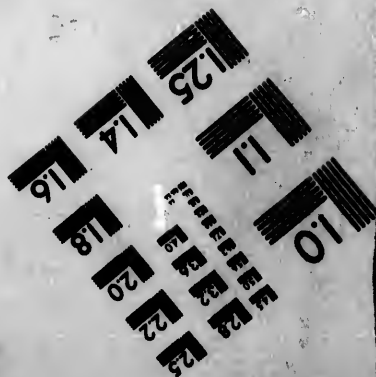
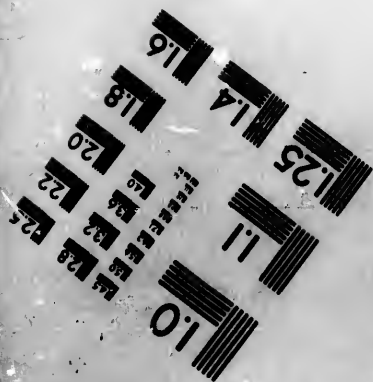
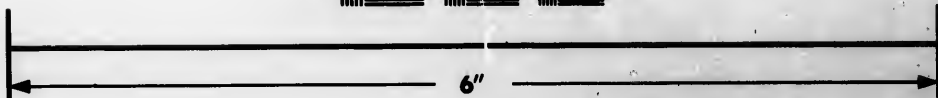
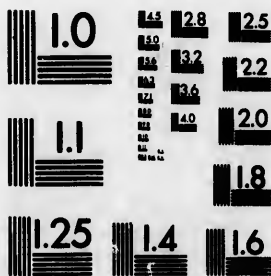


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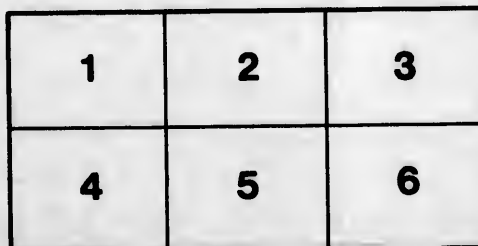
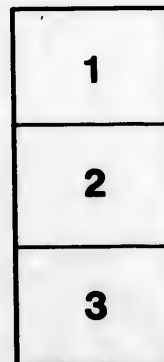
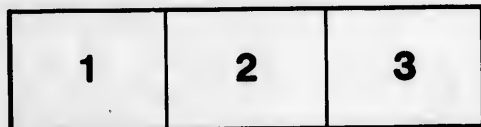
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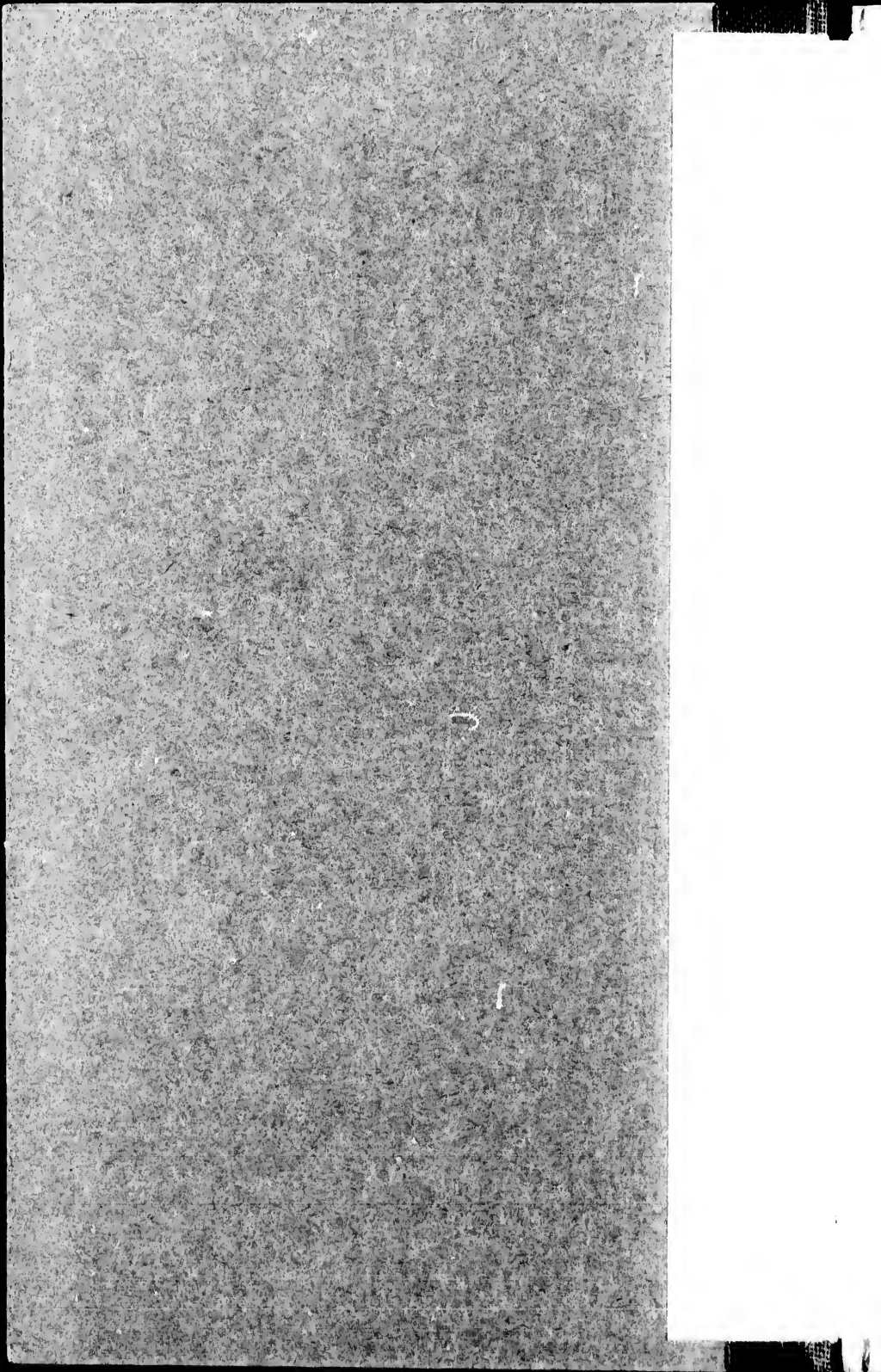
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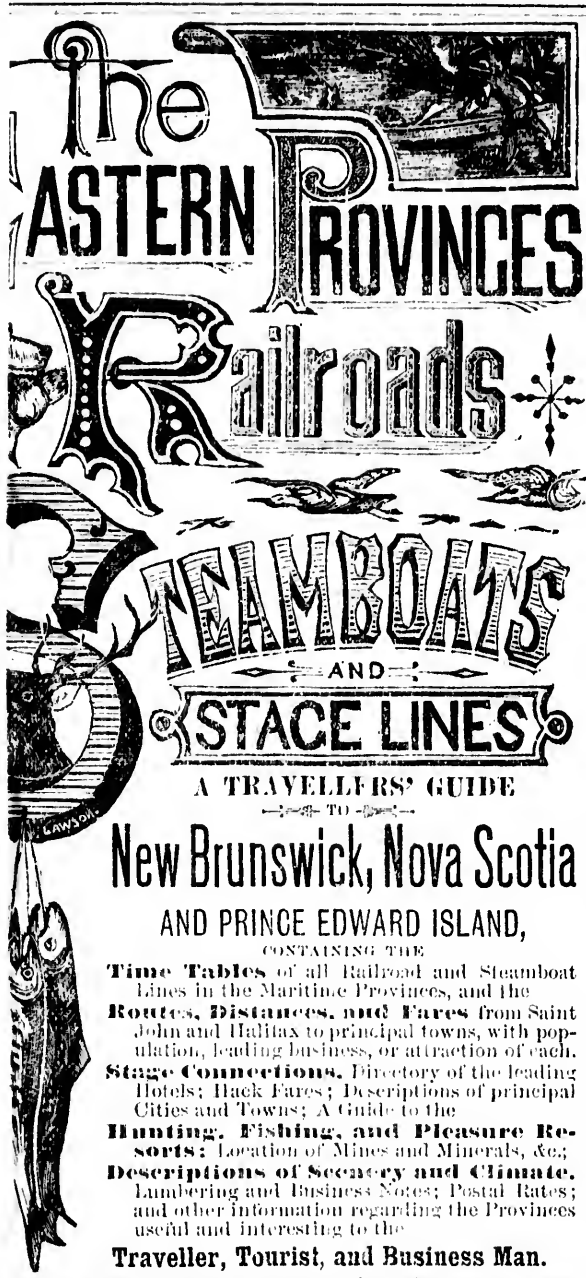
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Time Tables of all Railroad and Steamboat Lines in the Maritime Provinces, and the **Routes, Distances, and Fares** from Saint John and Halifax to principal towns, with population, leading business, or attraction of each. **Stage Connections**, Directory of the leading Hotels; Hack Fares; Descriptions of principal Cities and Towns; A Guide to the **Hunting, Fishing, and Pleasure Resorts**; Location of Mines and Minerals, &c.; **Descriptions of Scenery and Climate**, Lumbering and Business Notes; Postal Rates; and other information regarding the Provinces useful and interesting to the **Traveller, Tourist, and Business Man.**

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FREDERICTON, N. B.

A military uniform has a peculiar attraction for some people, and when they become so impressed with its appearance as to think that there is nothing to compare with it or its wearers, they are said to have the "scarlet fever." The departure of the troops from Fredericton has always been regretted by a certain class of its citizens. This explanation is given to prevent misconstruction of the jokes attempted in the description of it on page 23. Persons unacquainted with its history might infer that Fredericton was a very unhealthy and unpleasant place to live in. Such is not the case. It is one of the healthiest towns in the Province—the small increase in population is due to the attention paid to the advice to "go west"—and its only drawback is the manner in which the law regulating licenses to commercial travellers is enforced.

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Railway Superintendents, Managers, Passenger Agents, Station Agents, etc. regarding the running of trains, connections (rail, steamer and stage), through fares to and from St. John and Halifax, and to all points in the Eastern Provinces to which they issue tickets, and all available information regarding the scenery, resources, business, attractions, hunting and fishing resorts, etc., of the country and towns through which their roads run; from

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Sportsmen regarding the location, and description of good hunting and fishing resorts, how reached, accommodations, guides, etc., reports of hunting and fishing trips, etc.; from

Manufacturers, statements showing number of hands employed, wages, amount of raw material used annually, value of manufactures, and such other information as may be of interest to strangers and a benefit to themselves; from

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K—Spring Hill & Parrsboro Railway. 44.

Ka. Spring Hill to Parrsboro. Parrsboro to Spring Hill. **Kb.**

L—St. John & Maine Railway. 55.

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M—St. Martin's & Upham Railway. 44.

Ma. Hampton to St. Martin's. St. Martin's to Hampton. **Mh.**

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Sp. "Soulanges"-Washademoak. 56.

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HING,

Etc.

most fash-

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n, N. B.

Stage Routes in the Eastern Provinces.

[The numbers opposite the different routes are used whenever reference is made to any of them, or to any place reached by them. Abbreviations: m, miles; f, fares; con., connects; dy, daily.]

NEW BRUNSWICK.

- *1. St. John to Mispeck, 10 m, f 6c; from Connell's stables, Sydney street, Saturday 1 p m; returns at 4 p m.
- *2. St. John to Loch Lomond. 10 m, f 5c; McAfee's, 16 m, f 7c; Quaco Road, 20 m, f \$1; Quaco, 30 m, f \$1.50; from Connell's stables 8 a m Tues., Thurs. and Sat.; returns same days (Upper Road).
- *3. St. John to Loch Lomond, 10 m, f 5c; Garnet's, 15 m, f 7c; Black River, 17 m, f 8c; Ten Mile Creek, 25 m, f \$1.25; Quaco, 38 m, f \$1.50; from Connell's stables 8 a m Monday, Wednesday and Friday; return same days (Lower Road).
- *4. Fairville to Spruce Lake, 7 m; Musquash, 15 m; Clinch's Mills, 18 m; Pt Lepreaux, 25 m; St George, 45 m; daily (9.30 a m?).
- *6. Rothesay to Clifton, 5 m; Kingston (Kings), 10 m; daily, connects with Ga 8.22
- *10. Shediac to Cocaigne, 11 m; Buctouche, 21 m; daily, connects with Gb 12.47 and Gc —
- *11. Weldford to Kingston (Kent), Richibucto, 24 m, f —; daily, connects Gg and Gh.
- *12. Newcastle to Derby, 9 m; Blissfield, 45 m; Doaktown, 48 m; Fredericton, 105; Monday, Wednesday and Friday, 7.30 a m; leaves Fredericton same days and hour; connects, Newcastle with Gg and Gh, at Ft'on with Jd, and Sn.
- *14. Aulac to Bay Verte, 14 m; Cape Tormentine, 18 m; connect Ga 1.40, Dd 2.40; daily.
- *18. Ft Fairfield, Me, to Easton and Mars Hill, Me, Limestone, N B; daily, connects Jf 3.50 Jg 10.40
- *19. Caribou, Me, to New Sweden and E. Perham; daily, connects Jf 4.40, Jg 9.55
- *20. Presque Isle, Me, to Blaine, Ashland, Washburn and Mapleton, Me; daily, connect Jf 5.35, Jg 9.00
- *21. Edmundston to St Francis, 31 m; Ft Kent, -- m; River du Loup 79 m; con. at Edmundston, Jh 9.30, Ji 10.45, at River du Loup, Gg 3.10 and 6.00; Gh 6.30 and 12.55 daily?

NOVA SCOTIA.

- *31. Maccan to Joggins, — m, f —; Miundie, 17 m, f —; connects Ga 2.36, Gd 1.45
- *33. Thomson to Pugwash 12 m, f —; Fugwash River 12 m, f —. Connects with Ga 3.45, Gd 12.38
- *34. Greenville to Wallace, 12 m, f —; Wallace Bridge, 14 m, f —. Daily, connects Ga 4.04, Gd 12.19
- *35. Greenville to Street's Ridge, 7 m, f —; Middleboro, 10 m, f —; Wallace Bay, 14 m, f —. Tues., Thurs., Sat. con. Ga 4.04, Gd 12.19
- *36. Wentworth to Wallace, 16 m, f —; Tatamagouche, 18 m, f —. Daily, connects Ga 4.18, Gd 6.45
- *37. Londonderry to Acadia Mines, 3 m, f —; Great Village, 5 m, f —; Economy, 20 m, f —; Five Islands, — m, f —. Connect Ga 4.48, Gd 6.17
- *38. Debert to
- *39. Truro to Clifton, 10 m, f —; Black Rock, — m, f —; Maitland, 28 m, f —. Connects Ga 11.10, Gd 10.45
- *40. Shubenacadie to Maitland, 20 m, f —; Guy's River, — m, f —; Musquodobit, 30 m, f —. Con. Ga 11.00, Gd 9.53
- *41. Halifax to Porter's Lake, 17 m, f \$1; Musquodobit Harbor, 27 m, f \$1.50; Jeddore, — m, f —; Ship Harbor, — m, f \$2.50; Tanager, 60 m, f \$3; Sheet Harbor, — m, f \$4.25; Mondays, Wednesdays, Fridays; returns alternate days.
- *42. Halifax to Hubly's, 14 m, f \$1; Hubbard's Cove, 32 m, f \$2; Chester, 45 m, f \$2.50; Mahone Bay, 62 m, f \$3.50; Bridgewater, 71 m, f \$4; 6 a. m. daily.
- *43. Annapolis to Milford, 14 m, f —; Maitland, 29 m, f —; Caledonia, 47 m, f —; Middlefield, 56 m, f —; Liverpool, 70 m, f —; connects Sj and Ob 2.30; daily.
- *44. Middleton to Bridgewater, — m, f ? connects Oa 3.18, Ob 3.20
- *45. Kentville to Canning, 8 m, f —; d'y, con. Oa 11.45, Ob 12.45
- *46. Kentville to Chester, 46 m, f —; Monday and Wednesday, return Thursday and Friday; connect Og, 11.45 Ob 12.45

North Pole Refrigerator

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STAGE ROUTES — Continued.

