING TO DEATH.

The rope was rather loose, and slipped forward of the ear as the drop fell, pulling up on the left jaw so much as to only partially obstruct the passage of air through the windpipe. The breath came and went with a noise like the groan of a lost soul in the lower regions, the blood rushed through the veins of the hands, the limbs twitched, and the body swung backward and forward.

One half minute, and the arms were lifted as high as the strap about them would allow.

One minute and a half, and every muscle of the hanging body quivered in a sickening manner.

Two minutes and a half, the strain on the nerves of the spell-bound witnesses was growing terrible. Rev. Father Michaud having retired from view to master his emotions,—the arms and legs were lifted convulsively, and the air forced its way through the compressed windpipe with a sound that thrilled every hearer with horror. It was too much for Mr. R. J. Ritchie, his tortured sensibilities could endure no more, and he fell fainting in the arms of two policemen and was carried away.

Five minutes, and the sufferer began a desperate struggle for air, lifting himself up as though he grasped the air with spirit hands and found it tangible—up until the nightmare noise of gasping for breath again thrilled the spectators.

Six minutes and a slight spasm shook the body.

Seven minutes and the hands were lifted and the legs drawn up.

Eight minutes, and the legs were moved slowly backward and forward.

Then the hands began to blacken, the motion of the body to cease, the limbs hung down like weights, losing their tensely strained air as of the limbs of a man holding on for dear life while the dentist is extracting a tooth for him; and the sickening suspense of the spectators began to settle down into an assurance that death had really come to the miserable man. Long breaths were drawn, the tolling bell and other sounds became audible, and men looked at the reflection of their own horror in the pale faces of their companions.

Eleven minutes and a half and Dr. Christie, who had shown his anxiety to have the struggle cease by frequently feeling the wrist of the suspended man, found no sign of death remaining.

Twenty-seven minutes, and O'Neil was lowered to the platform.

AFTER DEATH

He was let down on his knees, and the rope unfastened from the beam. He presented a ghastly spectacle. His mouth and eyes were open, as if to catch the last glimpse of earth and breathe the most of God's air he could. The body was carried into the office, the strap that bound the arms loosened, and the legs freed from their bonds. The rope was so tight around the neck that it had to be cut. The white cap was again placed on the head, and the body lifted into the pine coffin half filled with straw.

The people gathered around the coffin with uncovered heads, and Father Michaud read prayers for the dead, making the sign of the cross at the end of each prayer. The rev. gentleman was much affected.

Loading Time in the different Dominion Ports.

The Consul of Sweden and Norway, Mr. Schwartz, has prepared a tabulated comparative statement for his Government, showing the movements of Norwegian shipping at Canadian ports, with the mean duration of their voyages and detention in port, in discharging ballast and loading wood goods, in days per Norwegian *Commerceleste*, equal to about 205 or 210 tons of our register—that is to say, the statement is calculated upon this scale. On reference to it, we find that among all the timber exporting ports of the Dominion Quebec, in reality, holds the post of honor in points of dispatch. From an average of 12.33 days taken in 1861 to discharge the ballast from and load each one of 116 Norwegian vessels, the detention has annually diminished until in 1875 it only averaged 5.31 days for each of 133 vessels, and we understand from Mr. Schwartz that the indications are, so far, that the average time will be still less this year. The following are given as the average periods of detention in discharging and loading at the places named, during 1875:—Quebec, 5.31 days; Three Rivers, 7.70; St. Thomas, Cap St. Ignace and River Ouelle, 7.83; Saguenay, 7.00; Tadousac, 12.16; Sault au Cochon, 7.00; Rimouski, 11.70; Matane, 8.60; Dalhousie, 8.40; Bathurst, 7.90; Miramichi, 8.67; Richibucto, 13.20; Buctouche, 20.00; Shediac, 11.00; Pugwash,

Local and General News.

THE ARMY WORM has appeared in P. E. I.

W. S. LOGGIE is opening his goods just received per S. S. *Scotia*.

CARAQUET POLICE MAGISTRATE.—Martin Hachey has been appointed Police Magistrate of Caraquet, Gloucester, in place of J. G. C. Blackhall, resigned.

HON. JOHN ROBERTSON, a former prominent merchant of St. John and member of the Dominion Senate died at Manningtree, Essex, Eng., on Thursday last.

LACROSSE.—Jas. Gordon Bennett, of the New York *Herald*, has offered to pay the expenses of the Montreal and Indian Lacrosse teams, which have just returned from England, provided they will go to Newport to play.

A PIC-NIC in aid of the new Douglastown church—St. Mark's—is to be held on Tuesday next, 15th inst., on the Picnic ground of last year. The arrangements are in the hands of an efficient committee, and the affair promises to be well worth attending.

TOO BAD.—A young man named Rankin, an employee of the St. John Post-office, has been arrested for opening money letters and abstracting their contents. Much sympathy is felt for his family, upon whom he has brought disgrace. There seems to be no doubt of his guilt.

REV. A. N. SOMERVILLE of Glasgow, a delegate from the Free Church of Scotland to visit the Churches in Canada, preached in St. Andrew's Church, Chatham, last evening We went to press just at the commencement of the service which gave promise of being a very interesting one.

AT LAST:—Fredericton young men are doing what everybody has wondered they did not do before,—interesting themselves in boating matters. They have organized boating clubs and are already met in a spirit of emulation by young men further down the river, who are ready to contend with them for aquatic honors.

NEW MAGISTRATES.—Among the new magistrates appointed at the late meeting of the Government are the following:—R. Pain, Chatham; John Johnson, Napan, Francis McKnight, Alnwick; —— Hartt, Derby; Enoch Bamford, Blissfield; —— Dunphy, Blissfield; —— Scofield, Blackville; and John Sutton, Nelson.

SHOCKING MILL ACCIDENT.—Milledge Westivar, aged 11 years, was the victim of a shocking accident on Saturday afternoon. He was working in Millar & Woodman's mill, and while engaged in carrying sawdust from the lath place he got caught in the line shaft, breaking his arm and leg. He was attended by Dr. McFarlane of Fairville.—*News.*

FIRE AT NAPAN.—On Sunday morning last, about three o'clock, a building on Mr. Wm. Kerr's farm, Napan, occupied by him as a workshop and general storehouse, was destroyed by fire. The building is supposed to have caught from hot ashes, thrown near it. A number of farming implements, joiner's tools, etc., were destroyed, valued at about $320. There was no insurance.

MURRAY'S CIRCUS visited Chatham on Tuesday, the tents being pitched on Messrs. Ritchie's wharf. Performances were given in the afternoon and evening to large audiences. The circus gave general satisfaction, even to those who expected a superior exhibition and should Mr. Murray return to Chatham another season he will no doubt be deservedly well received.

VISIT OF BISHOP MEDLEY.—His Lordship, the Bishop of Fredericton, who is about to visit the Northern portion of the Diocese, is to arrive in Chatham by to-morrow afternoon's train. He will conduct the service in St. Mary's Church, Chatham, next Sabbath forenoon and administer the rite of Confirmation and the Holy Communion. At the evening service in St. Andrew's Church, Newcastle, he will confirm a number of candidates.

PIC-NIC AT RICHIBUCTO.—The Roman Catholics of Richibucto intend to have a pic-nic on Wednesday 23rd inst., and reasonably expect a large number of their friends to be present. They are making thorough preparations for the event and will endeavor to make the day as pleasant and agreeable as possible to all who visit the grounds. We have no doubt that a large number of persons will take advantage of the occasion to make trips by both rail and highway to Richibucto.

HEAVY THEFT. — We learn that, on Saturday last, Justice Fairley, Esq., who was stopping at Parker's hotel, Derby left his coat in the house for a short time. There was in the pocket a wallet containing $1,500, and on examining it after his return he found that some person had abstracted $500 of the amount. We have not heard of anyone being arrested for the theft, although it is scarcely possible that it could take place without the perpetrator being, at least, suspected.

STRUCK BY LIGHTNING.—In the storm on Monday afternoon the residence of Richard Hocken, Esq., suffered slightly from being struck by lightning. Plaster was knocked from the ceiling in an upstairs hall, part of the gas pipe melted, and a general fright given to the inmates of the house but, fortunately, no serious injury was done.