- *47. Port William to Canning, 6m, f — ; d'y, con. Oa 12.05, Ob 12.02
*48. Yarmouth to Argyle, 20 m, f \$1 ; Pubnico, 30 m, f \$1.50 ; Barrington, 45 m, f \$2.50 ; Liverpool, 108 m, f \$5 ; d'y, con. each with N.
*50. Port Hastings to River Inhabitants, 10 m, f — ; River Dennis, 20 m, f — ; Baddeck, 25 m, f — ; Port Hood, 30 m, f — ; Whycomagh, 35 m, f — ; Mabou, 40 m ; Margaree, 80 m, f — ; every evening, connects Fa and Fb.
*51. Port Hastings to Grand Narrows, 40 m, f — ; Christmas Is., 43 m, f — ; Little Bras D'Or, — m, f — ; Semi-weekly (Thursday and Saturday), connects Fa, Fb.
*52. Port Hawkesbury to Arichat, 30 m, f — ; St. Peters, 35 m, f — ; River Bourgeois, — m, f — ; Big Pond, — m, f — ; Sydney, 100 m, f — ; South Sydney, 108 m, f — ; daily, connects Fa, Fb.
*53. Port Hawkesbury to West Bay, 14 m, f — ; daily ; connects Fa, Fb and Sb.
*54. Sydney to Cow Bay, 22 m, f \$1 ; daily.
*56. Antigonish to Sherbrooke, 40 m, f \$2 ; Monday, Wednesday and Friday ; returns Tuesday, Thursday and Saturday ; con. Fa, Fb.
*57. Antigonish to Guysboro, 31 m, f \$2.50 ; d'y, con. Fa, Fb.

PRINCE EDWARD ISLAND.

- *61. Charlottetown to Vernon River, 15 m, f — ; daily, and semi-weekly to points beyond.
*62. Charlottetown to Bedeque, (No) 40 m, f — ; tri-weekly, days ?
*63. Summerside to Cape Travers, 19 m, f — ; connects Pa, Pb.
*64. Georgetown to Montague Bridge, 6 m, f — ; d'y, con. Pa, Pb.
*65. Hunter River to Rustico, 8 m, f — ; daily, connects Pa, Pb.

NOTES AND NEWS.

NOVA SCOTIA cattle must be thorough-bred racers, if there is any truth in the following :—Whoever has had occasion to go from St. John to Halifax *via* Annapolis will be prepared to believe the following statement from the St. John News: "A train on the Windsor & Annapolis road was run into and telescoped in the rear by a brindle cow on Thursday." The slowest train on this road averages a mile in three minutes, including stoppages.

A LAZY man will go about the lakes for the summer, and claim that he has not time to send even a postal card to dear friends at home, and yet he will go out day after day and drop a line to fishes who love him not.

HALIFAX wants more and better hotel accommodations for summer tourists than she now possesses. There are not only plenty of good, healthy localities with pleasant surroundings that can be secured at low figures for that purpose, but there is a constantly increasing demand for the accommodation that a really first-class hotel would furnish.

Messrs. N. Keddy, W. E. Whebby and F. Harris, of Dartmouth, have been the bonanza anglers, in this vicinity, of the season just opening. On Monday of last week, at Fiddle Lake, Chizzetcook, they caught ten trout which weighed 42 1-2 lbs., the weight of the largest one being 5 3-4 lbs. Two of the largest will be forwarded to the London Exhibition.—*Halifax Chronicle*.

INSPECTION OF FOREIGN STEAMERS.—The Boston Daily Advertiser of the 12th, says:—"Although the law requiring the inspection of foreign passenger steamers has been in operation at this port for over a month, and a number of vessels have been examined, only one full certificate has been granted, and that was given yesterday to the steamer Dominion, of the Nova Scotia Steamship Line. The Dominion is now running between Boston, Yarmouth, Annapolis and St. John.

THE Fredericton *Capital* states that a somewhat rare ore of antimony, called "Valentinite," has been discovered lately at the Brunswick Mine, at Lake George, in Charlotte County, N. B. It is a heavy gray mineral, and is an oxide of antimony, while the ore commonly named "stibnite" is a sulphide. Valentinite has this singular property, that when it is heated to redness on coal, and the original source of heat then removed, it remains melted and glowing for some time, evolving dense white fumes. This phenomenon arises from the heat generated by the rapid oxidation of the surrounding air. Work at this mine is being rapidly pushed on.

BUYERS' GUIDE.

**To the Leading Houses of the Eastern Provinces
and Advertisers' Index.**

ADVERTISEMENTS inserted under this head, same size and style as the following, at \$4 for six months, or \$6 per year. Rates include subscription to the *Eastern Provinces Guide*, same periods, and are payable semi-annually in advance.

- ARGYLL HOTEL**, St. Andrew's N. B. Fishing, Boating, Bathing, Driving, etc. Beautiful climate.
Wm. H. Herbert, Proprietor. 67
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98 and 100 Prince Wm. St., St. John, N. B. **J. & A. McMillan.** 2
- BOOTS**, Shoes, and Slippers. Manufacturers, and wholesale and retail dealers.
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King Street, St. John, N. B. **A. B. Sheraton.** 36
- CARTER'S HOTEL**, Tignish, P. E. I. Near the Station. Free Coach to and from the House.
J. Carter, Proprietor. 53
- CENTENNIAL EXHIBITION** will be held in **ST. JOHN, N. B.**, Oct. 2 to 5, 1883. 68
and Dominion
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- DRY GOODS.** Importers and Manufacturers of Clothing, Shirts, Woollens, etc. London House Wholesale, Market Square, St. John, N. B. **Daniel & Boyd.** Cover, 2
- DRY GOODS.** Carpets, Gents' Furnishing Goods, etc. 27 and 29 King Street, St. John, N. B. **Manchester, Robertson & Allison.** 6
- DRY GOODS,** Wholesale. Cloths and Tailors' Furnishings specialties. **John Vassie & Co.** 1, 3, 5 and 7 Canterbury St. St. John, N. B. 34
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- FISHING RODS,** Flies, Trout and Salmon Fishing Tackle. Prompt attention to orders. **Chas. Baillie.** 89 Charlotte Street, nearly opp. the Dufferin, St. John, N. B. 32
- FISHING RODS,** Flies, Tackle of all kinds, Sportsmen's Supplies. Rods and Flies made to order. 55 King Street, St., St. John, N. B. **Joseph Dalzell.** 43
- FURNITURE** for House, School, Church or Office use, in stock or made to order. **J. & J. D. Howe.** Market Building, Germain Street, St. John, N. B. 34
- GRAND FALLS HOTEL,** Grand Falls, N. B. A new summer resort, second only to Niagara **Wm. Olive, Proprietor.** 67
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104 King Street, St. John, N. B. **Edward A. Everett.** 34
- WOOD ENGRAVING** and Designing. Trade and Catalogue Cuts. Estimates furnished.
70 Mecklenburg Street, St. John, N. B. **C. Lawson.** 8

INTRODUCTORY.

The **Eastern Provinces Guide** will be devoted to the joint interests of New Brunswick, Nova Scotia, and Prince Edward Island, and will endeavor to point out and describe the many and varied attractions of each impartially, and in such a manner as to induce strangers to visit us, and compel our citizens to admit that "there is no place like home." It is the aim of the publisher to make the *Guide* an indispensable necessity for travellers, and a powerful agent for the dissemination, at home and abroad, of such information regarding the industries, resources and attractions of these Provinces, which will dissipate some of the foggy misconceptions that hide us from the eyes of the world. To make the book a success and secure the objects aimed at, the hearty co-operation and support of the railway and steamboat companies, merchants, manufacturers, hotel proprietors, and every one interested in the prosperity of the country is needed.

To become thoroughly convinced of the necessity for the *Guide*, attempt to obtain information regarding any place in these Provinces! Many causes have combined to delay the publication of this the first number of the *Guide* (what they are only those who have attempted the publication of a similar work can understand)—part of the book was printed over a month ago! The second number of the *Guide* will be issued June 30th, or as soon as possible after the summer time tables of the different railways, etc., are published.

Railway and Steamboat Superintendents or Managers, Stage Proprietors, etc., are respectfully requested to send Time Tables, changes, etc., at the earliest possible date.

The July number will contain many items of interest, which were crowded out of this issue, and several new features, including a fine large map of the Eastern Provinces. 10,000 copies of about 96 pages will be issued and *distributed free*, as follows, viz.:—5,000 in the Eastern Provinces, 2,000 in the Upper Provinces, and 3,000 in the United States. The *Guide* will be issued promptly hereafter on the 5th of each month, and will be constantly enlarged to meet the requirements of the interests which it is designed to serve. Every citizen is or should be interested in the welfare of these Provinces, and a book designed to attract attention to the country should meet with earnest support. Every one can afford to subscribe for the book, and business men will find it the best medium through which to advertise their business.

SUBSCRIPTIONS.

The **Eastern Provinces Guide** will be sent to any address free of postage for one year from 1st July for **50 cents**, if money is sent on or before that date. After July 1st the rate will be **ONE DOLLAR** per year; single copies 10 cents. Subscriptions may be sent in at any time and are payable in advance in all cases. **Postmasters and Hotel Keepers** who will agree to keep the *Guide* hung up in their offices for the use of the public will receive the *Guide* at one-half of the above rates. Extra copies to advertisers, \$5 per 100.

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Rates include card in the "Euyers' Guide" and subscription to book. Hotels advertised in the body of book are inserted in the *Hotel Guide* without additional charge.

Advertisements on covers, first and last pages of book, pages opposite indexes, title, and under or opposite time tables, are from 20 to 40 per cent. additional. Advertisements for one month are payable in advance; all others at the end of each quarter.

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TRAVELLERS GUIDE.

ROUTES, DISTANCES, AND FARES

From **St. John, N. B.**, and **Halifax, N. S.**, to the principal Railway Stations, Steamboat Landings, and points on Stage Routes in the Eastern Provinces, with the population, principal business or attraction of each place. The Railways represented in this book are designated by letters, [Ga, Gb, Ge, etc., indicate different sections of the Intercolonial, so also with the other roads]. Steamboat lines are designated by a capital S, with a small letter following: [Sa, Sb, Sc, etc.]; the small letter indicates the route. Stage Lines are numbered, with a * before the No., thus, *10. [See the Railroad and Steamer and Stage Indexes.] These letters and figures are used whenever reference is made to any of the different lines of travel. A place sought for will be found in the time table of the last line designated in any given route to that place.

Where a † follows rate of fare to any point the railway or steamboat fare to connecting point only is included. Local fares on railways average 3c. per mile for first-class, and 2c. for second-class. First-class fares are given in the following tables; Return tickets are from 1/3 to 1/2 more. Fares from St. John are given first in all cases. Abbreviations: p, population; m, mile; f, fare.

Acadia Mines, N. S., population 3,500. Canada Steel Company's Works and Iron Mines; employs 500 men; out-put 50,000 tons ore annually, which is made into pig and bar iron, car wheels, etc., valued at over \$60,000. Ga *37, 200 m, f \$4.72; from Halifax, Gd *37, 82 m, f \$—.

Advocate Harbor, N. S., p 800; shipbuilding and farming; copper found in neighborhood. Ga *32, 182 m, f \$1.00; from Halifax, Gd *32, 162 m, f \$—.

Albert Mines, N. B. Albertite Coal Mines. Ga, Aa, 105 m, f \$3.15; from Halifax—Gd, Aa, 229 m, f —.

Alberton, P. E. I., p 900; fishing and farming; contains saw and grist mills, factories, etc. One of the best fishing stations in P. E. I., and centre of a rich agricultural district. Ga, Gb, Sm, Ga, 197 m, f \$5.50; from Halifax—Gd, Ge, Sm, Pa, 267 m, f \$—.

ALEXANDER, C. B., p 600; grist, saw and shingle mills. Ga, Gc, Fa, 50, 386 m, f —; from Halifax—Gd, Ge, Fa *50, 234 m, f —.

Amherst, N. S., p 4,500; foundries, factories, machine shops, anneries, mills, shipbuilding, farming, etc. Immense quantities of hay are grown on the adjacent marshes and exported to the United States. Ga, 137 m, f \$3.76; from Halifax—Gd, 139 m, f \$3.75.

Andover, N. B., p 455; saw, grist and shingle mills, tanneries, factories, etc. Centre and source of supply of an extensive lumber trade. Four routes (1) Jb, Jc, Lf, 185 m, f \$5.10; (2) Lb, Da, Ja, Jf, 168 m, f \$5.33; (3) Sn, Ja, Jf, 181 m, f \$4.30; (4) Sn, Sg, Jf, 190 m, f \$4.

Annapolis, N. S., p 1,700; shipbuilding, fishing, commerce and agriculture; centre of an immense trade in apples [250,000 barrels shipped to Europe since last fall]. Site of the first Royal grant of land in America, and scene of many exciting events in the early history of the country—remains of fortifications still standing show signs of the sieges to which it has been subjected. Sj, 61 m, f \$2; from Halifax—Ob, 130 m, f \$3.50.

ANTIGONISH, N. S., p 1,500; R Catholic Cathedral and College. Ga, Gc, Fa, 298 m, f \$—; from Halifax—Gd, Ge, Fa, 146 m, f \$—.

Arichat, C. B., p 1,300; fishing, leadmine. Ga, Gc, Fa *52, 368 m, f \$—; from Halifax—Gd, Ge, Fa *52, 216 m, f \$—.

ACADIA, N. S., p 550; manufacturing; contains several factories, gristing mill, etc. [1] Sj, Na *48, 113 m, f \$3.50 †; [2] Sk, *48, 93 m, f \$2.50 †; from Halifax—[1] Ob, Na, *48, 213 m, f \$5.50; [2] Sf, 205 m, f \$6.00.

Aroostook, N. B., p 600; farming and lumbering. A branch line of the N B Ry [Jh] runs west to Caribou in Me. The immense crops of the famous Aroostook Valley find an outlet over this line. About 500,000 bushels of potatoes of last years' crops were handled here. Routes from St John and Halifax same as to Andover; distance 6 miles further and fares 15c more.

Arthur Gold Mines, N. S., Ga *40, 256 m, f \$5.39 †; from Halifax—Gd *40, 60 m, f \$—.

Aulac, N. B., p 75; starting point of stages for Cape Tormentine and P E I during the winter; also of the proposed Bay Verte Ship Canal and proposed terminus of the Cape Tormentine Railway. Pro-

FISH AND GAME LAWS OF NEW BRUNSWICK.

CLOSE SEASON FOR

Moose, Caribou and Deer, from 1st February till 1st August, penalty \$10 to \$30. Hunting with dogs, forbidden—penalty \$20. and any one may kill dogs chasing such game. Three Moose, 5 Caribou or Deer are allowed to be killed by each party in one season, and the flesh must be carried out of the woods within 10 days after the killing. **Partridge**, from 1st March to 20th of September. **Woodcock and Snipe**, from 1st March to 1st August.

Salmon, from 15th September to 1st March; many of the best salmon waters are leased, but privilege of fishing may be easily obtained. **Trout**, from 1st October to 1st January, free to all. **Ducks, Geese**, from 15th May to 4th September.

Licenses, non-residents for hunting, \$20 per year, from 1st September; officers of Her Majesty's service, \$5. No license required for fishing.

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A FIRST-CLASS ASSORTMENT OF
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Market Sq., next door to Sheffield House, St. John.

ST. JOHN, N. B. HACK FARES.

For conveying one passenger from any public stand to any part of the city, or from any one part of the city to any other part thereof, 30c. If coach detained, there shall be paid for every time not exceeding half an hour, 50c., and for every additional half hour after the first, 50c. Provided always, that in case any driver shall be required to cross the ferry to Carleton, he shall, in addition to the foregoing fares, be entitled to demand and receive the ferrriage for himself, his carriage and horses, both going and returning.

UNSWICK.

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FARES.

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'TRAVELLERS GUIDE.

posals unaccepted, and Aulac is left in undisturbed and solitary possession of the adjacent ruins of old Fort Cumberland. Ga 131 m, f \$3.64; from Halifax—Gd 145 m, f —.

AYLESFORD, N. S., p 200; factories, saw and grist mills. Sj, Oa, 103 m, f \$3.25; from Halifax—Ob 88 m, f \$2.65.

Baddeck, C. B., p 700. Fishing. Gold, fish, game, boating, bathing, scenery. Ga, Ge; Fa, Sb, 367 m, f —; from Halifax [1] Gd, Ge, Fa, Sb, 215 m, f —; [2] Sc direct.

Bay Verte, N. B., p 600. Saw and shingle mills, tanneries, etc. Terminus of the proposed ship canal, also of the Chignecto Ship Railway, now being built. Ruins of an old fort to be seen. Ga *14, 145 m, f \$3.64 †; from Halifax—Gd *14, 159 m, f —.

BARNESVILLE, N. B., p 300; farming and lumber. Ga, Ma, 34 m, f \$1.02; from Halifax—Gd, Ma, 266 m, f —.

BARNEY'S RIVER, N. S., p 1,500; farming and lumbering. Ga, Ge, Fa, 281 m, f —; from Halifax—Gd, Ge, Fa, 129 m, f —.

Barrington, N. S., p 1,000. Fisheries, shipbuilding, gold mining. Sk *48, 118 m, f \$2.50 †; or [2] Sj, Na, *48, 138 m, f \$3.50 †; from Halifax—Sf 161 m, f —; or [2] Ob, Na *48, 243 m, f \$6.50; † or [3] *42, 157 m, f \$10.

Bathurst, N. B., p 2,000; lumbering and fishing. Immense quantities of frozen salmon are shipped to the U. S. Beautifully located upon two points of land connected by a bridge. The Nepisiguit River, famous for its salmon fishing, empties into the Bay Chaleur near here, Ga, Gg, 211 m, f \$4.96; from Halifax—Gd, Gg, 309 m, f —.

Bay du Vin, N. B., p 500. Fishing. As soon as the river opens in the spring salmon appear in great numbers. When the salmon season is over mackerel and bus are hooked in large quantities, and sold in a fresh state to Western buyers at a big price. The run of these fish scarcely ceases when the raking of oysters is begun and kept up till the river freezes, and then smelt are taken by the ton throughout the winter; 20 m from Chatham, reached by stage.

Bedford Basin, N. S., p 300; head of Halifax harbor, and a favorite resort of the citizens of Halifax; Ga 267 m, f \$5.85; or [2] Sf, Oa, 187 m, f \$5.00; from Halifax—Gd or Ob, 9 m, f 27c.

Benton, or Rankin's Mills, N. B., p 350; 2 large saw mills and a tannery; farming. Lb, Ja, 117 m, f \$3.

Berry's Mills, N. B., p 650; 4 saw mills. Ga, Gg, 97 m, f \$2.90; from Halifax—Gd, Gg, 195 m, f —.

Berwick, N. S., p 1,500; foundries, saw mills and factories. Sf, Oa, 108 m, f \$3.25; or [2] Gd, Ob, 331 m, f —; from Halifax, Ob, 83 m, f \$2.55.

Bolestown, N. B., p 300; the favorite resort on the So. W. Miramichi River for salmon and trout fishing; game abundant. Reached by stage *12 from Fredericton, 38 m, or by team from Kent, 15 m.

Brae, P. E. I., p 700; saw mills, factories, etc. Ga, Gb, Sm, Pa, 181 m, f \$1.85; from Halifax—Gd, Ge, Sm, Pa, 248 m, f —.

Bridgeport, C. B., p 700; coal mines; Branch Ry to Sydney, 13 m. See Sydney for fares, etc.

Bridgetown, N. S., p 1,000, on Annapolis River, at head of nav. Fine water power; magnificent fruit and farming country. Sf, Oa, 75 m, f \$2.50; from Halifax—Ob 116 m, f \$3.45.

Briggs' Corners, N. B., p 600; head of nav. of Salmon River. Extensive Coal deposits waiting for capital to develop them. Saw and grist mill, etc. Sf, 95 m, f \$5.15.

Brookfield, N. S., p 1,200; lumbering and farming; 9 saw and 1 grist mill. Iron ore. Ga 222 m, f \$5.15; or [2] Sf, Oa, Gd, 217 m, f \$5.80; from Halifax—Gd 54 m, f \$1.60?

Buctouche, N. B., p 700; shipbuilding, fishing, lumbering and farming; contains several mills and tanneries. *Buctouche oysters* are famous. Ga, Gb, *10, 128 m, f \$3 †; from Halifax—Gd, Gb, *10, 198 m, f —.

Campbellton, N. B. The northernmost town in the Province, but by no means the last place to go to, being beautifully situated at the head of steamer navigation on the Restigouche River, 16 m from its mouth, and surrounded by unrivalled attractions for the artist and sportsman. Restigouche salmon and trout need no praise. They are large enough to act for themselves. Go and kill one. Steamer runs from Campbellton to Gaspé during the summer, stage *13 during the winter. Ga, Gg, 274 m, \$5.98; from Halifax—Gd, Gg, 372 m, f —.

FISH AND GAME LAWS; NOVA SCOTIA.

CLOSE SEASON.

Moose and Caribou, from 1st February to 15th September; no one person is allowed to take more than 2 Moose and 4 Caribou in one season. The flesh to be carried out of the woods within 10 days after the killing. Penalty for violation of these provisions, from \$30 to \$50, and \$25 fine for hunting with dogs. **Partridge**, from 1st January to 1st October. **Woodcock, Snipe and Teal**, from 1st March to 1st August. Woodcock must not be killed before sunrise or after sunset.

Ducks, (blue winged), from 1st April to 1st August, other Ducks, Geese, Brant, etc., about the same as in New Brunswick?

Salmon, in all rivers **West of Halifax**, from 31st July to 1st March; in all others from 15th August to 1st March. **Trout**, same as in New Brunswick, and free to all.

Licenses, for hunting, non-residents, \$30 per year, from 1st August. Officers of Her Majesty's service, \$5.

THOS. R. JONES & CO.

IMPORTERS OF

British & Foreign Dry Goods,

MANUFACTURERS OF

CLOTHING,

HATS, CAPS, ETC.

Canterbury Street,

ST. JOHN, N. B.

Fishermen's Supplies,

TEAS, ETC.

HALIFAX, N. S., HACK FARES.

For each person for any distance up to half mile, 15c.; one mile, 25c.; one and ½ mile, 30c.; two miles, 40c.; two and ½ miles, 45c.; three miles, 50c., and all other distances in like proportion.

One-half the above rates to be paid if returning in the same carriage.

By the hour for a one horse carriage, 75c.; for a two horse carriage, \$1 00.

And in like proportion for every fraction of an hour.

To or from any steamer or passenger vessel, to or from any hotel or dwelling house, to any stage office, railway station, or other place within one mile, with half a cwt. luggage,

Over one mile and not exceeding two miles, \$0 30

As above with more than half cwt. and not exceeding two cwt. of luggage, within one mile, 50c.; over one mile and not exceeding two miles

75 cents.

And in like proportion for all other distances or additional luggage.

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TRAVELLERS GUIDE.

Campobello Island— a mile and a half from Eastport, Me.— is rapidly advancing into favorable repute as a *Summer Resort*, not through any particular beauty or attractiveness of the island itself, but because of its surroundings and the opportunities which its location affords for a variety of enjoyable excursions. The rough, fogged Bay of Fundy on the one side; Passamaquoddy Bay, dotted with islands and sparkling in the sunlight on the other, are in striking contrast. The most misanthropic of mortals could not spend a summer on the sunny side of Campobello without great danger of falling in love—with Dame Nature. A sail boat carries passengers to and from the Island. Sl or Sl, 62 m, f \$1.50; from Halifax, Gd, Sl, 338 m, f \$7.50, or [2] Ob, Sj, Sl or Sl, 255 m, f \$6.50; from Boston via Sl, 300 m, f \$7.50 return.

Canning, N. S., p 1,200; shipbuilding, farming and commerce. Sf, Oa *45, 127 m, f \$3.25†; from Halifax, Ob *47, 72 m, f \$1.95 †.

Canterbury, N. B., p 700; at mouth of Eel River, 8 m from *Canterbury Station*. Large quantities of lumber manufactured in the vicinity of these two places. There are several large saw mills, grist and carding mills. Lb, Je, 107 m, f \$3.50

CAPE BALD, N. B., p 600; several lobster canning establishments, *10, from Shediac 10 m.

Cardigan, P. E. I., p 700; saw, carding and grist mills. Ga, Gb, Sm, Pa, 221 m, f \$5.90; from Halifax, Gd, Ge, Sm, Pa, 221 m, f \$6 ?

Charlottetown, the Capital of Prince Edward Island, is pleasantly situated on a neck of land, between North and Hillsboro Rivers. The streets are very wide, cross each other at right angles, and nearly all of them are lined with magnificent shade trees. It has five squares. The Colonial Building, St. Paul's Church (Eng), Market House, Law Courts and Post Office are in Queen Square. The Colonial Building is the finest structure on the Island, is built of Nova Scotia freestone, and cost \$95,100. The other notable buildings are the Athæcum, Exchange, drill shed, skating rink, Prince of Wales, St Dunstan's (Catholic) and Methodist colleges, Normal and public schools, convent, lunatic asylum, jail [must have that, for rum is plenty, although they have the Scott Act—not enforced], hospital, poor house, Government House, 8 churches, 3 breweries, 4 banks [one of "sand," caved about two years ago], woollen factory, foundries, machine shops, several furniture and carriage factories; also the head offices and workshops of the P. E. I. Railway. It is well supplied with newspapers and gas. It has a good harbor and a poor water supply; wide streets and narrow walks; a beautiful climate [fog is seldom seen] and plenty of mud, in the spring and fall; a large local and export trade— fish, lobsters, eggs, potatoes and outs being the principal articles of export. The scenery around the city is very fine, no mountains or hills, but a gently rolling plain. A fine view of the city may be obtained from *Southport*, on the opposite side of the harbor. A steam ferry connects the two places. The P E I Ry [narrow gauge] runs East to Georgetown and Souris and West to Tignish, is 200 miles long [including the curves]. Several lines of steamers run to Charlottetown, connecting it with the outside world. Ga, Gb, Sm, Pa, 192 m, f \$5.00; from Halifax, Gd, Ge, Sm, 163 m.

Chatham, N. B., on the right bank of the Miramichi River, 12 m from the mouth, is the largest and most enterprising town on the North Shore of the Province; contains many fine large buildings; is lighted with gas. Business is brisk and money plenty. Lumbering, shipbuilding and fishing are the principal occupations. Lumber is king, millions of feet of Imber being exported annually, but the fish trade is also very large. There are several foundries, machine shops and tanneries in the place; p 6,000 Steamers run between C and Newcastle, 6 m; Indiantown, 26 m, and to Bay du Vin, 35 m. Ga, Gg, B, 172 m, f \$4.50; Gd, Gg, B, 268 m, f —.

Chester, N. S., p 1,500; a beautiful summer resort, on Chester Basin, at the head of Mahone Bay. The basin is said to contain an island for every day in the year. The "Garden of Eden" will be found on Leap Year Island! An extensive fishing business is carried on here. Sj, Oa *46, 186 m, f \$3.25†; from Halifax, Ob *46, 117 m, f \$2.15.

Coal Mines, N. B., p 350. Immense coal beds awaiting capital. 30, 77 m, f —

Country Harbor, N. S., p 400; gold mines, very rich and permanent; 300 m from Guysboro.

TRAVELLERS GUIDE.

Clifton, N. B., p 400; shipbuilding and strawberries; from 2,000 to 5,000 quarts of the latter are shipped daily during the season, principally to the U. S. Beautiful scenery and a first-class place for a summer resort. Gd *6, 15 m, f 27c. †; from Halifax, Gd *6, 273 m, f \$5.00?

Cocaigne, N. B., [town, river and bay same name,] p 1,200; lumber, fish and oysters. Ga, Gb *10, 116 m, f \$3.40†; from Halifax, Gd, Gb *10, 200 m, f —.

Cow Bay, C. B., p 2,500; coal mines; from Sydney *54, 22m, f—.

Crapaud, P. E. I., p 1,700; farming; is on one of the richest agricultural districts of this prolific island; contains 11 mills, saw, grist and carding. Weekly steamer from Charlottetown, 24 m.

Dalhousie, N. B., at the head of Bay Chaleur and mouth of the famous Restigouche, with a fine harbor, grand scenery, an extensive salmon, lobster and lumber trade, and a first-class hotel newly opened; will, as soon as the branch railway from the station [4 m] is completed, become one of the liveliest and most enjoyable places on the N Shore. Ga, Gg, 266 m, f \$5.86; from Halifax, Gd, Gg, 364 m, f —; coach, from the station to the town, 50c.

DARTMOUTH, N. S. See Halifax.

Digby, N. S., beautifully located on a hill overlooking the harbor, with fine boating and bathing facilities; a good hotel, fruit in abundance, and daily communication with the outside world. [Sf, Na, Oa, etc.] "Digby Chickens," or herring, finnan haddies [smoked haddock] and cherries are the principal articles of export. Shipbuilding is largely engaged in. An extensive deposit of copper ore is being developed near here. Sf 43m, f \$1.50; from Halifax, Ob, Sf, 148 m, f \$4.50.

Dorchester, N. B. Lumbering, shipbuilding, copper-mining, farming. The Maritime Penitentiary for long term prisoners is located here. [People of vicious tendencies visit institutions of this class at every opportunity, in order to become so familiarized with them that they may feel at home when they get their deserts. Bank officials go to Florida or some other warm country.] There are several saw and grist mills, court house, and a jail here. Ga 116 m, f \$3 24; from Halifax, Gd 160 m, f —.

186

UNION ST.

Mince Meat,
IN TINS.

Pressed Beef Tongue.

Pressed Corned Beef, in Tin-Foil.

John Hopkins.

English Brawn, Bolognas, Sautages,
Sausage Casings, Pork,
Lard, Ham, Bacon, Game,
Vegetables, &c., &c.

Wholesale and Retail.

ST. JOHN,
N. B.

TRAVELLERS GUIDE.

Edmundston, N. B., or Little Falls, or Madawaska, as you please, the northern terminus of the N B Ry [Jf], situated at the confluence of the Madawaska and St. John Rivers, boasts of little except its scenery to interest the stranger. Viewed from Block House Hill, on the lower side of the Madawaska, Edmundston presents a lovely picture. The views from the town and the neighboring hills are superb—on the one side rugged and picturesque, on the other clothed with a mellow beauty which gives the scene almost a tropical aspect. Edmundston's chief claim consists in its being the headquarters of the great fishing trips of the Upper St. John. [See fish and game.] Lb, Jc, Jf, 248 m, f \$7.05, or [2] Lb, Da, Ja, Jf, 243 m, f \$8.23 or [3] Sn, Ja, Jf, 259 m, f \$6.20: from Halifax, choice of routes from St John; from Boston 536 m, all rail; s'eamer to St. John 360 m, and distance as above.

Enfield, N. S. Gold mines and quartz mills; p 400. Ga 248 m, \$5.59; Gd, 28 m, f 84c?

Folly Dale, N. S. A manufacturing town, 4 miles from Aylesford, with a fine water power, and saw, shingle, grist and carding mills; agricultural implement factory, etc. [See Aylesford fares.]