Mrs. Sharp's shop, on Lower Water St., had also a pane of glass in the front window broken from the same cause, it is supposed.

"TALL SAWING"—The St. Croix *Courier* publishes a letter from a correspondent who calls 40,866 superficial feet of Hemlock boards the "tallest sawing on record" for one gang in eleven hours. A performance like that would be called only average work on the Miramichi. If any of our border friends will come over to our side of the Province we will show them one mill as a sample, which, with three gangs, averages some days, in ten hours, from 55,000 to 60,000 to each gang. Who can beat it?

A FELLOW NAMED DAVIS, who got a pass over the Intercolonial for the purpose of writing about its interests in his paper, the Mitchell, Ont., *Gazette*, visited Newcastle and its newspaper office. When he went away he wrote his impressions which are what might be expected of a low person who keeps bar room and other bad company. No importance should be attached to the writings of such characters and we are sorry to observe that our local cotemporary republishes Davis' trashy and semi-insane letter.

PARISH COMMISSIONERS.—The following is a list of Commissioners appointed in Northern Counties by the Government of New Brunswick to act under the Parish Courts Act:—

Northumberland.—John Campbell, Ludlow; Wm. Swim, Blissfield; John McLaggan, Blackville; John Newman, Derby; Wm. Masson, Newcastle; Robert P. Whitney, Northesk; Thomas Ambrose, Nelson; Robert Loggie, jr., Alnwick; J. McNaughton, Glenelg; Wm. Williston, jr., Hardwicke.

Restigouche.—David Sadler, Dalhousie; John McMillan, Colborne; Wm. Mott, Addington; Andrew Hamnie, Durham.

POSTAL CHANGES.—Hon. Mr. McMillan, Post-office Inspector, is expected here to-day. Arrangements are to be made at once for the conveyance of mails over the Chatham Branch Railway. There is an increasing dissatisfaction over the fact that the Chatham Post-office is closed for three hours in the middle of each day. It is to be hoped the Inspector will effect an improvement in that direction also.

CAUGHT.—They had missed cash from the till of the bar of the Victoria Hotel, St. John, for some time, the abstraction being done at night. Monday night the bar-keeper, Pat Gannon, watched and he saw the night watchman, John Thompson, enter the room through a window connecting with the engine room. Pat secured John, the Police took him to the Station, and next day he said he had entered the bar to get a drink. This was a poser and he was let go. Smart John.

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*. *Adet.*

C. O. ERICSSON, who, as reported in our last issue, left Chatham on Sunday, 30th ult., under suspicious circumstances, has not returned. It is probable that he has sought a new field of operations in the United States. A good many persons to whom he was indebted will be losers. He was a young Swede, who professed strong inclinations to temperance, religion and those other traits of character which entitle their possessors to be reckoned among the salt of the earth and the readiness with which he took advantage of the opportunity afforded him to do wrong is another warning to good people to be on their guard against that class of strangers who too often are taken at their own value and in the end turn out to be first class frauds.

THE PARIS CREW are in very good condition and the prospects of their winning the Centennial four oared race seem to be first rate, as there are only three other entries for it. The following are the entries:

1. Paris Crew, St. John, N. B.—Robert Fulton, stroke; Sam Hutton, Elijah Ross, G. W. Price, bow.
2. Fisherman's Rowing Association, Halifax, N. S.—Crew to be announced.
3. Thames Crew, London—W. Spencer, S. Green, H. Thomas, J. Higgins.
4. New York Crew—Names not yet in.

Brayley of St. John is entered for the Single Scull professional race at Philadelphia.

The Paris Crew leave for Philadelphia on the 20th inst.

MILL BURNED. — Messrs. Perley & Loggie's Mill, Pleasant Valley, Parrsboro River, was consumed by fire on Friday afternoon last, the cause of the disaster being, in all probability, a spark from the mill smoke stack. The mill was a Brantford Rotary and had been in operation a little more than a year. It was insured for $2,500, divided equally between the Liverpool and London and Globe and the Queen companies. Messrs. Perley & Loggie, who are entitled to sympathy in their loss, are not prepared, yet, to say whether they will rebuild or not. We hope they will find themselves in a position to do so as their business energy deserves success.

"FISHERMAN" who writes from what we make out as "Eagle Brook," is under a misapprehension in regard to the authority for preventing the river being filled up with slabs, edgings, etc., from sawmills. The Marine and Fisheries Department and not the County Council appoints the Harbor masters. We have had, for some time, an idea as to the extent of the damage being done to the harbor by the rafts of debris complained of and late developements require prompt and effective action to prevent the filling up of the Harbor and its permanent damage. Were it not for a shrinking from the performance of official duty, together with a want of qualification for office of three whose province it is to look after such matters, the existing cause of complaint would never have arisen. The facts contained in "Fisherman's" letter will appear next week.

THE WEATHER was oppressively warm on the Miramichi from Thursday last up to Monday afternoon, the thermometer ranging from 90° to 94° in the shade for several hours each day. People who were obliged to be on the street had to endure a temperature of 120° and 130° in the sun and there seemed to be no relief from the parching heat. Work of any kind was avoided as much as possible and on Saturday several of the mills were obliged to shut down as the deal carriers could endure the broiling sun collected from the lumber piles no longer. On Monday we had a thunder shower in the afternoon, but the atmosphere seemed to continue as warm as ever, and even more sultry until night, when a change came, beginning about 9 o'clock, to the relief of both man and beast. A welcome rain during Monday night, although not as heavy as the country required, introduced cool summer weather again for which we were thankful.

Attempt to Wreck Trains.

As the afternoon train over the Chatham Branch Railway was running towards the Junction on Friday last it passed over and crushed a fence rail which had been placed across the track about four miles from Chatham Station. Little importance was attached to the circumstance until afterwards, when it appeared that the obstruction was placed on the road with the intention of wrecking the train. On the return trip the engine was behind pushing the tender and cars, when Hon. Mr. Kelly, who was on the platform of the passenger car running ahead, observed a sleeper laid squarely across the rails within a distance of about a hundred yards from the train. There was no time to signal the Engineer, so Mr. Kelly and the Conductor put the brake hard on just as the wheels struck the sleeper, a stick about 9 feet long and 5x9 inches in thickness. Fortunately the car did not mount the obstruction, but the wheels embedded themselves in it and slid it along on the rails until the train was brought to a stand-still. The sleeper was taken up and brought to Chatham station where it can now be seen. It will be a pity if such a diabolical outrage cannot be punished.

Chatham Branch Railway.

The Chatham Branch Railway Company, having overcome the difficulties that were to be expected during the first few days of operating their road, commenced this week running to connect with the night, as well as day trains on the Intercolonial. The new time table appears in another column. It is made up on St. John time, which is about 2½ minutes slower than Chatham time, although we believe the time usually kept here is that of St. John. The Intercolonial Railway management still keeps up the absurdity of running their trains from Riviere du Loup to Moncton on Quebec time, so passengers must bear in mind, when consulting the Intercolonial time table, north of Moncton, that those tables are twenty minutes slow of our mean time—or that Intercolonial trains on the whole Northern Division in New Brunswick are twenty minutes behind actual time. It will be a great convenience for Railway passengers bound to Chatham to be enabled to come here direct, instead of waiting at Newcastle until the steamer's time of leaving, and it is also to be hoped that the Intercolonial train officers will be a little more alive than they have been to the fact that Chatham-bound freight and passengers are to be left at Chatham Junction and not, as has been the case several times already, carried to Miramichi Station where additional expense has been incurred in reaching their destination.

Dedication.