Five Islands, N. S., p 1,000; copper, iron, plumbago and other minerals abundant; white lead factory, saw and grist mills. Ga, *32, 171 m, f \$47; from Halifax, Gd *32, 149 m, f —.

Folly Lake, N. S. The summit of the Cobtquid Mts, and the highest point on the line of the I C Ry in the Provinces; a viaduct 60 ft long and 82 feet high crosses the Folly River near here. Good trout fishing in the adjacent lake, and game is abundant. Ga 195 m, \$4.56; Gd 87 m, f —.

FREDERICTON, the capital of New Brunswick and of York County, is beautifully situated on a level plain on the right or western bank of the St. John River, 84 miles from its mouth, and nearly opposite the mouth of the Nashwaak. The streets are wide, airy and quiet; cross each other at right angles—those running parallel with the river are over a mile long— and lined with shade trees, whose foliage is so dense that the city is almost hidden from the view of passers by on the river. It is one of the prettiest, if not the prettiest, place in the Province, and would be a very desirable place for a visit or residence, and a thriving manufacturing and trade centre only for two reasons. The "scarlet fever" raged there very badly several years ago, and it has not fully recovered from its effects—the pest houses [barracks] are still standing, constant and mute reminders of the "lamented departed." It has such an exaggerated idea of its importance and prestige as the *capital*, the seat of the University of N. B., and the legal headquarters of the Province, and has existed so long on "Government pap" that strangers are looked upon as interlopers on vile mischief bent. The actions and business of strangers visiting the city are subjected to a system of espionage which is a disgrace to this free land, and scarcely warranted in the regions of dynamite and Nihilism. Strangers visiting Fredericton are advised to keep their mouths closed upon all matters of business, unless they are prepared to contribute a few dollars for the support of the place. You can't give them a *lecture* without paying for the privilege. It will pay to go there, however, to examine the different public buildings, enjoy its scenery and climate, visit its hotels, (which are A 1), and study the effects of exclusiveness. The population has increased very rapidly (?) in the last 10 years, in 1871 it contained 6,006, and in 1881 6,218 inhabitants—1,160 families! La, Da, 68 m, f \$2.03; or (2) Sn 84 m, f \$1.

Gibson, N. B., at the mouth of the Nashwaak, opposite Fredericton, was for many years the capital of Acadia under French rule, and the scene of many of the squabbles incident to the "grab game" for power during the early history of this country. The remains of Ft. Nashwaak are still to be seen, and relics of various kinds are often found. One of the largest and best appointed saw mills in N. B. is at *Marysville*, 2 m up the river, and an extensive cotton mill is to be built there this summer at a cost of \$1,000,000. It will employ 1,000 hands. For fares to Gibson see F'ton.

Georgetown, P. E. I., possesses one of the best harbors of the Island, open nearly all the year, deep and safe. Shipbuilding and exporting produce are the principal business. Ga, Gb, Sm, Pb, 228 m, f \$5.10, or [2] Ga, Ge, Sm, Pb, 361 m, f \$9.26?; from Halifax, Gd, Ge, Sm, Pb, 209 m, f — ?

QUEBEC HACK FARES.

Rates—For conveying passengers from any place in the city to any other place in the city:

2 horse vehicles, 1 or 2 persons,	\$1 00;	3 or 4 persons,	\$1 50
1 do wagon, do do	50;	do do	75
1 do calash, 1 do	25;	2 do	40

Return fares 50 per cent additional. Rates between midnight and 4 a m, 50 per cent additional. If a drive exceeds an hour, hour rates to be charged.

2 horse vehicle, first hour, 1 or 2 persons,	\$1 00;	3 or 4 persons,	\$1 50
each additional hour, do do	75;	do do	1 00
1 horse wagon, first hour, do do	75;	do do	1 00
each additional hour, do do	50;	do do	75
1 horse calash, first hour, 1 person,	50;	2 persons,	60
each additional hour, do do	40;	do do	50

But the rate for 24 hours shall not in any case exceed \$5 for a calash, \$7.50 for a wagon, or \$10 for a carriage drawn by two horses. Baggage—trunks or boxes, 5c each; valise or other hand baggage free.

J. & J. D. HOWE,

MANUFACTURERS OF

Household, School and Office

FURNITURE,

Market Building, Germain Street,

Entrance: South Market Street (Up Stairs),
Factory: East End of Union Street,

ST. JOHN, N. B.

JONAS HOWE.

JOHN D. HOWE.

*Visitors to St. John are respectfully
invited to call at Chaloner's Drug
Store, Corner of King and
Germain Streets,*



CHALONER'S DRUG STORE.

*When in
need of anything
usually kept in a first-
class Establishment.*

J. CHALONER, Proprietor.

BRANCH AT DIGBY, N. S.

Lamps and Oils.

CHANDELIERS,

Hanging Lamps, Bracket Lamps,
German Study Lamps,
Burners and Chimneys.

American and Canadian Oils

WHOLESALE AND RETAIL.

J. R. CAMERON,

64 Prince William Street, St. John, N. B.

S.
 in the city to
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TRAVELLERS GUIDE.

Goldenville, N. S. Several quartz mills constantly running; 3 m from Sherbrooke.

GOLD RIVER, N. S. Gold in quartz and in placers, also in river sands; from Halifax *42, 53 m, f —?

Grand Falls, N. B. "The grandeur of the cataract, the rugged sublimity of the gorge, the fury of the rapids, the rich coloring of the rocks, the lovely outlooks from the high hills, the charming drives, the strong, pure, cool air, the quaint customs of the *habitans*, first-class hotels, and the excellent fishing and shooting grounds within easy reach are attractions possessed by but very few, if any other, places on this continent." Here the St. John, after receiving in its upper course the waters of many lakes and streams, extending almost to the St. Lawrence, discharges the accumulated flood over a perpendicular fall of 74 feet into a rocky gorge not more than 250 ft. wide, with overhanging walls, in some places 240 ft. high. In passing through this rocky vault—which is about a mile in length, and the walls twisted and contorted in the most remarkable manner—the river has a further descent of 60 feet. A handsome suspension bridge spans the river immediately below the falls, and the best moonlight views are to be had from it. It is rapidly becoming popular. Over 1200 guests registered at the American House in three months during 1871. This was before the railway was built, and the only means of travel was by stage or private conveyance! Lb, Jc, Jf, 210 m, f \$5.85, or [2] Lb, Da, Ja, Jf, 203m, f \$6.03, or [3] Sn, Ja, Jf, 206 m, f \$5.00, or [4] Sn, Sg, Jf, 210 m, f \$4.75? from Halifax, see St. John.

Grand Manan—an island in the Bay of Fundy, 9 m from the coast of Maine and inside of the Canadian boundary line, unsurpassed for grand and rugged coast scenery—far exceeding Mt. Desert in this respect. The towering cliffs rise in sheer ascent three or four hundred feet from the surf-beaten base, at one point stratified with geometric lines of perfect masonry, at others displaying the richest hues. The wave-worn rocks take on strange shapes—the Old Maid, the Bishop, the Southern Cross, etc., are striking examples. There are no harbors or landing places along the whole western shore—20 miles of massive rocks—but on the eastern side there are several small ones, with wharves and landings. The island has been a favorite resort for several years, and is destined in the near future to assume greater prominence as a summer resort, for, in many respects it is unequalled, *all that is lacking is a good hotel*. There are numerous ponds and brooks on the island which afford fair trout fishing, and a few deer are to be found in the woods. The island is covered with valuable timber, and has excellent facilities for shipbuilding, but cod, haddock and herring fishing constitute the chief employment of the inhabitants. The fishing around the island is often more profitable than on the banks of Newfoundland, and whales are very plentiful at times. A cable connects the island with the main land, and steamer connection is had with Eastport, St. John, etc., semi-weekly. Sl, 78 m, f \$2 25.

Grand Pre, N. S. "In the Acadian land, on the shores of the Basin of Minas, distant, secluded, still, the little village of Grand Pre lay in the beautiful valley. Vast meadows stretched to the eastward, giving to the village its name and pasture to flocks without number." Millions of people have read Longfellow's sad, beautiful, poem descriptive of this region, and the tragedy enacted here. Thousands have visited the place hallowed by the sufferings of a people scattered to the four corners of the earth; but he who did more than all other of human kind to render Nova Scotia famous, never stood 'neath "the murmuring pines and the hemlocks" of fair "Acadia." Sj, Oa, 130 m, f \$3.60; from Halifax, Ob, 61 m, f \$1.55.

Guysboro, N. S. Shipbuilding and fishing. Ruins of a fort, built by M. Denys in 1633, are to be seen near the mouth of the harbor. The fort was attacked by Sir Wm. Phipps and the New Eng. army in 1690. Reached by steamer from Pt. Mulgrave, 24 m, or by stage from Antigonish, 31 m, f \$2.50.

HANTSPORT, N. S. Shipbuilding; good farming country; p 1700. Sf, Ga, 128 m, f \$3.75; from Halifax, Fb 53 m, f \$1.65.

Halifax, the capital of Nova Scotia, the chief naval station of British America, and the only one in Canada now occupied by troops, occupies a commanding position on the finest, and probably strongest, fortified harbors in America. It is built on a rocky pe-

Union Mutual Life Insurance Co.

PORTLAND, ME.

JOHN E. DEWITT, President.
HENRY D. SMITH, Secretary. NICHOLAS DEGROOT, Asst. Sec'y.
T. A. FOSTER, M. D., Med. Director. JOSIAH H. DRUMMOND, Consul.
W. D. H. KENNEDY, St. John, N. B.,
Manager for New Brunswick and Newfoundland.

DEPOSIT AT OTTAWA, - - \$150,000.00.

Special advantages to Policy Holders of the

UNION MUTUAL LIFE INSURANCE COMPANY.

All policies now issued by this Company are payable on the occurrence of either of three events, viz.:

First. Upon the death of the insured while the policy is in force *immediately* upon the approval by the loss Committee of the proofs of death, *without waiting 60, 30 or any other number of days.*

Second. When the reserve upon the policy and for the dividend additions thereto amount to the sum insured, the policy becomes payable at the option of the owner as a matured endowment. In other words, the policy-holder may elect to receive the sum originally insured, with the dividend additions, at the maturity of the policy, or he may apply the dividend additions to shortening the policy term and receive the face of the policy at an earlier date than the maturity named therein.

Third. Upon the termination of the endowment period named in the policy, if the premiums have been fully paid, the amount of the policy and all the dividend additions are payable immediately upon the execution of the proper vouchers.

Its policies are plain, simple and definite. They say precisely what they mean in language which anybody can understand; they do not require interpretation by lawyers or insurance experts. The policy-holder can determine his rights without assistance.

AFTER THREE FULL ANNUAL PREMIUMS HAVE BEEN PAID

THEY ARE INCONTESTABLE.

They impose no Restrictions upon Travel, Residence or Occupation.

THEY ARE NON-FORFEITABLE.

These are a few reasons why you should prefer a Policy in the

UNION MUTUAL LIFE INSURANCE CO.

Agency, Major's Building, Prince Wm. Street, Saint John, N. B.

MONTREAL HACK FARES.

Rates--From any place to any other, if time does not exceed 30 minutes:

1 horse vehicle, 1 or 2 persons, \$0 25; 3 or 4 persons, \$0 50
2 do. do. do. do. 50; do. do. 65

From any place to any other and back, if time does not exceed 30 minutes:

1 horse vehicle, 1 or 2 persons, \$0 40; 3 or 4 persons, \$0 60
2 do. do. do. do. 65; do. do. 75

When time exceeds 30 minutes, hour rates to be charged.

1 horse, first hour, 1 or 2 persons, \$0 75; 3 or 4 persons, \$1 00
every subsequent hour, do. do. 60; do. do. 75
2 horses, first hour, do. do. 1 00; do. do. 1 25
every subsequent hour, do. do. 1 00; do. do. 1 25

Fractions of hours to be charged at hour rates. Hour rates apply to all rides extending beyond the city limits. Fifty per cent. to be added to above rates between midnight and 4 a. m. Trunks or Boxes 10c. each.

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TRAVELLERS GUIDE.

insula between the harbor and the North-West Arm--a beautiful sheet of water, about three miles long and half a mile wide. The streets are wide, straight, clean, and kept in good repair; cross each other at right angles, with few exceptions, and are, except in the business portion of the city, lined with shade trees. Hollis and Granville streets are the principal business thoroughfares, and contain the larger retail and some of the wholesale houses. The heavy goods are handled by firms located near the water. Halifax does an immense business, although a stranger, judging from the general air of quiet and absence of bustle which characterizes the city, would have a different impression. A Yankee country village one fourth the size of Halifax would exhibit more life and animation in one day than would be seen in Halifax in a week. The people seldom seem in a hurry; are seldom found in their places of business before 10 a. m., or after 4 p. m., and an hour or two between one and 2 p. m. is usually spent at luncheon or dinner! And yet they are wealthy! A large trade is carried on with the United States, Europe, and the West Indies. Large quantities of shipping are owned in Halifax, and manufactures of various kinds are operated by its people. Nearly all the manufacturing establishments are out of the city or on the back streets, consequently they are seldom seen or heard of. Halifax has many strong points of attraction for strangers, among which may be mentioned the *Citadel*, which crowns the hill upon and around which the city is built, and from which magnificent views of the harbor, the city and surrounding country may be had. The *Provincial Building*, on Hollis Street, said to have been the finest building in America 50 years ago; the new *Provincial Building*, also on Hollis Street, in which there is a museum open to the public; the fortifications on *McNab's* and *Georges* Islands and the different points about the city; the *Dockyard*, *Public Gardens*, etc. Bedford Basin at the head of the harbor is another possession of which Halifax is justly proud. Across the harbor on a hill is the busy town of *Dartmouth*, to all intents and purposes part of the City of Halifax, as most of the factories, &c. located there are largely owned by Halifax people. The *Asylum for the Insane*, a large, handsome granite structure, is located here. The *Montague Gold Mines*, 4 miles back of the town, have produced considerable gold; and 10 miles down the harbor is the favorite bathing resort of *Cow Bay*. The population of Halifax numbered 36,054 in 1881, an increase of 6,462 in 10 years, or about 31½ per cent. Halifax has communication by steamers to the United States, Europe, Newfoundland, the Bermudas, Cape Breton, P. E. Island, etc. Two routes from St. John. Aa, 276 m, f \$6.00, or (2) Sf, Oa, 191 m, f \$5.00

Hillsboro, N. B. Gypsum quarries; connected with the Albert mines by a tramway; p 600. Ga, Aa, 224 m, f \$—?

Hopewell Corner, N. B., terminus of Albert Ry [A] on Shepody Bay; carriage and furniture factories, saw mills, etc. Ga, Ad, 121 m, f \$3.65; from Halifax, Cd, A, 245 m, f —.

Hopewell Cape, N. B., [or Cape], on South side of Petitcodiac River, and head of Shepody Bay, capital of Albert Co. Shipbuilding. Ga, Aa, 118 m, f \$3.56; from Halifax; Gd, Aa, 242 m, f \$—.

Kentville, N. S., p 4,900; head offices and workshops of the Windsor & Annapolis Railway. It lies in a valley bounded by the Cornwallis River and contiguous to the much-bepraised and belittled "Garden of Nova Scotia." [If all men thought alike there would be no need for churches or prisons.] Sf, Oa, 120 m, f \$3.85; from Halifax, Ob 71 m, f \$2.15.

Keswick, N. B., p 400, on the St. John River; grist, saw and carding mills; from Gibson; [see] Ja, 12 m, f 50c.

Lawrencetown, N. S., a lively, prosperous town on the Annapolis River; lumber manufacturing and shipping; p 700. Sf, Oa, 83 m, f \$2.70; from Halifax, Ob 108 m, f \$3.85.