On Sunday last the formal dedication of St. Mary's Roman Catholic Chapel took place at Campbellton, in presence of a large number of people from all parts of the North Shore. The dedication service, consisting of appropriate psalms, and prayers recited by the Bishop and attendant clergymen, and sprinkling of the walls with Holy water, was conducted by Rt. Rev. Bishop Rogers. After the dedication, Solemn High mass was said, Rev. Mr. Leonard, Parish Priest of the Indian mission of Rimouski, officiating, with Rev. Mr. McDevitt, of the Diocese of St. John and Professor at Memramcook, Deacon of the Mass, and Rev. J. R. Doucet of Grand Anse, Sub-Deacon, Rev. Mr. Dowling, Black Point, and Rev. Mr. Barry (Pastor of the Church) were Deacons of Honor to His Lordship during Mass. The Dalhousie choir chanted Mass in a very efficient manner. Rev. Mr. O'Leary, former pastor of the mission, by whom the site for the building had been obtained, preached the dedication Sermon.

The building, is finely situated on a slope overlooking the town of Campbellton, was commenced by the laying of the corner stone, in August '71, on which occasion Rev. Mr. Burne, of Newark, New Jersey, officiated! It is of the Gothic style of architecture, with handsome tapering spire surmounted by a cross, and in general appearance resembles the chapel of St. Mary's, at Newcastle.

The Intercolonial and Snow Drifts.

A fear has been expressed in some quarters that the heavy snows which fall on the Quebec portion of the Intercolonial will have the effect of blocking the trains, but the management seems determined to keep the road open. At a meeting of the Board of Trade in Halifax, Mr. Brydges said:—When the line to St. John was first opened there were some difficulties on account of snow blockades, but experience enabled the department to surmount these difficulties by means of snow sheds and fences, so that during the past two winters the road had been operated as regularly as any other line in the country. Last winter they had some experience on the northern section as far as Campbellton. There was not the same facilities there as on the other section, and the snow was heavier, yet the road was operated pretty regularly. He was quite satisfied that the Intercolonial Railway could and would be kept in successful operation. The work of providing snow sheds and fences on the North Shore was now going on. The experience of another winter might show that more of these protectors were required; if so they would be provided and all difficulties of the kind overcome. He had no fear about the Intercolonial being kept open. If there was any danger of obstruction by snow it was not on the Intercolonial, but on the Grand Trunk section, above Riviere Du Loup. The condition of that road was not as satisfactory as he desired it to be. It was an unprofitable section, and had not received all the care that was desirable."

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 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 notes. We want the news and will see that it goes into the paper in a proper shape.]

PHILADELPHIA LETTER.

(*From our regular Correspondent.*)

PHILADELPHIA, August 2.

This deliciously cool weather has had the effect of slightly increasing the daily attendance at the Fair, and the

PLENTEOUS RAINS

have revived the parched earth and made the beautiful and highly cultivated lawns and flower beds around Horticultural Hall rejoice with fresh life.

THE HOTELS HAVE COME DOWN

to reasonable prices. Those on the American plan with their exorbitant prices, such as the "Globe" and "Transcontinental," have been almost empty, but those on the European plan are doing a pretty fair business. Their charges are one dollar per day for a room and the restaurant prices are very reasonable. Those convenient to the grounds are the "Atlas," "Elm Avenue," and "Congress Hall;" the last is situated nearly opposite the central entrance of the Main Building. After an experience of three months at various hotels and boarding houses, I have learned to avoid any hotel remote from the grounds, besides the daily waste of from one to two hours of precious time, the ride on the street cars, where it is not always possible to secure a seat, is fatiguing, and it unfits the visitor for the arduous work of sight seeing. Some of these hotels, like Congress Hall, within five rods of the Exhibition, are no higher in their charges than the hotels three or four miles distant, and the advantage of stepping fresh from bed and breakfast into the world of wonders must be estimated in both time and money.

THOSE WHO COME FOR A SHORT VISIT

frequently say to me: how can we see the Exhibition to best advantage? What do you think best worth seeing? Of course it is impossible to satisfactorily answer those questions. A helpful answer must presuppose an intimate acquaintance with the questioner, and a knowledge of the forte and foible of his education. As a rule the most important exhibit for all to see is in Memorial Hall. Visitors may satisfy their passion for machinery, textile fabrics, ceramics, jewelry, furniture, etc., without coming to the World's Fair, but, nowhere and never before in this hemisphere, has there been such a large a display of that in which we, as a people, are most deficient, of art,—oil paintings, water colors, and marble and bronze statuary. The eye becomes fatigued and confused by the redundance of specimens and the beholder acquires, at first, only vague beautiful impressions of color and form; but he sees them again day after day, and is soon able to recall them, for they have become an inheritance, the most precious that he can take away from the Fair.

If there is any terrestrial material thing for which human admiration and enthusiasm is excusable it is high art, the successful embodiment, in marble or on canvas, of the ideal, but, how insignificant and flat seem even the highest of these idealizations when compared with the higher temporal, to say nothing of eternal themes. How infinitely grander are the sea and sky than any painting of them!

A HUMANE EXHIBIT.

There is an exhibit in the Main Building, not more attractive in itself than the charnel house, or city morgue. The principal figures here are the stuffed skins of a bull-dog with bloody lacerated legs and head, and a bloody game cock with cruel steel spurs, standing over a dying gladiator of the same species. Numerous whips, clubs, thongs, and other instruments of man's inhumanity to animals complete the exhibit. Over all is hung a banner bearing the device of the Angel of mercy flying to the rescue of an over laden dray horse that has fallen down, and is making ineffectual efforts to respond to the cruel blows of his driver. This is Mr. Bergh's exhibit. The bull-dog and other stuffed specimens are such as have been rescued by the society for the Prevention of Cruelty to Animals. The clubs, whip, etc., were taken from parties who were using them in the maltreatment of horses, mules, and cattle. The display is not cheerful, but I have observed with surprise that it is the almost universal custom of the press to laugh at it in the derisive style and fashion set by some New York papers in their comments upon the work of Mr. Bergh, the only man in this country, I believe, who has the honor to be conspicuously ridiculous for his devotion to an oppressed class, embracing millions, that can neither thank him, vote for him, nor bless him.

C. A. S.

LOWER GLOUCESTER, N. B., JULY, 1876.

MR. EDITOR.—It is understood that the P. O. Inspector has received instructions to make the contract for the tri-weekly mail service from Chatham to upper Pokmouche and from Bathurst also—and from upper Pockmouche to Shippegan. At present the mail accomodation from Bathurst via Caraquet to Shippegan is tri-weekly, and from Chatham to Shippegan twice a week, which is sufficient to serve the requirements of all those lower Parishes. Shippegan is the most important and we desire to know whether its people are to be deprived of the accomodation which they now have. They have their mail almost daily now, and under the new contract, should it go in force, they will only have a branch mail three times a week and it is the opinion that a tri-weekly mail cannot be up to time, on account of the poor condition of the roads from Tabusintac to Pockmouche and Shippegan.

[Our correspondent, who signs himself "Observer," goes on to complain of the bad condition of the roads between Pokemouche and Shippegan and of the bridge on the great road not being rebuilt to shorten that route. He grows somewhat excited over the matter and we presume that accounts for the ambignity of the closing pars of his letter which we cannot understand and, therefore, will not trouble our readers with.—EDITOR.]

Our Book Table.

DR. WILLIAM SMITH'S NEW WORK.

Ever since it became known that Dr. William Smith was engaged upon a new work, its appearance has been watched for with interest. It has just been published and is entitled "A Dictionary of Christian Antiquities," being a continuation of the "Dictionary of the Bible." While it is in one sense a continuation of that widely known work, it is at the same time entirely separate and complete in itself. It begins at the period at which the Bible Dictionary necessarily stopped short, i. e., it begins at, and continues from the point where Bible history ends. It is a Dictionary of topics altogether different from and not to be found in the former work, being a continuation of that in point of *Time* only. The most rapid examination is sufficient to show that it masses a vast amount of information not to be found in any other single volume in the world.

Many of the longer articles are complete treatises in themselves. Those upon Angels, Adultery, Bishop, Betrothal, Burial of the Dead, Christmas, Cross, Marriage, Council, Deacon, Doxology, Elements, Excommunication, Family, Fasting, Grace at meals, Gems, Hours of prayer, Holy Water, Hymns, Heresy, Images, Wearing of Hair, Washing of Hands, Lifting up of hands, etc., etc., not to mention thousands of other articles, evince the most thorough research and elaborate treatment, and assure the reader at once that he is under the guidance of accomplished and accurate scholarship. It is beyond the power of any one man to treat, with the requisite degree of fullness and accuracy, the whole of so vast a subject; hence this book was written by a staff of writers composed of seventy-seven of the most distinguished divines and scholars of our time. The list includes clergymen of almost every denomination, all scholars of high reputation, many of whom have devoted their lives to the special study and investigation of the subjects committed to them. Although they have worked diligently upon this work, it has taken ten years to complete it.

A large portion of the English edition is in Latin, and no inconsiderable part in Greek. In the preparation of this, the American edition, which has been prepared expressly for wide and common use, it was found absolutely necessary to translate these passages; to have made an indiscriminate omission of them would have destroyed the value of the work altogether. This difficult and delicate task was entrusted to Rev. Prof. M. B. Riddle, D. D., a well known Biblical scholar, and a member of the American Committee for the Revision of the Bible. His name appears on the title page of this edition, and is sufficient guarantee that the translations have been faithfully and accurately made.

To Clergymen and Pastors this work will be of more value than a whole library of the Church Fathers. To Sunday-school teachers and Sunday-school scholars it will be an appreciated assistant, for it elucidates and explains thousands of perplexing questions which are continually arising in their studies. To Bible students, Bible readers, the family circle, and all intelligent Christian men and women, it is really indispensible. It is superbly illustrated with three hundred engravings, and the price of the book is remarkably low.

We unhesitatingly recommend it, and we assure our readers that in our opinion they can better dispense with a dozen other books rather than not possess this.

An Island Book.

J. G. Lorimer, Esq., has written a "History of the Islands in the Bay of Fundy, County of Charlotte" which will shortly be issued by the St. Croix Publishing Company. The author was once a resident of the Miramichi and visited Chatham last year on a short special engagement with the ADVANCE. He has, however, lived many years in Charlotte County where he edited a weekly paper some ten years ago. Since that time, he has resided on Grand Manan and at Ottawa, alternately. He is well qualified for the work he has accomplished and from the opinion expressed in reference to it by the *Courier*, whose editor has been through the manuscript, we have no doubt that it will be found very interesting. There is much of the romantic connected with the Islands of the St. Croix and Passamaquoddy Bay, their history furnishing us with the earliest records of the settlements of New Brunswick. Their legends as well as more authentic and established History should afford ample matter for an attractive work, which that of Mr Lorimer no doubt will prove to be when issued. The book will be sold for 50c. and orders for it may be left at the Miramichi Bookstore.

ELECTRICITY.

Thomas' Excelsior Eclectric Oil.

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

It is the cheapest medicine ever made. One dose cures common sore throat. One bottle has cured Bronchitis. Fifty cents' worth has cured an old standing cough. It positively cured catarrh, asthma, and croup. Fifty cents' worth has cured crick in the back, and the same quantity lame back of eight years' standing. It cures swelled neck, tumors, rheumatism, neuralgia, contraction of the muscles, stiff joints, spinal difficulties, and pain and soreness in any part, no matter where it may be, nor from what cause it may arise, it always does you good. Twenty-five cents' worth has cured bad cases of chronic and bloody dysentery. One tea-spoonful cures colic in 14 minutes. It will cure any case of piles that it is possible to cure. Six or eight applications is warranted to cure any case of excoriated nipples or inflamed breast. For bruises, if applied often and bound up, there is never the slightest discoloration to the skin. It stops the pain of a burn as soon as applied. Cures frosted feet, boils, warts, and corns, and wounds of every description on man or beast.

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

NOTE.—*Eclectric*—Selected and Electrized.

CHATHAM POLICE REPORT.

BEFORE G. A. BLAIR, ESQ.

Aug. 4.—John Doherty, abusive language fined $2 and costs.

Aug. 7.—Walter O'Shea, drunk and disorderly, fined $4 and costs.

John Brown, profane language and creating a disturbance, fined $1 and costs

Peter Mills, assaulting and battering Thomas Flanagan, fined $12 and costs.

Aug. 8.—Daniel Whelan, drunk and shouting on the streets, fined $4 and costs.

Aug. 9.—James Bryce, drunk and disorderly, fined $4 and costs.

Patrick Keoghan, jr., drunk and disorderly, fined $4 and costs.

Michael Fitzpatrick, abusive language, fined $4 and costs.

Mrs. S. Bailey, selling spirituous liquors without licence, fined $20 and costs, or 40 days in gaol.

MARRIED

At the Residence of George Johnstone Esq., Black River, on 3rd August, inst., by Rev. Wm. Wilson, Capt. William Fenton, to Isabella, sixth daughter of the late Murdoch Cameron, Esq.

DIED

At his father's residence, Clarke's Cove, on Wednesday, Aug. 2nd, William Alex., son of Robert and Johanna Hay, aged 5 years and 10 months.

At Chatham, Aug. 1st, of whooping cough, Lilian Maud, aged 1 year and 8 months, sixth child of Robert and Cordelia McGuire.

Shipping Intelligence.

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

Port of Chatham.

ARRIVED.

Foreign Ports.

Aug. 2 Schr. Condor, 56, Swain, Boston, Cargo, order.

3 Bk. Burden, 551, Eastham, Liverpool, ballast, J. B. Snowball.

3 Br. Auio, 527, Longman, Montrose, do., do.

3 Br. Ponteporro, 549, Pederson, Liverpool, do. A. Morrison.

Coastwise.

Aug. 1 Schr. Onward, Kennedy, Summerside, ballast, master.

2 Maria, Carey, Halifax, cargo, J. B. Snowball.

2 S. S. Secret, Davison, Pictou, do., Wm. Muirhead.

2 Schr. Ranger, McCarthy, Albion, ballast, master.

2 S S Miramichi, Lacquet, Quebec, cargo, Wm. Muirhead

5 Schr. Marmion, Miller, Tignish, do., do.

7 Dublin, Brown, Pictou, coals, J. Neilson.

8 We Are Here, Gamor, Crapaud, cargo, master.

CLEARED.

Foreign Ports.

Aug. 2 Bk Sarah Lavender, 107, Gertsen, Penarth, deals, Guy, Stewart & Co.

2 Bk Abraham Skaife, 331, Gregason, Gloucester, do., Wm. Muirhead.

3 Bk Ellen, 811, Hutton, Belfast, do., do.

3 Br Thomas, 188, Lardlan, Casablanca, Africa, deals, J. B. Snowball.

3 Brig Oronocco, 229, O'Brien, Liverpool, deals, A Morrison.

5 Bk Glendyon, 496, Pritchards, Aberdovey, do., Wm. Muirhead.

5 Bk Brilliant, 688, Salvesen, Liverpool, do., J. B. Snowball.

Coastwise.

Aug. 1 Schr. Alexander, McNeil, Charlottetown, lumber, A. Morrison.

2 Maggie F., Sorier, Tracadie, cargo, Wm. Ferguson.

2 Onward, Kennedy, Summerside, do., master.

2 Schr. Ranger, McCarthy, Albertson, lumber, Guy, Stewart & Co.

4 S S Miramichi, Lacquet, Pictou, cargo, Wm. Muirhead.

7 Schr. Thetis, Brooks, Charlottetown, do., Guy, Stewart & Co.

Other Ports.

ARRIVED.

July 21—Maid of Orleans, Houston, Liverpool, from Bathurst.

Amity, Liverpool from Richibucto.

Hunters, Abrens, Gaspesé, from Chatham.

July 22—Arigon, do., from Miramichi.

July 24—Lady, Gloucester, from Richibucto.

July 27—Greta, Crosby, do., from do.

Herbert C. Hall, Davis, Fleetwood, from do.

Aug. 3—S. K. Clement, Corning, Londonderry, from Chatham.

July 15—Minnie Cameron, Bowling, from Miramichi.

July 21—C. Newman Goedelhm, Deilhoff, Belfast from Miramichi.

July 22—Sondre Norde, Tarridsen, Liverpool from Chatham

July 24—Mattie B. Russell, Atherton, Greenwich from Dalhousie.

CLEARED.

July 18—Agnes Wilson, McKenzie, Liverpool, for Richibucto.

July 21—Pedro, Gardiner, Liverpool, for Miramichi.