Liverpool, the capital of Queens Co., N. S., at the mouth of the River Mersey, is the centre of a large and increasing trade. Lumbering, shipbuilding and fishing are the principal industries, but manufacturing receives considerable attention. Frequently visited by tourists. A bridge connects it with the small village of *Bristol*, on the opposite side of the river. Sk, *48, *49, 179 m, f \$2.50; or [2] Sf, *43, 131 m, f \$3.50; or [3] Sf, Na, *48, *49, — m, f \$3.50; from Halifax, Ob, Na, *48, *49, — m, f \$6.50; or [2] Sf, 108 m, f \$3.50; or [3] *42, 97 m, f \$6.00.

OTTAWA, ONT., HACK FARES.

For carrying passengers from any place in the city to any other place or places in the city—If time does not exceed 15 minutes:

1 person, 25c.; each additional person, 10c.

15 to 30 minutes or less:

1 person, 40c.; each additional person, 15c.

Each subsequent 30 minutes or less:

1 person, 50c.; each additional person, 10c.

If hired by the hour, 2 horses:

First hour, \$1 00 one person, and 20c. for each additional person.

Each subsequent quarter of an hour:

1 person, 15c.; each additional passenger, 5c.

One horse, first hour:

1 person, 75c.; each additional person, 10c.

Each subsequent quarter of an hour:

1 person, 10c.; each additional person, 5c.

JOHN A. WILSON,

Merchant Tailor.

RING'S BUILDING, GERMAIN STREET,

(NEARLY OPPOSITE MASONIC TEMPLE)

SAINT JOHN, N. B.

CLOTHS AND TRIMMINGS TO SELECT FROM.

W. ALEX. PORTER,

DEALER IN

Choice Teas, Sugars and Fine Groceries.

BEST FAMILY FLOUR.

Oatmeal, Cornmeal, Tobacco,

CANNED GOODS, FRUIT, &c.

PRICES LOW!

Cor. Union and Waterloo Sts., Saint John, N. B.

OPPOSITE GOLDEN BALL.

W. H. KNOWLES,

MANUFACTURER AND DEALER IN

TRUNKS, VALISES,

Ladies' and Gents' Travelling Bags,

SHAWL STRAPS, &c.

Canvas Covers Made to Order.

Masonic Building, 90 Germain Street, St. John, N. B.

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TRAVELLERS GUIDE.

Louisbourg, C. B., once the strongest fortified city in the world, alike the pride and glory of France and the dread of New England, is to-day a mass of shapeless ruins, and a fit memorial of the fate which befel French power and dominion in America. Where once was heard the merry shout of childhood, the song of mirth, the tramp of armed men, the soul-stirring strains of martial music, the hiss of the rifle ball, the rush and roar of cannon shot, or the cries and groans of the wounded, naught is heard save the dreary moan of the sea, or the scream of the gulls. Its great strength was the cause of its destruction, and the "Dunkirk of America" became a scene of utter desolation. Even the stones of which it was built—which were brought from France and bathed in the blood of her bravest warriors—were carried away. The capture of Louisbourg by the undisciplined troops of New England was a marvellous feat, and filled the world with astonishment. Every New Englander should feel it his duty to visit the scene of his forefathers' glorious deed. "On Point Rochfort—the site of the old burying ground—beneath a patch of dark greenwood lies the ashes of hundreds of brave New Englanders. No monument marks the sacred spot, but the waves of the restless ocean sing an everlasting requiem over the graves of the departed heroes." Another Louisbourg exists to-day, across the harbor from the site of the former city. From *Sydney* 31 m, fare 75c, over the Sydney & Louisbourg Ry.

Lunenburg, N. S., p 2500, one of the liveliest towns on the Atlantic coast of the Province, on an excellent harbor of the same name, and capital of Lunenburg County. A very large West India trade is done; fishing and lumbering are largely engaged in, and gold is found near by in paying quantities. From *Yarmouth*—Sy—m, f \$3.50; or (2) *48, *49, 108 m, f \$5.00; from *Halifax*, Sf, 70 m, f \$2.00; or (3) *42, 69 m, f \$4.00.(?)

Mabou, C. B., a post village 10 m from Port Hood, 7 m from Mabou coal mines—where coal, gypsum, limestone and freestone abound, and 33 m from Mabou Harbor, f 50c.

Maitland, N. S., is said to be the only place in America where *Terra Alba* (or crystallized plaster—used by unprincipled refiners to increase the weight and whiten their sugar) is found in quantity. At the mouth of Shubenacadia River, Chignecto Bay, p 500, Ga, *40, 256 m, f \$5.39 f; from *Halifax*, Gd *40, 60 m, f ?

Markhamville, N. B. Extensive manganese mines, which have been worked continuously for over 25 years, and produce ore valued at from \$16 to \$100 per ton. 11 m from Sussex (see).

MAUGERVILLE, N. B. Site of the first English settlement on the *St. John River*. Established in 1763 by families from Massachusetts and Connecticut. Sn 70 m, f \$1.00.

Merigomish, N. S., p 500; coal and iron; shipbuilding, lumber and agriculture. Ga, Gc, Fa, 267 m, f \$6? . Gd, Ge, Fa, 115 m.

Middleton, N. S., p 600; iron and copper mines and lumber. Sf, Oa, 89 m, f \$2.85; Ob 102 m, p 305.

Moncton, N. B., at the head of navigation of the Petitcodiac River, (famous for its "Bore," or the mis-statements regarding it) is a lively, enterprising town of about 6,000 inhabitants, and the centre of the Intercolonial Railway system—the head offices and workshops being located here. A sugar refinery, cotton mill, knitting factory, machine shops, shoe factories, and gas and water works are some of the attractions of the place. Ga 89 m, f \$2.67; from *Halifax*, Gd, 187 m, f \$4.60?

Mount Stewart, P. E. I., on the Hillsboro River, 18 m from Charlottetown, and at the junction of the Souris Branch of the P. E. I. Railway; is an active little town of about 700 inhabitants. Shipbuilding is largely engaged in. Contains saw mill, a tannery, furniture factory, etc. A steamer runs to Charlottetown, fare? Pa, 22 m, f 65c.

Mt. Uniacke, N. S. Three gold mines and 4 quartz mills 4 miles distant; 3,440 tons quartz crushed, 9,128 days labor; yield per day per man \$3.52. Best returns last year of any mines in the Province. Sj, Oa, 164 m, f \$4.75; from *Halifax*, Ob 27 m, f 81c.

Musquash, N. B., at the mouth of the Musquash River, on the Bay of Fundy, possesses a fine harbor, 2 m long and very deep. "A French war vessel was driven in here some 200 years ago and destroyed by a British cruiser." There are several large saw mills here. Ea 15 m, f 50c.

TRAVELLERS GUIDE.

Newcastle, N. B., (or Miramichi) on Miramichi River, at the head of deep water navigation, is a veritable sportsman's paradise. About 100 tons of salmon are caught in the waters of the Miramichi river every year. As for trout, they are as plenty as flies around a syrup cask. Fishing and lumbering are the principal occupations of the people. Shipbuilding is engaged in extensively also. A steamer makes frequent visits to Chatham, 6 m down the river. Newcastle was almost entirely destroyed by the great fire which devastated the country in Oct. 1825. Not one uninjured house was left in the place; hundreds were burned to death, suffocated by the smoke, or drowned in the river, to which they had fled for safety. The water became so hot that large salmon and other fish leaped on shore, and were afterwards found lying in heaps along the banks of the river. Ga, Gg, 167 m, f \$4.27; from Halifax, Ga, Gg, 265 m, f—?

New Glasgow, N. S., terminus and head offices of the Halifax & Cape Breton Railway; shipbuilding, coal mining, iron, steel and glass works, tanneries, pottery, etc., are the business and attractions of the place; p 3,500. Ga Ge, 257 m, f \$5.75; from Halifax, Gd, Ge, 91 m, f \$2.70?

PARADISE, N. S. Granite quarries, cheese, saw and grist mills and tanneries; p 800. Sj, Oa, 80 m, f \$2.60; from Halifax, Ob 111 m, f \$3.30.

Parrsboro, N. S., a beautiful *summer resort*, on a strait connecting the Bay of Fundy and Minas Basin, and opposite Partridge Island. It is one of the best points from which to enter the fine hunting and fishing districts of Cumberland Co., and the beauty of its location and surroundings are "just lovely"—so its visitors say—while the geologist will have a rare chance to make collections of scarce and valuable minerals. It is the terminus of the Spring Hill & Parrsboro Railway (K), and does a large lumber and coal export trade. (Over 16,000,000 feet of deals and deal ends were shipped last season.) Ga to Spring Hill 154 m, f \$1; from Halifax, Gd 122 m, and Ka 32 m, f? from Spring Hill, Kb 32 m, f?

Pencobsquis, N. B., p. 500. Although materials suitable for the manufacture of paper and paper pulp are plentiful in all parts of these Provinces, and although immense quantities of paper are constantly being used, *there is not a single pulp mill, and but one paper mill, in the Eastern Provinces*—and that a small one. It is located here, and turns out only the coarser grades—for wrapping, bags, etc.! A chance for capitalists. Ga, 51 m, f \$1.53; from Halifax—Gd, 225 m, f—.

Pictou, N. S., is a city set on a hill, facing Pictou Harbor, in the county of the same name, of which it is the Capital. The town is substantially built, and contains some fine buildings. The climate is mild and healthy, the scenery charming, and excellent facilities for boating and bathing abound. Manufacturing is largely engaged in, but the shipment of coal is the principal business of the port; p 3,800. The site of the town was given to an army officer, who sold it for a horse and saddle (1767-71). Coal was discovered near here in 1798, but the exportation was small till 1829. Ga, Ge, 266 m, f \$5.86; from Halifax—Gd, Ge, 114 m, f \$3.25?

Port Hastings, C. B., (or Plaister Cove). The repeating station of the Atlantic Cable Co., and the distributing point of mails for Cape Breton. Exports fish, cattle, and produce to the United States, N'fid, etc. Connected with *Pt. Mulgrave* by a steam ferry. See *Pt. Mulgrave*.

Pt. Hawkesbury, C. B., 4 m from *Pt. Hastings*, on Ship Harbor—the best on the Straits of Canso. Does a large fish, produce, and lumber trade, and is a port of call of all steamers passing through the Straits, or through the Bras d'Or. Has 2 or 3 saw mills and 2 marine railways. Fares to Charlottetown, P. E. I., Sn, \$3.50, to St. John and Halifax see *Pt. Mulgrave*.

Pt. Hill, P. E. I., shipbuilding, saw and grist mills; from *Summerside*, Pa, 22 m, f 65c.

Pt. Mulgrave, N. S., the Eastern terminus of the Halifax and Cape Breton Railway (F). An all important fishing station on the western side of the Straits of Canso.—"The Golden Gate of the St. Lawrence Gulf,"—and directly opposite *Pt. Hawkesbury*. Gold bearing quartz is found in the vicinity; p. 650. Ga, Ge, Fa, 337 m, f \$7.90; Gd, Ge, Fa, 185 m, f—.

TRAVELLERS GUIDE.

Richibucto, N. B., capital of Kent Co., near mouth of Richibucto River, has a very large lumber and fish trade; the exports of canned lobsters during the season of 1882 were 11,917 cases, valued at \$711,142. Shipbuilding is largely engaged in; p 1,000. Ga, Gg, *11, 152 m, f \$3,577; from Halifax — Gd, Gg, *11, 851 m, f?

Rothesay, N. B., on the shore of the beautiful Kennebecasis River (Can-e-be-ka-shus the hoodlums call it), admitted by sporting men to be the finest race-course in the world; 9 miles from St. John. Is one of the prettiest places on the Intercolonial Railway, and the home of many of St. John's solid men. With excellent facilities for boating and bathing, fine scenery, pleasant drives, and freedom from fogs, it should have more than a local favor as a summer resort.

Rustico, P. E. I., is to Charlottetown what Rothesay is to St. John — a pleasant, convenient retreat from the cares and bustle of business; but it has one advantage over Rothesay — a first-class hotel. Surf-bathing, boating, cod and mackerel fishing are some of its attractions. It is one of the best fishing stations of P. E. I.; from Charlottetown by team 16 m, or P. E. I. Railway to Hunter River, and stage 7 m.

Sackville, N. B. Seat of the Mt. Allison College and Academies (Methodist). The town contains about 2,000 people, but they are as badly scattered as the Israelites, the houses being so far apart that there is no place which can be called *Sackville*. It contains one of the largest stove foundries in the Province, several shipyards, etc., and raises the finest of cattle. Ga, 127 m, f \$3.56; from Halifax, Gd, 149 m, f \$4.00?

St. Andrews, N. B., has long been noted as one of the finest health resorts in North America; and a summer spent amidst its delightful scenery — sailing on beautiful Passamaquoddy Bay, picnicing on the adjacent islands, fishing in the picturesque Lake Utopia, the home of the "Utopian Monster" roaming the forests in search of game, climbing Chamecock Mt. from whose "glacial rounded top" a view may be obtained which recalls recollections of the Bay of Naples as seen from Mt. Vesuvius — breathing the clear, pure air, is a *sure cure for hypochondria and hay fever*. Mere existence at St. Andrews is a delight; but one can't keep still, the air is so exhilarating. The Argyle, the largest hotel in the Eastern Provinces, entertained 1,700 guests last season, and many of its rooms were re-engaged for this. St. Andrews is one of the best fishing stations of New Brunswick, the capital of Charlotte County, terminus of the N. B. Ry., is well and regularly laid out — its buildings are poor and sadly in need of paint, but this defect will be soon remedied — and noted for the excellent quality of its turnips; from St. John, Lb, Jd, 129 m, f \$3.00; or (2) Eb, Jd, 80 m, f \$2.30; or (3) Sl, (and connections) 75 m, f \$1.75; from Boston, by Eastern, Me. Cent., and N. B. Ry's, or International Steamers (Si), to Eastport and Steamer from there. Daily communication with *Campobello* — another Eastern Provinces Summer Resort — via Eastport, Me., 15 miles distant.

St. George, N. B., on the Magaguadavic River (river of mills), 4 m from its mouth and at the head of tide, is noted for its red granite and beautiful falls. The river is compressed into a gorge 30 feet wide and falls 100 feet in five successive steps. There are 4 large saw mills here and as many more at *Upper Mills*, 9 m above; and the lumber shipments from St. George are very large. Ea, 47 m, f \$1.50.

For continuation of TRAVELLERS GUIDE see Index.

W. G. SALMON, MERCHANT TAILOR,

(Jack's Building),

13 Charlotte Street,

SAINT JOHN, N. B.

HACK FARES, BOSTON, MASS.

HERDIC PHAETON CO.

Four Seated Cabs may be found at the following stands, or may be engaged anywhere when without a passenger.

Boston & Maine Depot.	Bowdoin sq.	Old Colony depots.
Eastern depot.	Scollay sq.	Providence depot.
Albany depot.	35 Congress st.	N. Y. & N. E. depot.
Merchants' Exchange,	4 Post Office sq.	Summer and Chauncy sts.
Pemberton sq.	Winthrop sq.	Charles and Beacon sts.

Fare — 1 or more passengers, within city proper, north of Dover and Berkley sts., 25c. each; 1 or more passengers, within city proper, south of said streets 35c. each, or \$1 00 for 3 or 4 persons. These cabs may be hired by time for service within or without the city at 75c. per hour for 1 passenger, and \$1 00 for 2 or more passengers.

☞ The ordinary hack fares are about four times the above rates.

CHARLES BAILLIE,

MANUFACTURER OF

RODS, FLIES, &c.

IMPORTER AND DEALER IN ALL KINDS OF

Trout and Salmon Fishing Tackle.

89 CHARLOTTE STREET, SAINT JOHN, N. B.

☞ Fine Havana Cigars, Tobaccos, &c.