July 24—Rambler, Limerick, for do.

SAILED.

July 21—Glenelg, Horn, Barrow for Miramichi.

" 22—Galatea, George, Scatness, do.

" 22—John Geddie, Jackson, Havre, do.

" 23—Marryat, Christopher-en, Bristol, do.

" 23—Kong Sverre, Meison, Plymouth, do.

LOADING.

July 21—Cap, Christiansen, at Liverpool for Miramichi.

July 21—Saga, Hansen, at Cardiff for do.

Port of Richibucto.

ARRIVED.

Aug 3 Bark Annie McNairn, 397, Gibbons, Belfast, deals, Geo. McLeod.

Aug. 5—Schr. S. B. Hume, 335, Diggins, Gloucester, do., do.

Bark Therese, 318, Kortlepel, Penarth Roads, for orders, do., do.

Port of Buctouche.

ARRIVED.

Aug. 3 Bark Emma, 288, Mason, P. E. Island, B. H. Foley.

New Advertisements.

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

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

GREAT 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 200 German papers printed in the United States. A so, 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.

NEW GOODS!
MANCHESTER HOUSE.

ANOTHER Bale of that AMERICAN GREY COTTON, at 9cts., full yard wide,—unprecedented value.

FLOOR OIL CLOTH, 60cts. Square Yard.

GREEN VENETIAN BLINDS.

N. B.—Daily expected, from Manchester, per S. S. *Scotia*, now discharging at St. John, a supplement of my Spring Order, comprising:—

BLACK & WHITE STRIPED SILKS, at 90cts.

BLACK STRIPED GRENADINE,

which will be sold for 22cts., as the season is so far advanced.

Ladies' Newest Styles Black Straw Bonnets, and Bonnet Shapes; Black Twilled Silk Umbrellas, and a assortment of Smallwares.

W. S. LOGGIE.

Chatham, 8th Aug., 1876.

(*Advocate Copy.*)

INTERCOLONIAL RAILWAY,

Cheap Excursion to the Principal Places

—IN—

QUEBEC & ONTARIO!

On the 14th, 15th & 16th of August, 1876.

EXCURSION TICKETS

—WILL BE ISSUED AT—

MIRAMICHI, CHATHAM, BATHURST, DALHOUSIE & CAMPBELLTON,

At the following Reduced Fares:—

Miramichi	Chatham & Bathurst to Quebec and Return,		$11.00
"	"	" Montreal	14.00
"	"	" Kingston	19.00
"	"	" Toronto	19.00
"	"	" London	21.00
Dalhousie & Campbellton to Quebec & return			$10.00
"	" Montreal	"	13.00
"	" Kingston	"	18.00
"	" Toronto	"	18.00
"	" London	"	20.00

Tickets Good to Return by all Regular Trains up to Saturday, 2nd Sept., 1876.

C. J. BRYDGES,
General Supt., Govt. Railways.

Moncton, 27th July, 1876.

CUSTOMS DEPARTMENT,
Ottawa, Aug. 2, 1876.

AUTHORIZED Discount on American Invoices until further notice, 10½ per cent.

J. JOHNSON,
Commissioner of Customs.

Canadian Pacific Railway.

Tenders for Grading, Tracklaying, 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 110 miles, viz: The Tracklaying and Ballasting only, of about 77 miles, and the construction, as well as Tracklaying and Ballasting, of about 27 miles between Cross Lake and Rat Portage.

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

PIC-NIC
—AND—
SOIREE,
—AT—
DOUGLASTOWN!

A PICNIC AND SOIREE

—will be held on—

TUESDAY NEXT, 15th INST.,

at Douglastown. The Picnic will on the grounds near St. Mark's Church, during the day, and the Soiree will be held in the evening in the building opposite the new church.

The usual games and amusements will be provided.

The proceeds are to go to the St. Mark's Church Fund.

By order of the Committee.

JAS. HENDERSON,
SECRETARY.

Cow Lost.

A small Black and White Cow, without horns. The owner will be grateful for any word as to her whereabouts.

AND. McINNIS.

Chatham, Aug. 9, 1876. 1w

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.

460 Cases, Consisting of Pants and Coats, "Old Tom Gin," "Perkins Whiskey," "Gingerettes," "John Bull Bitters," etc., etc.

DANIEL PATTON,
SAINT JOHN.

July 18, 1w

BARGAINS! BARGAINS!

SELLING OFF AT COST.

FOR ONE MONTH ONLY:

ALL our remaining Stock of DRY GOODS, consisting of Ladies' Dress Goods in all the latest Patterns, from 10 cts per yd. upwards. Prints, in Plain, Stripe and Check Patterns. Plain and Check Tweeds. FLANNELS, in White, Scarlet, Pink and Blue. Bleached, Unbleached and Sheeting Cottons, splendid value. Bed Ticking, Tubing, Towelling and Towels; Grey and White Blankets, very low. Flowers, Feathers, Ribbons, Velvets. GENTS' CLOTHING, BOOTS & SHOES, and many other articles too numerous to mention.

—CONSTANTLY ON HAND—

Flour, Pork, Beef, Butter, Cheese and Lard,

and a full line of Groceries, which we will sell cheap for Cash. Also, a good lot of Haying Tools, which will be sold at a small advance on cost.

P. H. LOGGIE & CO., Black Brook.

Black Brook, Aug. 8th, 1876. aug.24.

LONDON HOUSE.
SAINT JOHN, N B
—WHOLESALE—

WE HAVE RECEIVED OUR STOCK OF SUMMER GOODS, WHICH IS NOW COMPLETE IN EVERY DEPARTMENT.

DANIEL & BOYD.

IMMENSE
CLEARING SALE!

Bargains! Bargains!! Bargains!!!

HOUSEHOLDERS,
MECHANICS
& LABOURERS!

GET VALUE FOR YOUR MONEY.

ON FRIDAY, 14th JULY, we will commence our Annual Clearing Sale, which will continue for One Month Only.

Having received another supply of Summer Goods, which we are determined to dispose of before the Season closes,

We will offer such bargains as cannot fail to insure a speedy clearance.

The remnant of our stock of DRES

The Tour of the World in Eighty Days.

CHAPTER XXX.—CONTINUED.

Mrs. Aouda retired into a sitting room of the station, and there, alone, she waited, thinking of Phileas Fogg, his simple and grand generosity, his quiet courage. Mr. Fogg had sacrificed his fortune, and now he was staking his life—and all this without hesitation from a sense of duty, without words. Phileas Fogg was a hero in her eyes.

The detective (Fix) was not thinking thus, and he could not restrain his agitation. He walked feverishly up and down the platform of the station, one moment vanquished, he became himself again. Fogg having gone, he comprehended his foolishness in letting him go. What! Had he consented to be separated from the man that he had just been following around the world! His natural disposition got the upper hand; he criminated and accused himself; he treated himself as if he had been the director of the Metropolitan police rewarding an agent caught at a very green trick.

"I have been a silly fellow!" he thought. "The other will have told him who I was! He has gone; he will not return! Where can I capture him now? But how have I (Fix) so allowed myself to be fascinated, when I have a warrant for his arrest in my pocket! I am decidedly only an ass!"

Thus reasoned the detective, while the hours slipped on too slowly for his liking. He did not know what to do. Sometimes, he felt like telling Mrs. Aouda everything. But he understood how he would be received by the young woman. What course would he take? He was tempted to go in pursuit of this Fogg across the immense white plains. It did not seem impossible for him to find him. The footprints of the detachment were still imprinted upon the snow! But, under a fresh covering, every track would soon be effaced.

Fix was discouraged. He felt an almost insurmountable desire to abandon the party. This very occasion of leaving Kearney station and of prosecuting the journey, so fruitful in mishaps, was opened to him. At two o'clock in the afternoon, while the snow was falling in large flakes, long whistles were heard coming from the east. An enormous shadow, preceded by a lurid light, slowly advanced, considerably increased by the mist, which gave it a fantastic appearance.

But no train was expected yet from the east. The help asked for by telegraph could not arrive so soon, and the train from Omaha to San Francisco would not pass until the next day. They were soon enlightened.