Ben Lomond House,

LOCH LOMOND.

An Hour's Drive from the City.

Fishing, Shooting; Boating, Etc., Etc.

DELIGHTFUL SCENERY.

T. F. RAYMOND, of "Royal Hotel,"

PROPRIETOR.

J. T. RAYMOND,

MANAGER.

INTERNATIONAL HOTEL,

Cor. Germain and Union Streets,
SAINT JOHN, N. B.

Newly Furnished and Re-Painted.

ELECTRIC BELL in Every Room. HOT AND COLD
WATER BATHS. ☞ Sample Rooms Free.

R. S. HYKE, Proprietor.

MASS.

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POSTAL RATES, Etc.

Letters.— DROP or LOCAL, 1c. each $\frac{1}{2}$ oz. or fraction, which must be prepaid. If re-directed to another town in consequence of a change in residence of the person addressed, they become liable to full rates, 2c. per $\frac{1}{2}$ oz., less the amount paid.

To any place in CANADA or the UNITED STATES, 3c. per $\frac{1}{2}$ oz. or fraction thereof. POSTAGE to the amount of 3c. must be prepaid in all cases. If letter is over-weight, double the amount deficient will be charged on delivery of letters mailed and delivered in Canada; but, if to or from the United States, only the amount deficient will be collected at office of delivery.

To NEWFOUNDLAND, GREAT BRITAIN, and all POSTAL UNION COUNTRIES, 5c. per $\frac{1}{2}$ oz. or fraction thereof. Postage should be prepaid, but it is not compulsory. Unpaid or insufficiently prepaid letters will be charged double the amount deficient. Letters for Europe and Foreign countries to be forwarded by way of New York should be so addressed.

RE-DIRECTED LETTERS are forwarded free, if not taken out of the Office. Misdirected or uncalled for letters are sent to the Dead Letter Office, opened and returned to the writers, 3c. being charged therefor. REQUEST LETTERS.—A letter will be returned to the writer, unopened and free of charge, if not called for within a specified time, if his name, address and a request to return it is PRINTED on the Envelope. (This provision applies to Canada and the United States only).

Post Cards.—Canada and the United States, 1c. each. Great Britain and Postal Union Countries, 2c.

Newspapers and Periodicals published in Canada not less frequently than once a month, and mailed from office of publication or a News Agency to actual subscribers in Canada or the United States, 1c. per pound. Same rate to Great Britain if sent by Canadian mail, but if *via* New York, 1c. per 2 oz. BRITISH Newspapers and Periodicals brought by mail to Canadian booksellers or news agents are re-mailed by them to their subscribers in Canada FREE. TRANSIENT and specimen copies of Newspapers and Periodicals, to Canada, Newfoundland and the United States, $\frac{1}{2}$ c. per 1 oz. or less, or 1c. per 4 oz. or fraction thereof; to Great Britain, 2c. for each 2 oz. or fraction on newspapers, and "Book Rates" on periodicals, to all countries except the United States. DROP or local papers same rates as transient. POSTAGE ON NEWSPAPERS AND PERIODICALS MUST BE PREPAID IN FULL IN ALL CASES.

Books, to Canada, Newfoundland, or the United States, 1c. for each 4 oz.; limit of weight, 5 pounds; of size, 2 feet long by 1 foot wide or high. Great Britain, 1c. each 2 oz.; limit of size and weight same as for Canada. Postage must be pre-paid in all cases. The name and address of the sender, or of the person to whom it is sent, or both, should be written in the book. No other writing or enclosure is permitted. Wrapper must be open at ends. Anything printed, lithographed, photographed, or engraved, can be sent by book post; also, commercial papers, manuscript, etc., wholly or partly written, which are not "letters."

Patterns and Samples of Goods for sale, 1c. per 4 oz. in Canada, and Newfoundland; limit of weight 24 oz.; to the United States, 10c. for 8 oz. or less, limit, 8 oz.; Great Britain, 1c. per 2 oz., limit, 8 oz. Postage must be pre-paid, and parcels must be open to examination. Nothing liable to duty can be sent out of Canada.

Parcels closed at end and sides can be sent to any part of Canada at the rate of 6c. for each 4 oz. or fraction thereof; limit of weight and size same as for books. Postage must be pre-paid.

Registration. Letters, containing money or valuable property, and all other mailable matter, can be registered. Letters in Canada, 2c. each; to the United States or Great Britain, 5c. Books, Patterns, etc., to Canada, United States or Great Britain, 5c.

Money Orders—payable in Canada—\$4.00, 2c.; \$4.00 to \$10.00, 5c.; \$10.00 to \$20.00, 10c.; \$20.00 to \$40.00, 20c.; \$40.00 to \$60.00, 30c.; \$60.00 to \$80.00, 40c.; \$80.00 to \$100.00, 50c.; limit, \$100.00. Payable in the United States—\$10.00 or less, 10c.; \$10.00 to \$20.00, 20c.; and 10c. additional for each additional \$10.00; limit, \$50.00.

Mails Close about an hour before the departure of the Trains and Steamers on which they are carried, and DELIVERED about half an hour after their arrival.

JOHN VASSIE & CO.

WHOLESALE

DRY GOODS WAREHOUSEMEN,

1, 3, 5 and 7 Canterbury St.,

SAINT JOHN, N. B.

Cloths and Tailors' Trimmings Specialties.—Doing a large City Wholesale Trade, Buyers will find this the best guarantee of the Lowness of our Prices.

F. B. McINNIS & CO.
MERCHANT TAILORS,

90 King Street, St. John, N. B.

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104
King Street,
WALL
St. John, N. B.

CO.

MAY, 1883.

Condensed Time Table,

Showing the Arrival and Departure of All Trains
and Steamers at and from St. John, N. B.LEAVE. **Intercolonial Railway.**

7.55 a. m. *Express for Elgin (Ca), Hopewell (An), Campbellton (Gg), Point du Chene (Gb), Prince Edward Island, during navigation (Sm), Parrsboro (Ka), Pictou (Ge), Prince Edward Island and Cape Breton (Su), and Halifax (Ga). The 7 a. m. train of the **St. John and Maine Railway (La)** connects with this train. *Returning*, connects with Gf from Pictou, Fb from Cape Breton, Kb from Parrsboro, Ge from Point du Chene, Gh from Campbellton, arriving in **St. John** at 8.20 p. m., connecting with 9 p. m. train of the **St. John and Maine** for the West. For Stage connections see Ga and Gd.

11.55 a. m. *Accommodation for St. Martins (Ma), Spring Hill (connects at Moncton), and Point du Chene (Gb). 10.20 a. m. train from **Fredericton (La)** connects with this train. *Returning*, connects with Ab from Hopewell, Cb from Elgin, Mb from St. Martins, arriving at **St. John** at 1.55 p. m., connecting with 4.00 p. m. train for **Fredericton (Lb)** and steamer for **Yarmouth and Boston (Sk)**.

5.00 p. m. *Express for Sussex (Ga). *Returning*, arrives in **St. John** at 9.10 a. m., connecting with **Washademoak** steamer (Sp) on **Tuesday, Thursday and Saturday**.

7.25 p. m. *Express for **Quebec (Qc)** and all points North and West (Gg), Pictou (Ge), Cape Breton (Fa), Annapolis Valley (Ob), **Halifax (Ga)** and Points East. **International (Sl)**, **Nova Scotia (Sj, Sk, Sl)**, and **St. John River and Lake Steamers (Sn, So, Sp)**, and **St. John and Maine (La)** 6.00 p. m. and 1.20 p. m. **Grand Southern (Eb)** trains connect with this train. *Returning*, makes the same connections en route, arriving at **St. John** in time to connect with the above trains and steamers, 7.30 a. m.†

St. John and Maine Railway.

8.15 a. m. *Express for **Fredericton (Da)**, **St. Stephen and St. Andrews (Jd)**, **Woodstock, Houlton, Grand Falls, etc. (Jc)**, connecting with Stages, and at **Vanceboro** with Trains for the West. The 7.30 a. m. Train of the **Intercolonial (Gd)** connects with this Train. *Returning*, makes the same connections en route, arriving at **St. John** at 6.00 p. m., connecting with the 7.25 p. m. Train of the **Intercolonial**.

4.00 p. m. *Express for **Fredericton (Lb)**. 1.55 p. m. Train of the **Intercolonial (Gd)** connects with this Train. *Returning* - Arrives at **St. John** at 10.20 a. m., connecting with 11.15 a. m. Train of the **Intercolonial (Ga)**.

9.00 p. m. †Express, for **St. Stephen, St. Andrews (Jc)**, connecting at **Vanceboro** with Trains for the West. The 1.20 p. m. Train of the **Intercolonial (Gd)**, the 1.20 p. m. Train of the **Grand Southern (Eb)**, and **Nova Scotia (Sj, Sk, Sl)**, **International (Sl)** and **St. John River Steamers (Sn, So, Sp)**, connect with this Train. ⚠No connection for **Fredericton (Da)**. *Returning* - Makes same connections en route, also for **Fredericton (Da)**, arriving in **St. John** at 7.00† a. m., connecting with all Trains and Steamers.

*A daily except Sunday. †Daily except Monday. ‡Daily except Saturday.

⚠ Connection between the River Steamers and the St. John and Maine Railway can be made at Westfield if desired.

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BREET,

MAY, 1883.

CONDENSED TIME TABLE,

International Steamship Co.

8.00 a. m. *Mondays, Wednesdays and Fridays, for Eastport, Campobello, St. Andrews, St. Stephen, Portland and Boston, connecting at Portland and Boston with Railroads and steamers for all points in Canada and the United States. The **7.00 a. m.** train of the **St. John and Maine (La)**, the **7.30 a. m.** train of the **Intercolonial (Gd)**, **Nova Scotia (Sj, Sk, Sl)**, and **St. John River (Sn, So, Sp)** Steamers (of the previous day) connect with this line. *Returning*—Steamers make the same connections en route, arriving at **St. John** Tuesday, Thursday and Saturday between **3.00 and 6.00 p. m.**, connecting with all Trains and Steamers that night or next morning.

Nova Scotia Steamship Co.

8.00 a. m. Monday, Wednesday, Thursday and Saturday, for Digby and Annapolis, Yarmouth (Na), Halifax, and all points in Annapolis Valley (Oa). **7.00 a. m.** Train of **St. John and Maine (La)**, and **7.30 a. m.** Train of **Intercolonial (Gd)** and the **International (Si)** and **St. John River and Lake Steamers (Sn, So, Sp)** of the evening before connect with these Steamers. *Returning*—**Tuesday, Wednesday, Friday and Saturday**—makes same connections en route, arriving in **St. John** about **7.30 p. m.**, connecting with **Night Trains East (Ga)** and **West (Lb)** same night, and with **Trains and Steamers** next morning. On and after **May 14**, will leave **Monday, Wednesday and Friday**, returning on **Tuesday, Thursday and Saturday**.

7.00 p. m. Tuesday, for Westport, Yarmouth, South Shore ports of Nova Scotia (Se), and Boston. **6.00 p. m.** train of the **St. John and Maine (La)** and **1.53 p. m.** Train of the **Intercolonial (Gd)** and **International (Si)** and **St. John River Steamers (Sn)** connect with this boat. *Returning*—Arrives in **St. John** Monday, about **8.00 p. m.**, connecting with **9.30 p. m.** Train of the **St. John and Maine (Lb)** and with **Trains and Steamers** next morning.

St. John River Steamers.

UNION LINE.

9.00 a. m. Daily, for Fredericton, Woodstock (Ja or Sf), Grand Falls (Ja and Jf). **7.00 a. m.** Train of the **St. John and Maine (La)** and **7.30 a. m.** Train of the **Intercolonial (Gd)** connect with these Boats. *Returning*—makes same connections, arriving in **St. John** about **3.00 p. m.**, connecting with **4.00 and 9.30 p. m.** Trains of the **St. John and Maine (Lb)**, the **5.00 and 7.55 p. m.** Trains of the **Intercolonial (Ga)**, and the **Nova Scotia Steamer (Sk)** same evening, and with **Trains and Steamers** next morning.

5.00 p. m. Tuesday, Thursday and Saturday for Fredericton, Woodstock, Grand Falls, etc. (Ja or Sf). The **7.30** Train of the **Intercolonial (Gd)** connects with this Boat, and the **International Steamers (Si)** OCCASIONALLY. *Returning*—Arrives in **St. John** at **11.00 p. m.**, **Monday, Wednesday and Friday**, connecting with **Trains and Steamers** next morning.

8.00 a. m. Wednesday and Saturday, for Salmon River and Grand Lake (So). The **7.00 a. m.** Train of the **St. John and Maine (La)**, and **7.30 a. m.** Train of the **Intercolonial (Gd)** connects with this Train. *Returning*—Arrives in **St. John** Thursday and Monday between **2.00 and 5.00 p. m.**, connecting with **Trains East (Lb)** and **West (Ga)**.

Connection between the River Steamers and the **St. John and Maine** Railway can be made at Westfield if desired.
*Monday and Thursday till 14th May. †Tuesday and Friday till 14th May. ‡Except Sunday. §After 1st June.

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LAP ROBES,

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H. HORTON.

MAY, 1883.

CONDENSED TIME TABLES,

Showing the Arrival and Departure of All Trains and Steamers at and from **Saint John, N. B.**

Grand Southern Railway.

8.00 a. m. Tuesday, Thursday and Saturday, Accommodation for St. Andrews (Jd) and St. Stephen. Connects with 7 a. m. Train of St. John and Maine (La), and 7.30 a. m. train of Intercolonial (Gd); also with Nova Scotia (Sj, Sk, Sl), and St. John River Steamers (Sn, So, Sp), of evening before, and at St. Stephen with Trains, Steamers and Stages for points in Western New Brunswick and Eastern Maine. *Returning*—Monday, Wednesday and Friday, makes same connections, and arrives at St. John at 1.20 p. m., connecting with the 4.00 and 9.30 p. m. Trains of the St. John and Maine (Lb) and the 5.00 and 7.35 p. m. Trains of the Intercolonial (Ga) and Nova Scotia Steamers (Sk).

Steamer "Soulanges." (Sp)

10.00 a. m. Tuesday, Thursday and Saturday, for Cole's Island, Washademoak Lake. The 7.30 and 9.10 a. m. Trains of the Intercolonial (Gd) and 7.00 a. m. Train of the St. John and Maine [La] connect with this Boat. *Returning*—Arrives in St. John about 3.00 p. m. Monday, Wednesday and Friday, connecting with 4.00 and 9.30 p. m. Trains of the St. John and Maine, the 5.00 and 7.25 p. m. Trains of the Intercolonial.

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MANUFACTURERS AND IMPORTERS OF

Hats, Caps & Fur Goods.

SOCIETY MEETINGS, ST. JOHN.

I. O. O. F. MEET IN ODD FELLOWS' HALL, Union Street.	Siloam, No. 29,.....Monday Evening. Beacon, No. 12,.....Tuesday Evening. Peerless, No. 19,.....Wednesday Evening. Pioneer, No. 9,.....Friday Evening. Millicete Encampment, No. 11, 1st and 3rd Thursday in each month.
F. & A. M. MEET IN MASONIC HALL, Germain Street.	Albion,.....First Friday. St. John's,.....First Tuesday. Hibernia,.....Second Tuesday. Carleton Union,.....First Thursday. Union of Portland,.....Third Thursday. New Brunswick,.....Second Thursday.

Intercolonial Railway.

SAINT JOHN to HALIFAX. Ga.