This locomotive, moving under a small head of steam, and whistling very loud, was the one which, after being detached from the train, had continued its course with such frightful speed, carrying the unconscious fireman and engineer. It had run on for several miles; then the fire had gone down for want of fuel; the steam had slackened, and an hour afterwards, relaxing its speed by degrees, the engine finally stopped twenty miles beyond Kearney station.

Neither the engineer nor the fireman were dead, and after a very long swoon they revived.

The engine had stopped. When he saw himself in the desert, and the locomotive without cars attached to it, the engineer understood what had happened. He could not guess how the locomotive had been detached from the train, but he did not doubt that the train, left behind, was in distress.

The engineer did not hesitate as to what he ought to do. To continue his course in the direction of Omaha was prudent, to return towards the train, which the Indians were perhaps yet robbing, was dangerous. No matter! Coal and wood were thrown into the furnace, the fire started up again, the head of steam increased again, and about two o'clock in the afternoon the engine returned, running backwards to Kearney station. This was the whistling they heard in the mist.

It was a great satisfaction for the travelers, when they saw the locomotive put at the head of the train. They were going to be able to continue their journey so unfortunately interrupted.

On the arrival of the engine, Mrs. Aouda came out of the station, and addressing the conductor, she asked:—

"You are going to start?"

"This very instant, madame."

"But the prisoners—our unfortunate companions——"

"I can not interrupt the trip," replied the conductor. "We are already three hours behind time."

"And when will the next train coming from San Francisco pass?"

"To-morrow evening, madame."

"To-morrow evening! But it will be too late. We must wait——"

"Impossible," replied the conductor.

"If you are going, get aboard the car."

"I will not go," replied the young woman.

Fix heard this conversation. A few moments before, when every means of locomotion failed him, he had decided to quit Kearney, and now that the train was there, ready to continue its course, and he only had to seat himself again in the car, an irresistible force fixed him to the ground. The platform of the station burned his feet, and he could not tear himself away from it. The conflict within himself recommenced. His anger at his want of success choked him. He was going to struggle on to the end.

Meanwhile the passengers and some of the wounded—among others, Colonel Proctor, whose condition was very serious—had taken seats in the cars. The buzzing of the overheated boiler was heard; the steam escaped through the valves; the engineer whistled, the train started, and soon disappeared, mingling its white smoke with the whirling of the snow.

The detective Fix had remained.

Some hours passed. The weather was very bad, the cold very keen. Fix, seated on a bench in the station, was motionless. It might have been supposed that he was sleeping. Notwithstanding the storm, Mrs. Aouda left every moment the room which had been placed at her disposal. She went to the end of the platform, trying to look through the tempest of snow, wishing to pierce the mist which narrowed the horizon around her, listening if she could hear any sound. But there was nothing. She went in then, chilled though to return a few moments later, and always in vain.

Evening came. The little detachment had not returned. Where was it at this moment? Had it been able to overtake the Indians? Had there been a fight, or were these soldiers, lost in the mist, wandering at a venture? The captain of Fort Kearney was very uneasy, although he did not wish to let his uneasiness appear.

Night came; the snow fell less heavily but the intensity of the cold increased. The most intrepid glance would not have looked at this vast, obscure space without terror. An absolute silence prevailed over the plain. Neither the flight of a bird nor the passage of a wild beast disturbed the unbroken quiet.

During the whole night, Mrs. Aouda, her mind full of dark presentiments, her heart filled with anguish, wandered on the border of the prairie. Her imagination carried her afar off and showed her a thousand dangers. What she suffered during those long hours could not be expressed.

Fix, still immovable in the same spot, did not sleep. At a certain moment, a man approached and spoke to him, but the detective sent him away, after replying to him by a negative sign.

Thus the night passed. At dawn, the half-concealed disk of the sun rose from a misty horizon. Still the eye might reach as far as two miles. Phileas Fogg and the detachment had gone to the south. The south was entirely deserted. It was then seven o'clock in the morning.

The captain, extremely anxious, did not know what course to take. Ought he to send a second detachment to help the first? Ought he to sacrifice fresh men with so few chances of saving those who were sacrificed at first? But his hesitation did not last, and with a gesture calling one of his lieutenants, he gave him the order to throw out a reconnoissance to the south, when shots were heard. Was it a signal? The soldiers rushed out of the fort, and half a mile distant they perceived a small band returning in good order.

Phileas Fogg marched at the head, and near him Passepartout and the two passengers, rescued from the hands of the Sioux.

There was a fight ten miles south of Fort Kearney. Passepartout and his two companions were already struggling against their captors, and the Frenchman had knocked down three of them with his fist, when his master and the soldiers rushed to their rescue.

All—the delivers and the delivered—were received with cries of joy, and Phileas Fogg divided among the soldiers the reward he had promised them, whilst Passepartout repeated to himself, not without reason:

"I must confess that I am certainly costing my master very dearly."

Fix, without uttering a word, looked at Mr. Fogg, and it would have been difficult to analyze the impressions struggling within him. As for Mrs. Aouda, she took the gentleman's hand, and pressed it in hers, without being able to utter a word!

In the meantime Passepartout, upon his arrival, was looking for the train at the station. He thought he would find it there, ready to start for Omaha, and he hoped they could still make up the lost time.

"The train, the train!" he cried.

"Gone," replied Fix.

"And when will the next train pass?" asked Phileas Fogg.

"Not until this evening."

"Ah!" simply replied the impassible gentleman.

CHAPTER XXXI.—IN WHICH THE DETECTIVE FIX TAKES SERIOUSLY IN CHARGE PHILEAS FOGG'S INTERESTS.

Phileas Fogg found himself twenty hours beyond time. Passepartout, the involuntary cause of this delay, was desperate. He had certainly ruined his master!

At this moment the detective approached Mr. Fogg, and looking closely in his face, asked:

"Very seriously sir, you are in a hurry?"

"Very seriously," replied Phileas Fogg.

"I insist," continued Fix. "It is very much to your interest to be in New York on the 11th, before nine o'clock in the evening, the time of departure of the Liverpool steamer."

"I have a very great interest."

"And if your journey had not been interrupted by this Indian attack, you would have arrived in New York on the morning of the 11th.

"Yes, twelve hours before the departure of the steamer."

"Well, you are now twenty hours behind time. The difference between twenty and twelve is eight. Eight hours are to be made up. Do you wish to try to do it?"

"On foot?" asked Mr. Fogg.

"No, on a sledge," replied Fix, "on a sledge with sails. A man has proposed this means of conveyance to me."

It was the man who had spoken to the detective during the night, and whose offer he had refused.

Phileas Fogg did not reply to Fix; but Fix having shown him the man in question, who was walking up and down before the station, the gentleman went to him. An instant after, Phileas Fogg and this American, named Mudge, entered a hut built at the foot of Fort Kearney.

There Mr. Fogg examined a very singular vehicle, a sort of frame laid on two long beams, a little raised in front, like the runners of a sledge, and upon which five or six persons could be seated. On the front of a frame was fastened a very high mast, to which an immense brigantine sail was attached. The mast, firmly held by metallic fastenings, held an iron stay, which served to hoist a large jib-sail. At the rear a sort of rudder allowed the apparatus to be steered.

As could be seen, it was a sledge sloop-rigged. During the winter, on the icy plains, when the trains are blocked up by the snow, these vehicles make extremely rapid trips from one station to another. They carry a tremendous press of sail, far more than a cutter and with the wind behind, they glide over the surface of the prairie with a speed equal to, if not greater than, that of an express train.

In a few moments, the bargain was concluded between Mr. Fogg and the owner of this land craft. The wind was good. It blew with a strong breeze from the west. The snow had hardened and Mudge was certain that he could take Mr. Fogg in a few hours to Omaha. There the trains are frequent, and the routs leading to Chicago and New York numerous. It was not impossible to make up the time lost. There should be no hesitation in making the attempt.

Mr. Fogg, not wishing to expose Mrs. Aouda to the discomforts of a trip in the open air, with the cold rendered more unbearable by the speed, proposed to her to remain under Passepartout's care at Kearney station. The honest fellow would undertake to bring her to Europe by a better route and under more acceptable conditions.

Mrs. Aouda refused to be separated from Mr. Fogg, and Passepartout felt very happy at this determination. Indeed, nothing in the world would have induced him to leave his master, since Fix was to accompany him.

As to what the detective then thought, it would be difficult to say. Had his convictions been shaken by Phileas Fogg's return, or rather did he consider him a very shrewd rogue, who, having accomplished his tour of the world, believed that he would be entirely safe in England? Perhaps Fix's opinion concerning Phileas Fogg was really modified. But he was none the less decided to do his duty, and more impatient than all of them to hasten with all his might the return to England.

At eight o'clock the sledge was ready to start. The travelers—we were tempted to say the passengers—took their places, and wrapped themselves closely in their travelling cloaks. The two immense sails were hoisted, and, under the pressure of the wind, the vehicle slipped over the hardened snow with a speed of forty miles an hour.

The distance between Fort Kearney and Omaha is, in a straight line—in a bee-line, as the Americans say—two hundred miles at the most. If the wind continued, this distance could be accomplished in five hours. If no accident happened, the sledge ought to reach Omaha at one o'clock in the afternoon.

What a journey! The travelers huddled up against each other, could not speak. The cold, increased by the speed, cut off their words. The sledge glided as lightly over the surface of the plain as a vessel over the surface of the water—with the swell at least. When the breeze came, skimming the earth, it seemed as if the sledge was lifted from the ground by its sails, which were like hug wings. Mudge, at the rudder, kept the straight line, and with a turn of the tiller he corrected the lurches which the apparatus had a tendency to make. All sail was carried. The jib had been arranged so that it no longer was screened by the brigantine. A top-mast was hoisted, and another jib stretched to the wind added its force to that of the other sails. It would not be exactly estimated, but certainly the speed of the sledge could not be less than forty miles an hour.

"If nothing breaks," said Mudge, "we shall arrive!"

It was Mudge's interest to arrive at the time agreed upon, for Mr Fogg adhearing to his plan, had stimulated him by the promise of a handsome reward.

The prairie, which the sledge was crossing in a straight line, was as flat as a sea. It might have been called a frozen pond. The railroad which ran through this section, ascended from southwest to northwest by Grand Island, Columbus, an important Nebraska town, Schuyler, Fremont, then Omaha. During its entire course, it followed the right bank of Platte river. The sledge, shortening this route, took the cord of the arc described by the railroad. Mudge did not fear being stopped by the Platte river, at the short bend in front of Fremont, as it was frozen over. The way was then entirely free of obstructions, and Phileas Fogg had only two things to fear:—an accident to the apparatus, a change or a calm of the wind.

But the breeze did not abate. On the contrary, it blew so hard that it bent the mast, which the iron fastenings kept firm. These metal fastenings, like the chords of an instrument, resounded as if a violin-bow had produced their vibrations. The sledge slid along in the midst of a plaintive harmony, of a very peculiar intensity.

"These cords give the fifth and the octave," said Mr. Fogg.

And these were the only words he uttered during this trip. Mrs. Aouda carefully wrapped in furs and cloaks, was preserved as much as possible from the attacks of the cold. Passepartout, his face as red as the solar disc when it sets in the mist, drew in the biting air. With the depth of unshaken confidence that he possessed, he was ready to hope again. Instead of arriving in New York in the morning, they would arrive there in the evening, but there might be some chances that it would be before the departure of the Liverpool steamer.

Passepartout even experienced a strong desire to grasp the hand of his ally Fix. He did not forget that it was the detective himself who had procured the sledge with sails, and consequently the only means there was to reach Omaha in good time. But by some unknown presentiment, he kept himself in his accustomed reserve.

At all events, one thing which Passepartout would never forget was the sacrifice which Mr. Fogg had unhesitatingly made to rescue him from the Sioux. As for that, Mr. Fogg had risked his fortune and his life—— No! his servant would not forget him!

Whilst each one of the travellers allowed himself to wander off in such various reflections the sledge flew over the immense carpet of snow. If it had passed over creeks, tributaries, or subtributaries of Little Blue river, they did not perceive it. The fields and the streams disappeared under a uniform whiteness.

The plain was absolutely deserted. Comprised between the Union Pacific Road and the branch uniting Kearney to St. Joseph, it formed as it were a large uninhabited island. Not a village, not a station, not even a fort. From time to time they saw passing like a flash some grimacing tree, whose white skeleton was twisted about by the wind. Sometimes flocks of white birds rose: sometimes, also, prairie wolves in large bands, gaunt, famished, urged by a ferocious demand of nature, vied with the sledge in swiftness. Then Passepartout, with revolver in hand, held himself ready to fire upon those that came nearest. If any accident had then stopped the sledge, the travelers, attacked by these ferocious carnivorous beasts, would have run the greatest risks. But the sledge kept on in its course, it was not long in getting ahead, and soon the whole howling band was left behind.

At noon, Mudge recognized by certain landmarks that he was crossing the frozen course of the Platte river. He said nothing, but he was sure that in twenty miles more he would reach Omaha.

And, indeed, one hour afterwards this skillful guide, abandoning the helm, hastened to the halyards of the sails and furled them, whilst the sledge, carried on by its irresistible force, accomplished another half mile under bare poles. Finally it stopped, and Mudge pointing out a mass of roofs white with snow, said:—

"We have arrived."

Arrived! Arrived indeed at the station which, by numerous trains is in daily communication with the eastern part of the United States!

Passepartout and Fix jumped to the ground and shook their stiffened limbs. They helped Mr. Fogg and the young woman to descend from the sledge. Phileas Fogg settled generously with Mudge, whose hand Passepartout shook like a friend's, and all hurried towards the depot in Omaha.

The Pacific Railroad, properly so called, has its terminus at this important city in Nebraska, placing the Mississippi basin in connection with the great ocean. To go from Omaha to Chicago, the Chicago, Rock Island and Pacific road is taken, running directly to the east, and passing fifty stations.

A through train was ready to start. Phileas Fogg and his companions only had time to hurry into a car. They had seen nothing of Omaha; but Passepartout acknowledged to himself that it was not to be regretted, as they were not on a sight-seeing tour.

The train passed with very great speed into the State of Iowa, through Council Bluffs, Des Moines, and Iowa City. During the night it crossed the Mississippi at Davenport, and entered Illinois at Rock Island. The next day, the 10th, at four o'clock in the afternoon, they arrived at Chicago, already risen from its ruins, and sitting more proudly than ever on the shores of the beautiful Lake Michigan.

Nine hundred miles separate Chicago from New York. Trains are not wanting at Chicago. Mr. Fogg passed immediately from one to the other. The nimble locomotive of the Pittsburg, Fort Wayne, and Chicago Railway started at full speed, as if it understood that the honorable gentleman "had no time to lose." It traversed Indiana and Ohio, passing by populous cities and over wide expanses of agricultural land, with but few pauses; and, sixteen hours after leaving Chicago, the Ohio was reached.

At thirty-five minutes after nine, on the evening of the 11th, the train entered the great depot at Jersy City, the walls of which are washed by the Hudson river. From this station, the eastern terminus of a railroad system of great magnitude, fifty-one passenger and eighty-one freight trains depart every twenty-four hours, and an equal number arrive. Steamers and sailing vessels lined the miles of docks extending on both sides of the station, and the mighty river was filled with craft of all kinds engaged in the commerce of New York, which rose in front of the travelers as they emerged upon the board covered way running in front of the depot, where the gigantic ferry-boats of the railroad company receive and land their myriads of travelers, pausing not in their work day or night.

At thirty-five minutes after nine at night, the train stopped in the depot, near the very pier of the Cunard line of steamers, otherwise called The British and North American Royal Mail Steam Packet Company.

The China, bound for Liverpool, left thirty-five minutes before!

[*To be continued.*]

Spring Hill

KOAL!

Traveler's Column.

ANCHOR LINE

Atlantic Service.

REGULAR & DIRECT

STEAM COMMUNICATION

BETWEEN

GLASGOW, LONDON, LIVERPOOL,

Halifax, N. S, & St. John, N. B.