Miles.	STATIONS.	Halifax Day Exp.		Quebec and Halifax Night Exp.		Sussex Express.	Point du Chene Accomod'n	CONNECTIONS, ETC., ETC.
		A. M.	P. M.	P. M.	A. M.	P. M.	A. M.	
0	St. John, Leave	7.55	7.25	5.00	11.55			St. John. For connections at St. John see cond. time table. Pp. 35, 37.
3	Coldbrook,	8.04	7.35	5.09	12.05			
5	Brookville,	8.10	7.42	5.15	12.11			
6	Torryburn,	8.13	7.45	5.19	12.15			Rothesay.
7	Riverside,	8.16	7.48	5.22	12.19			8.22—*6
9	Rothesay,	8.22	7.55	5.27	12.26			Hampton.
12	Quispansis,	8.30	8.03	5.35	12.37			1.10—11.40 Mb.
17	Nauwigewauk,	8.44	8.16	5.46	12.55			change.
22	Hampton,	8.56	8.28	5.58	1.10			Pettitcodiac.
26	Passekeag,	9.06	8.38	6.08	1.25			10.48—11.00 Ca.
27	Bloomfield,	9.09	8.41	6.10	1.28			change.
33	Norton,	9.25	8.55	6.24	1.48			Salisbury.
39	Apohaqui,	9.40	9.10	6.38	2.08			11.10 { 11.15 Aa
44	Sussex, { Arrive Leave	9.52	9.22	6.50	2.25			change. 9.00 Ab.
51	Penobsquis,	10.10	9.39		2.40			change.
60	Anagance,	10.33	10.00		3.05			Moncton.
66	Pettitcodiac,	10.48	10.15		3.36			Dining Room.
71	Pollet River,	10.59	10.27		3.58			11.40—12.15 Gg.
76	St. Mary,	11.10	10.40		4.15			11.10—11.30 Gg.
79	Boundary Creek,	11.20	10.50		4.33			4.30—4.00 Gh.
89	Moncton, { Arr. Leave	11.40	11.10		4.47			5.25—6.10 Ga.
		11.55	4.30		5.25			change.
		P. M.	A. M.		6.00			Painsec Jun.
96	Painsec Junc.	12.15	4.47	6.41	6.30			4.47—no con.
108	Memramcook,	12.44	5.17	7.32	(Gb)			12.15 { 12.20 Gb
111	Rockland,	12.51	5.28	7.44				{ 12.00 Gc
116	Dorchester,	1.02	5.35	8.03				6.41—3.50 Gc.
127	Sackville,	1.30	6.03	8.52				change.
131	Aulac,	1.40	6.12	9.20				6.30—6.30 Gb.
137	Amherst, { Arrive Leave	1.55	6.25	9.40				no change.
142	Nappan,	2.15	6.40	9.45				Aulac.
145	Maccan,	2.28	6.53	10.32				1.40—*14
149	Athol,	2.36	7.00	10.13				Amherst.
154	Spring Hill,	2.45	7.10	10.25				Dining Room.
161	Salt Springs,	3.05	7.27	10.45				Maccan.
165	River Phillip,	3.22	7.44					2.36—*31
167	Oxford,	3.36	7.58					Athol.
171	Thomson,	3.45	8.07					2.45—*32
179	Greenville,	4.04	8.25					Spring Hill.
181	Westchester,	4.09	8.31					3.05 { 3.10 Ka
184	Wentworth,	4.18	8.38					{ 3.09 Kb
195	Folly Lake,	4.41	9.01					change.
197	Londonderry,	4.48	9.07					Thomson.
202	Debert,	5.00	9.20					3.45—*33
206	Belmont,	5.11	9.30					Greenville.
214	Truro, { Arrive Leave	5.30	9.48					4.04—*34, *35
218	Johnson,	5.54	10.08					Wentworth.
222	Brookfield,	6.04	10.18					4.18—*36
227	Polly Bog,	6.15	10.37					Londond'y.
231	Stewiacke,	6.25	10.49					4.48—*37
236	Shubenacadie,	6.35	11.00					Debert.
239	Milford,	6.45	11.08					5.00—*38
246	Elmsdale,	7.00	11.23					Truro.
								Dining Room.
								5.30 { 5.45 Ge.
								{ 5.10 Gf.
								9.48 { 11.00 Ge
								{ 10.35 Gf.
								11.10—10.35 Gf
								change.
								Also with *39

Way. Ga.
 CONNECTIONS, ETC., ETC.
 St. John. For connections at St. John see cond. time table. Pp. 35, 37.
 Rothesay. 2-6
 Ampton. 0-11.40 Mb. change.
 St. John's. 8-11.00 Ca. change.
 St. John's. 0 11.15 Aa 9.00 Ab. change.
 St. John's. 12.15 Gg. 11.30 Gg. 4.00 Gh. 6.10 Ga. change.
 St. John's. 12.00 Gc 3.50 Gc. change.
 St. John's. 6.30 Gb. change.
 St. John's. ulac. *14
 St. John's. herst. g Room. ccan. 31
 St. John's. hol. 32
 St. John's. g Hill. 10 Ka. 09 Kb. unge. nson. 3
 St. John's. ville. 4, *35
 St. John's. worth. and'y.
 St. John's. ert. 3
 St. John's. o. Room. 45 Ge. 10 Gf. .00 Gg. .35 Gf. .35 Gf.
 *39

Saint John to Halifax — Continued. Ga.

Miles.	STATIONS.	Halifax	Quebec and Halifax	Halifax	Pictou	CONNECTIONS, ETC., ETC.
		Day Exp.	Halifax Night Exp.	Accomod'n.	Accomod'n.	
		P. M.	A. M.	A. M.	P. M.	
248	Enfield,	7.05	11.30	7.45	1.04	
250	Oakfield,	7.09	11.35	7.49	1.09	Shub'nacadie
252	Grand Lake,	7.11	11.39	7.53	1.15	6.35-40
255	Wellington,	7.19	11.45	8.01	1.25	Windsor J'n. 12.02-4.00 Ob.
262	Windsor Junc.	7.37	12.02	8.22	1.50	8.22-8.24 "
265	Rocky Lake,	7.45	12.10	8.30	1.59	1.50-4.00 "
267	Bedford,	7.50	12.15	8.35	2.08	change.
272	Four Mile House,	8.03	12.28	8.48	2.23	Halifax.
275	Richmond,	8.11	12.35	8.55	2.31	See condensed
276	Halifax, Arrive.	8.15	12.40	9.00	2.35	time table.

Intercolonial Railway.

Gc. POINT DU CHENE BRANCH. Gb.

PT. DU CHENE TO PAINSEC. PAINSEC TO POINT DU CHENE.

Express	Accom.	Express	Miles.	STATIONS.	Miles.	Express	Accom.	Express
P. M.	A. M.	P. M.				P. M.	P. M.	P. M.
3.50	7.45	12.00	11	Arr] Painsec Jun. [Lv.	0	12.20	6.30	4.07
3.35	7.27	11.45	6	Dorchester Rd.	5	12.35	6.50	4.22
3.23	7.13	11.33	2	Shediac,	9	12.47	7.16	4.34
3.15	7.00	11.25	0	Lv.] Pt. du Chene. [Ar.	11	12.55	7.25	4.42
		A. M.						

Connections - At Painsec, 7.45-8.15 Gd, no change; 12.00 and 12.20-12.15 Ga; 12.20-11.45 Gd; 3.50 and 4.07-4.01 Gd; 3.50-6.41 Ga; 6.30-6.30 Ga, no change. At Shediac 12.47, with *10. At Pt. du Chene, during navigation, 12.55 and 3.15 with P. E. I. steamers [Sm].

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No. 47 King Street, North Side,

(Next Door to Royal Hotel),

SAINT JOHN, N. B.

Intercolonial Railway.

HALIFAX to ST. JOHN. Gd.

Miles.	STATIONS.	St. John Day Exp.	Quebec and St. John Night Exp.	Truro Accomod'n.	Pictou Accomod'n.	CONNECTIONS, ETC., ETC.
0	Halifax, Leave	A. M. 8.15	P. M. 2.45	P. M. 5.15	P. M. 1.00	Halifax.
1	Richmond,	8.18	2.48	5.18	1.04	For connec-
4	Four Mile House,	8.25	2.58	5.28	1.14	tions at Halifax
9	Bedford,	8.35	3.10	5.40	1.28	sea condensed
11	Rocky Lako,	8.41	3.16	5.46	1.35	time table.
14	Windsor Junc.,	8.48	3.24	5.58	1.50	Windsor J'n.
21	Wellington,	9.05	3.41	6.22	2.18	3.24—1.30 Oa.
24	Grand Lake,	9.13	3.48	6.30	2.26	Shub'nacadie
26	Oakfield,	9.17	3.52	6.35	2.35	9.53—*40
28	Enfield,	9.22	3.57	6.43	2.43	Truro.
30	Elmsdale,	9.28	4.03	7.00	2.53	Dining Room.
37	Milford,	9.43	4.18	7.15	3.17	10.45 { 10.35 Gf.
40	Shubenacadie,	9.53	4.28	7.24	3.32	" — { 11.00 Ge.
45	Stewiacke,	10.04	4.38	7.34	3.49	" — { 39
49	Polly Bog,	10.14	4.49	7.45	4.00	5.20 { 5.10 Gf.
54	Brookfield,	10.26	5.00	7.56	4.19	{ 5.45 Ge.
58	Johnson,	10.35	5.10	8.05	4.32	change.
62	Truro, { Arrive	10.45	5.20	8.15	4.45	4.45—5.45 Ge.
	Leave	10.55	5.35	.....	.....	through.
70	Belmont,	11.14	5.54	.....	(See	Debert.
74	Robert,	11.24	6.05	.....	(Ge)	6.05—*38
76	Londonderry,	11.37	6.17	.....	.....	Londond'y.
87	Folly Lake,	11.53	6.34	.....	.....	6.17—*37
		P. M.				Wentworth.
99	Wentworth,	12.06	6.45	.....	.....	6.45—*36
99	Westchester,	12.14	6.54	.....	.....	Greenville.
97	Greenville,	12.19	7.00	.....	.....	12.19—*35; *34
105	Thomson,	12.38	7.18	Hill } & Monc. } accom. }	.....	Thomson.
109	Oxford,	12.48	7.27	.....	.....	12.38—*33
111	River Phillip,	12.53	7.33	Sp Hill } & Monc. } accom. }	.....	Spring Hill.
115	Salt Springs,	1.03	7.45	A. M.	.....	1.22 Ka, Kb.
122	Spring Hill,	1.22	8.03	7.30	.....	Maccan.
127	Athol,	1.37	8.17	7.50	.....	1.45—*31
131	Maccan,	1.45	8.25	8.02	.....	Amherst.
133	Nappan,	1.49	8.29	8.08	.....	Dining Room.
139	Amherst, { Arrive	2.05	8.45	8.30	.....	Aulac.
	Leave	2.25	9.05	8.40	(See	2.40—*14
145	Aulac,	2.40	9.20	9.03	(Ge)	Painsec Jun.
149	Sackville,	2.48	9.28	9.17	.....	4.01 { 4.07 Gb.
160	Dorchester,	3.16	9.56	10.00	.....	4.01 { 3.50 Ge.
165	Rockland,	3.27	10.07	10.17	.....	10.43 no connec-
168	Memramcook,	3.34	10.14	10.30	A. M.	11.15—12.20 Gb.
180	Painsec Junc.,	4.01	10.43	11.15	7.50	change.
	{ Arr.	4.20	11.00	11.45	8.15	Moncton.
187	Moncton,	A. M.	A. M.	.....	8.40	Dining Room.
	{ Leave	4.30	4.20	.....	9.20	4.30—4.30 Gb.
197	Poundary Creek,	4.53	4.42	.....	.....	11.00—11.30 Gg.
200	Salisbury,	5.00	4.48	.....	9.30	4.20—4.00 Gh.
205	Pollet River,	5.11	4.58	.....	9.43	11.02
210	Petitcodiac,	5.24	5.09	.....	10.03	8.15 { 12.15 Gg
216	Anagnance,	5.39	5.22	.....	10.33	change for all.
225	Penobscquis,	6.00	5.42	.....	11.02	Salisbury.
	{ Arrive	6.15	5.57	A. M.	11.25	11.15 Aa
	Leave	6.25	.....	7.05	11.42	change.
237	Apohaqui,	6.38	.....	7.19	P. M.	.....
243	Norton,	6.53	.....	7.35	12.01	4.48 { 11.15 Aa
249	Bloomfield,	7.08	.....	7.50	12.21	9.30 { 11.15 Aa
250	Pa-sekeag,	7.10	.....	7.53	12.25	change.
254	Hampton,	7.20	6.44	8.04	12.38	Petitcodiac.
259	Nauwigewauk,	7.32	.....	8.17	12.55	5.09 Ca.
262	Quispamsis,	7.41	.....	8.26	1.06	10.03—do.
267	Rothsay,	7.45	7.11	8.40	1.24	12.38—1.30 Mb

Miles.
269
270
271
273
276

PIC
Accom
Pictou to
Accom

Halifax to St. John. — Continued. Gd.

Miles.	STATIONS.	St. John Day Exp.	Quebec and St. John Night Exp.	St. John Express.	St. John Accomod'n.	CONNECTIONS, ETC., ETC.
269	Riverside,	8.00	.....	8.46	1.30	Rothesay.
270	Torryburn,	8.03	.....	8.50	1.34	7.11—*6
271	Brookville,	8.06	.....	8.54	1.38	St. John.
273	Coldbrook,	8.12	.....	9.02	1.45	See condensed
276	St. John,	8.20	7.30	9.10	1.55	time tables.

Intercolonial Railway.

Gf. PICTOU BRANCH. Ge.

PICTOU TO TRURO. TRURO TO PICTOU.

Accom.	Express	Accom.	Miles.	STATIONS.	Miles.	Express	Accom.	Accom.	
Picton to Truro. (Read up.)	5.10	10.35	52	Truro, Leave	0	A. M. 11.00	P. M. 5.45	Truro to Picton. (Read down.)	
	5.00	10.22	48	Valley,	4	11.10	6.00		
	4.44	10.05	43	Union,	9	11.27	6.19		
	4.34	9.52	39	Riversdale,	13	11.39	6.34		
						P. M.			
	4.13	9.24	32	West River,	20	12.00	7.04		
	3.53	8.59	23	Glengarry,	29	12.19	7.27		
	6.35	3.36	8.34	17 Hopewell,	35	12.36	7.50		A. M.
	6.17	3.26	8.15	12 Stellarton,	40	12.46	8.12		8.22
	5.59	3.20	8.00	9 New Glasgow,	43	12.52	8.32		8.44
5.15	2.55	7.15	1 Pictou Landing,	51	1.15	8.58	9.25		
5.00	2.40	7.00	0 Pictou (boat),	52	1.30	9.13	9.20		
P. M.	P. M.	A. M.							

CONNECTIONS: At Truro—11.00—9.48 Ga, 10.45 Gd, and *39; 10.35—10.45 Gd. and 11.10 Ga; also with * 39; 5.10 and 5.45 with 5.20 Gd. and 5.30 Ga. Change cars for all except 11.10 Ga. and 5.45 Ge. At New Glasgow 8.00 and 8.44—9.40 Fa; 12.52—1.45 Fa. and 12.30 Fb., 3.20—12.30 Fb. At Pictou Landing 1.15 and 2.55 with Sm. I C R Standard Time—see Gg.

FISHING RODS, FLIES,

TACKLE of all kinds, SPORTSMEN'S SUPPLIES, RUBBER CAMP BLANKETS, BOOTS, STOCKINGS, Etc.

JOSEPH DALZELL,

MANUFACTURER OF THE FAMOUS

DALZELL ROD, Unequalled for STRENGTH, QUICKNESS and DURABILITY. A 10 foot Rod doing the work of any other 12 foot Rod made, and with less exertion.

My **FLIES** are all home made, and gotten up expressly for use in Canadian waters.

55 King Street, (North Side) St. John, N. B.

GENUINE HAVANA CIGARS, CHOICE TOBACCOS, AND SMOKERS' REQUISITES.

Saint Martins & Upham RAILWAY.