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

FROM GLASGOW — FROM LIVERPOOL

OLYMPIA

Saturday, 12th Aug. — Wednesday, 16th Aug.

CASTALIA

Saturday, 26th Aug. — Wednesday, 30th Aug.

ACADIA

From London—Saturday, 19th August.

AUSTRALIA

From London, for Halifax only—Saturday, 2nd September.

FREIGHT taken upon as favorable terms as 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.
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T. A. 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 4.40 p. m.; and Halifax for Truro at 5.50 p. m.; St. John for Sussex at 5.00 p. m.; Sussex for St. John at 7.05 a. m.; Point du Chene for Painsec at 12.25 p. m., and 3.05 p. m.; Painsec for Point du Chene at 1.10 p. m., and 3.55 p. m.

ACCOMMODATION TRAINS

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

ACCOMMODATION TRAINS

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

C. J. BRYDGES,

General Supt. of Gov't Railways.

RAILWAY OFFICE,
Moncton, 7th June, 1876.

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

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

STM'R "NEW ERA,"

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

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

Leave Chatham for Douglastown, Newcastle and Nelson at 10 a. m., and 2.15 p. m., and Leave Chatham for Douglastown and Newcastle only at 5.30 and 8 p. m.

CALL & MILLER,

OWNERS.

Quebec and Gulf Ports Steamship Co.

ROYAL MAIL LINE.

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

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

The above Steamers have very superior Cabin accommodation.

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

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

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

Apply to

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

Consolidated European and North American Railway,

B. E. SMITH, TRUSTEE.

SUMMER ARRANGEMENT.

ON and after June 5th, the EXPRESS TRAIN will leave St. John (ferry landing) at 8.15 a. m., for Fredericton, St. Stephen, Bangor, Boston, &c. FREIGHT at 1.15 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 Moncton at 6.15 a. m., and will be due in BOSTON following morning at 6.30. The fish in Boston, will be delivered from the Boston Passenger Station, convenient to all the markets and Railroad lines, and teams can commence to move them on the immediate arrival of train.

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

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

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

1876.

INTERNATIONAL

STEAMSHIP COMPANY.

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

Three Trips A Week,

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

FRESH FISH

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

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

H. W. CHISHOLM,

AGENT I. S. S. Co'y

Law.

M. ADAMS.

Barrister and Attorney-at-Law

NOTARY PUBLIC, &C.

SOLICITOR IN BANKRUPTCY,

Agent for "Scottish Amicable Life Assurance Society."

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

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

L. J. TWEEDIE,

Barrister & Attorney-at-Law,

NOTARY PUBLIC, CONVEYANCER,

Solicitor in Bankruptcy, &c., &c.

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CHATHAM.

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WATER ST., CHATHAM, N. B.

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WM. A. PARK,

Attorney-at-Law, Solicitor,

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

CASTLE STREET,

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ATTORNEY-AT-LAW,

Notary Public, Conveyancer, &c.,

OFFICE OVER ENGINE HOUSE,

Newcastle, Miramichi, N. B.

11-tf

Law Notices, etc.

Sheriff's Sale.

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

WEDNESDAY, 30TH DAY OF AUGUST NEXT

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

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

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

SHERIFF'S OFFICE, Newcastle, 21st Feb., 1876. } JOHN SHERIFF, Sheriff of Nor'thld

NOTICE.

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

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

Miramichi, April 17, 1876. aug 11

NOTICE.

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

W. C. SMYTHE.

Chatham, 3rd July, 1876. 0-t5

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 language 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 we charge it only 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 procure you a case.

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

References: Hon. M. D. Leggett, Ex-Commissioner of Patents, Cleveland, Ohio; O. H. Kelley, Esq., Sec'y National Grange, Louisville, Ky.

☞ Send Stamp for our "Guide for obtaining Patents."

Address:—LOUIS BAGGER & CO., Solicitor of Patents. Washington, D. C.

COW FOUND.

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

Apply to the Subscriber.

THOS. M'MASTER,

at Mr. JOHN ENGLAND'S Chatham.

Aug 10

NEW GOODS!

NEW GOODS!

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

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-chests and Quarter Tea. Retail Price 45, 50, 60 and 65cts. per lb.
1 Chest GREEN TEA—$1.30 per lb.
2 Doz. Gillins Scythes, (12lbs.)
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 mixtures.
1 00 Cans London Lead, in White, Green, Yellow, Red, and Orange Yellow.
207 Bladders Putty.
¼ Ton Whiting.
10 Gls. Copal Varnish (splendid.)
60 Bags Shot, A., B. B. B., 1, 2, 3, 4, 5, 6, 7 and 8.
2 Bills. Shovels, Square 10x14, handled.
6 Casks Wrot. Nails, 4, 6 and 10dy.
2 Cases Dundee Marmalade, Splendid.
2 do. Preserved Ginger.
1 Tin Lined Cask Scotch Confec'y mixtures 1 rod
1 do. do. do. do. do. Thick mint. j'stuff
100 gross Taper Corks, at 5 gross bags;

ORDERS WANTED

FOR—

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

WM. WYSE.

Chatham, July 9, 1876.

Alcohol and Rye.

120 BBLS. 50% and 65% } Walker's and Goderham & Worts
50 Bbls. Rye. } spirits.

DANIEL PATTON.

July 18, 1876. Saint John.

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

Manufrs., Builders, etc.

STEAM BOILERS

—AND—

ROTARY ENGINE

FOR SALE

AT THE

MIRAMICHI FOUNDRY,

Water St. Chatham, N. B.

ONE new Rotary Steam Engine, Cylinder 7x9, with One new Upright Steam Boiler 7½ feet long, 3½ diameter, containing 62 2 inch tubes.

ONE Second-Hand Horizontal Steam Boiler, 16½ feet long 5 feet 8 inches diameter, with Steam Dome and containing 196 iron tubes, in good order.

☞ WE OFFER LOW. ☜

APPLY TO

J. W. FRASER,

Chatham, February 1876.

I. MATHESON & Co.

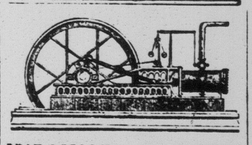
Engineers & Boiler Makers

New Glasgow, N. S.,

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

29

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.

W. H. OLIVE,

Custom House, Forwarding, Commission, Railroad & Steamboat Agent.

AGENT for the Waterous Engine Works Company;
" " Leffell's Double Turbine Water Wheel;
" " Wood and Iron Working Machinery;
" " Fire King Extinguisher;
" " Dynamite or Giant Powder;
" " 'Inman' Steamship Company;
" " Intercolonial Railway.

2-52.

Lumber Cheaper Than Ever

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

REASONABLE PRICES

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

☞ Orders promptly attended to.

PERLEY & LOGGIE,

PLEASANT VALLEY.

PHILIP PERLEY. GEO. W. LOGGIE.

2-93.

JOHN BELL,

Carriage, Sleigh, House & Sign Painter.

SHOP ON HENDERSON ST.,

CHATHAM.

☞ ORDERS PROMPTLY ATTENDED TO—

Charges Moderate,

2-26

FIRE WOOD.

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

J. B. SNOWBALL.

aug11

Kitchen & other Household

UTENSILS,

TINWARE, &C.

The best place to purchase HOUSE-KEEPER'S REQUISITES for the Kitchen or the Dining Room is at the well-stocked Establishment of James Gray, George Street, Chatham, who being both an

IMPORTER AND MANUFACTURER

in the above line, is prepared to furnish almost anything that may be required by those who favor him with their patronage.

ANGLERS AND OTHER SPORTSMEN

will find all the utensils they require for

CAMP OUTFIT

at this Establishment,

JAMES GRAY,

George Street.

CARD!

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

PLANS, DESIGNS

—AND—

SPECIFICATIONS

For any description of Building required.

☞ PRICES REASONABLE! ☜

GEORGE CASSADY,

Architect

Chatham, N. B. 4th April, 1876

THRESHING MACHINES

WOOD CUTTERS

SEND FOR PAMPHLET

SMALL & FISHER.

WOODSTOCK, N. B.

Saws! Saws!!

MR. THOMAS B. PEACE, a Practical SAW M