Mb. Ma.

ST. MARTINS TO HAMPTON
HAMPTON. TO ST. MARTINS.

Pass.	STATIONS.	Miles.	Pass.
A. M.			P. M.
11.40	Hampton, Lv,	0	1.30
.....	Smith Town,	5	.....
.....	Robertson Rd.	8	.....
10.55	Salt Springs Rd.	9	2.05
10.40	Barnesville,	11	2.15
10.25	Titus' Mills,	13	2.30
10.15	Upham,	14	2.40
.....	Tabor's Bridge,	16	.....
10.00	Hanford's Brook.	17	2.55
9.35	Henry's Lake,	23	3.25
.....	Quaco Road,	27	.....
9.10	St. Martins,	30	3.55
9.00	Beach Street,	31	4.00

Connections—At Hampton—
11.40 with 1.10 Ga; and 1.30 with 12.38 Gd.

Chatham Branch RAILWAY.

Trains run as follows: Connecting with Express and Accommodation trains between Moncton and Quebec [Gg] and Quebec and Moncton [Gh].

	LEAVE CHATHAM.		ARRIVE AT JUNCTION.	
	A. M.	A. M.	A. M.	A. M.
Exp....	1.55	12.40	2.25	1.10
		P. M.	P. M.	
Accom	10.25	4.20	10.55	4.50

	LEAVE JUNCTION.		ARRIVE AT CHATHAM.	
	A. M.	A. M.	A. M.	A. M.
Exp....	2.45	1.30	3.15	2.00
		P. M.	P. M.	
Accom	11.05	5.00	11.35	5.30

Distance 9 miles; running time 30 minutes.

ELGIN RAILWAY.

Ca. Cb.

ELGIN TO PETITCODIAC. PETITCODIAC TO ELGIN.

Pass.	STATIONS.	Miles.	Pass.
A. M.			A. M.
10.00	Petitcodiac,	0	11.00
8.00	Elgin,	11	12.00

Connections—At Petitcodiac
10.00 with 10.03 Gd; and 10.48 Ga.

ALBERT RAILWAY.

Ab. Aa.

HOPEWELL TO SALISBURY. SALISBURY TO HOPEWELL.
Read Up. Read Down.

Pass.	STATIONS.	Miles.	Pass.
A. M.			A. M.
9.00	Salisbury,	0	11.15
8.21	Turtle Creek,	10	11.47
8.06	Baltimore,	14	12.13
7.35	Hillsboro. { Arr. 24		P. M.
7.20	{ Lve. 1.30		
7.00	Albert Mines,	29	1.50
6.30	Cap,	36	2.30
6.12	The Hill,	42	2.42
6.00	Hopewell,	45	2.50

Connections — At Salisbury.
9.00 & 11.15 with 9.30 Gd & 11.10 Ga.

Spring Hill & Parrsboro' RAILWAY.

Ka. Spring & Hill Parrsboro Railway. Leave HALIFAX 8.15 [Gd], Pictou 7.00 [Gf] St. John 7.55 [Ga], Pt. du Chene 11.35 [Gc], and lv. Spring Hill Junction 3.10 p. m., arriving at Parrsboro [32 miles] at 6.00 p. m.

Kb. Leave Parrsboro at 10 a. m., arriving at Spring Hill Junction at 12.50 p. m., Point du Chene 4.42, Saint John 8.20, Halifax 8.15, & Pictou 9.13 p. m. **Connects** with the Intercolonial at Spring Hill Junction. Trains run on Intercolonial Railway time. [See Gg].

BOSTON Photograph Studio.

57 Germain Street, Opp. the Market.

PHOTOGRAPHS:

Cards, Cabinets, Panel, and Life Size,
IN THE BEST STYLES.

J. McCLURE, Manager.

Halifax & Cape Breton Railway.

Fb. Pt. Mulgrave to New Glasgow. **Fa.** New Glasgow to Point Mulgrave.

	Connect'ns.	Freight.	Express.	Miles.	STATIONS.	Miles.	Express.	Freight.	Connect'ns.	
New Glasgow.	12:30	P. M.	P. M.		New Glasgow,	0	P. M.	A. M.	New Glasgow.	
		4.20	12.30	80	Glenfalloch,	6	1.45	9.40		
		4.02	12.15	74	Merigonish,	10	2.00	10.05		
	3.46	12.02	70			2.13	10.19			
	12:00 Gt.	3:30	P. M.	P. M.		French River,	13	2.23		10.35
			3.30	11.52	67	Piedmont,	18	2.37		10.57
			3.08	11.38	62	Avondale.	22	2.51		11.26
	3:30 Gt.	2:30	P. M.	P. M.		Burney's River,	24	2.56		11.34
			2.51	11.26	59	Marshy Hope,	27	3.06		11.49
			2.30	11.20	56					
3:30 Gt.	2:14	P. M.	P. M.		James' River.	32	3.19	12.10		
		1.53	10.57	48	Bierly Brook,	36	3.30	12.28		
		1.35	10.45	44	Antigonish, <i>Arrive</i>	41	3.45	12.50		
3:30 Gt.	12:10	P. M.	P. M.		<i>Leave</i>		3.55	1.50		
		1.10	10.30	39	South River.	46	4.10	2.13		
		12.10	10.20	39	Taylor's Road,	48	4.16	2.22		
		P. M.	P. M.		Pomquet,	51	4.25	2.35		
		11.46	10.04	34	Heatherton,	53	4.33	2.46		
		11.35	9.56	32	Payfield Rd.	56	4.41	2.57		
		11.22	9.46	29	Afton,	57	4.46	3.05		
		11.12	9.41	27	Tracadie,	61	4.59	3.23		
		11.00	9.33	24	Girroirs,	62	5.04	3.29		
		10.52	9.28	23	Little Tracadie,	66	5.14	3.44		
		10.34	9.16	19	Harbor au Bouche,	70	5.26	4.03		
		10.26	9.12	18	Cape Porcupine,	74	5.39	4.24		
		10.12	9.02	14	Pt. Mulgrave,	79	5.52	4.45		
9.56	8.50	10	Wharf,	80	5.55	4.50				
9.36	8.37	6								
9.15	8.23	1								
9.10	8.20	0								
A. M.	A. M.			Straits of Canso.	P. M.	P. M.				

A Steam Ferry runs regularly across the Straits to **Hastings** and **Hawkesbury**, where stages (see N. S. Stage Route) may be taken to all parts of **Cape Breton Island**.
 "Beatty's Line" and the "St. Lawrence Steam Nav. Co.'s Steamers" run from Mulgrave through Bras D'Or Lake. (See time tables.)

J. F. LAWTON,

MANUFACTURER OF

SAWS

Of every Description.

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Terms, etc., send Address.

Cor. North and George Streets,

SAINT JOHN, N. B.

Intercolonial Railway.

HALIFAX and ST. JOHN to QUEBEC. Gg.

Miles.	STATIONS.	Night Express.		Accommod'n.		CONNECTIONS, ETC., ETC.
		P. M.	A. M.	P. M.	A. M.	
	Halifax, Gd	<i>Leave</i> 2.45				
	St. John, Ga	<i>Leave</i> 7.25		7.55		
						Moncton.
						Dining Room.
0	Moncton,	<i>Leave</i> 11.30	12.15	11.30		{ 11.10 Ga
8	Berry's Mills,					{ 11.00 Gd
19	Canaan,					12.15—11.40 Ga
28	Coal Branch,			1.23		12.15—11.45 Gd
				1.54		12.15— 8.15 Gd
				A. M.		
37	Weldford,		1.00	2.40		
48	Kent Junction,					Weldford.
59	Rodgersville,		1.50	3.53		
69	Barnaby River,		2.20	4.35		2.40—*11
72	Chatham Junction,		2.30	4.53		
75	Derby,			5.04		Chatham Junct'n.
78	Newcastle,		2.55	5.30		
88	Beaver Brook,			6.04		2.30 } Ba, Bb
99	Bartibouge,			6.45		4.53 }
109	Red Pine,			7.21		
122	Bathurst,		4.37	8.29		Campbellton.
134	Petite Roche,		5.03	9.02		Dining Room.
142	Belledune,		5.21	9.30		7.00—*13 or Steamer.
151	Jacquet River,		5.43	10.13		
161	New Mills,		6.05	10.48		Rimouski.
167	Charlo,		6.18	11.08		
177	Dalhousie,		6.40	11.44		Ocean Steamers.
				A. M.		
185	Campbellton,	{ <i>Arrive</i> 7.00	12.15			Trois Pistoles.
198	Metapedia,	{ <i>Leave</i> 7.48	5.20			Dining Room.
						River du Loup.
291	St. Flavie,	{ <i>Arrive</i> 11.23	12.10			3.10 and 6.00
		{ <i>Leave</i> 11.33	12.25			with—*21
309	Rimouski,		12.15	1.35		
347	Trois Pistoles,	{ <i>Arrive</i> 1.45				Chaudiere.
368	Cacouna,	{ <i>Leave</i> 2.05	4.15			Dining Room.
			2.57	5.38		
374	River du Loup,	{ <i>Arrive</i> 3.10	6.00			Point Levi.
						Ferry to Quebec,
492	Chaudiere Curve,	{ <i>Leave</i> 3.20	7.00			and Railways and
		{ <i>Arrive</i> 7.45	1.40			Steamers to all points
499	Point Levi,	{ <i>Leave</i> 8.00	1.50			West.
	Quebec (Ferry).	{ <i>Arrive</i> 8.29	2.15			

Train Notes.—Intercolonial Railway time is 5 minutes slower than that of St. John; 15 minutes slower than that of Halifax; and 15 m. faster than that of Quebec. **Express** leaving Point Levi on Saturdays runs through to St. John and Halifax Sunday, and those from St. John to Halifax remain over Sunday at Campbellton.

F. CLEMENTSON & CO.

Manufacturers, Importers,
AND DEALERS IN

Crockery, China, Glass,
LAMPS, LAMP GOODS, ETC.

Intercolonial Railway.

QUEBEC to ST. JOHN and HALIFAX. Gh.

Miles.	STATIONS,	Halifax and St. John Express.	Accomod'n.	CONNECTIONS, ETC, ETC.
0	Quebec, (Ferry)	Leave	A. M. 8.10	At Point Levl, With Ferry from Quebec, and Railways and Steamers from all points West.
0	Point Levl,		A. M. 11.20	
7	Chaudiere Curve,	{ Arrive 8.30 Leave 8.45	11.45 11.55	Chaudiere. Dining Room. River du Loup.
125	River du Loup,	{ Arrive 12.55 Leave 1.05	6.30 7.00	
131	Cacouna,		1.18 7.20	Trois Pistoles. Dining Room. River du Loup.
152	Trois Pistoles,	{ Arrive 2.05 Leave 2.25	8.42 8.42	
190	Rimouski,		3.40 11.05	Trois Pistoles. Dining Room. Rimouski.
208	St. Flavie,	{ Arrive 4.30 Leave 4.40	12.25 12.45	
301	Metapediu,		8.07 6.55	Steamers for Europe. Campbellton. Dining Room.
314	Campbellton,	{ Arrive 8.35 Leave 8.55	7.45 A. M. 3.35	
322	Dalhousie,		9.15 4.04	Dining Room. *13—or Steamer. Newcastle.
332	Charlo,		9.38 4.40	
338	New Mills,		9.50 5.00	Chatham Junct'n. { Ba and Bb
348	Jacquet River,		10.13 5.13	
357	Belledune,		10.33 6.14	Weldford. 2.36 } *11 1.30 }
365	Petite Roche,		10.51 6.43	
377	Bathurst,		11.17 7.33	Moncton. 4.00 { 4.20 Gd 4.30 Ga 4.30 Gd
390	Red Pine,		8.21 *12.	
400	Bartibogue,		8.57	St. John, Gd 3.30 { 6.00 Ga 6.10 Ga
411	Beaver Brook,		9.39	
421	Newcastle,	{ Arrive 12.52 Leave 1.02	10.10 1.16 10.25 10.58	Halifax, Ga Arrive 12.40
427	Chatham Junction,		1.16 10.58	
430	Barnaby River,		1.24 11.10	
442	Rodgersville,		1.50 11.54	
453	Kent Junction,		2.15 12.33	
462	Weldford,		2.36 1.20	
471	Coal Branch,		1.54	
480	Canaan,		2.24	
491	Berry's Mills,		3.05	
499	Moncton,	Arrive	4.00 3.30	
588	St. John, Gd	Arrive	7.30 8.20	
686	Halifax, Ga	Arrive	P. M. 12.40	

Pullman Cars on all Express Trains between Quebec and Moncton—running through to St. John on Tuesday, Thursday and Saturday, and to Halifax on Sunday, Wednesday and Friday—leaving St. John Tuesday, Thursday and Saturday, and Halifax Monday, Wednesday and Friday for Montreal.

Assorted Crates, for Country Trade,

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ARCHER & PANCAST, GAS FIXTURES.

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AND EXAMINE THE LARGE AND BEAUTIFUL STOCK OF

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in the latest styles, of the best materials
and workmanship.

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“**State of Maine**” (New),
1,500 Tons;

“**Falmouth**,” 1,200 Tons;

“**City of Portland**,”
1,100 Tons;

LEAVE REED'S POINT WHARF, ST. JOHN, N. B.

EVERY MONDAY, WEDNESDAY, AND FRIDAY,

AT 8 O'CLOCK, A. M., FOR

Eastport, Portland, and Boston.

RETURNING:

LEAVE **COMMERCIAL WHARF, BOSTON,**

EVERY MONDAY, WEDNESDAY, AND FRIDAY,

AT 8.30 O'CLOCK, A. M., FOR

Portland, Eastport, and St. John.

CONNECTIONS:

At **EASTPORT**, with Steamers for **Campobello, Grand Manan, St. Andrews, St. Stephen**, and Points in Western New Brunswick, Lubec, Robbinston, Calais, and Eastern Maine.

At **PORTLAND** and **BOSTON**, with Trains and Steamers to All Points in Canada and the United States.

For Connections at **Saint John**, see Condensed Time Table.

TICKETS and **STATEROOMS** for sale at the Office, REED'S POINT WHARF, St. John, N. B.

H. W. CHISHOLM, Agent.

And by **H. CHUBB & CO.**, Ticket Agents, Chubb's Corner.

Windsor & Annapolis Railway.

Ob. Halifax to Annapolis. Annapolis to Halifax. **Oa.**

Expr.	Mixed.	Mixed.	Miles.	STATIONS.	Miles.	Mixed.	Mixed.	Expr.
P. M. 7.30				Sj St. John,	Lv. Sj			A. M. 8.00
P. M. 7.30				Na Yarmouth,	Lv. Nb			P. M. 7.30
P. M. 3.00				Sj Digby,	Lv. Sj			P. M. 12.00
P. M. 2.30	P. M. 7.00			130 Annapolis	Lv. 0		A. M. 7.00	P. M. 1.45
2.10	4.34			124 Round Hill,	.6		7.25	2.10
1.45	4.08			116 Bridgetown,	14		7.51	2.33
1.23	3.51			111 Paradise.	19		8.07	2.49
1.18	3.40			108 Lawrencetown,	22		8.19	2.58
1.00	3.20			102 Middleton,	28		8.41	3.18
12.43	2.32			98 Wilmot,	32		8.56	3.30
12.38	2.19			95 Kingston,	35		9.10	3.39
12.20	1.59			90 Morden Road,	40		9.28	
12.03	1.51			88 Aylesford,	42		9.39	4.00
	1.29			83 Berwick,	47		10.00	4.18
P. M. 11.57	1.17			80 Waterville,	50		10.14	4.27
11.49	1.09			78 Cambridge,	52		10.25	4.33
11.42	1.01			76 Coldbrook.	51		10.35	4.39
11.30	12.45			71 Kentville	59	A. M.	11.00	4.50
11.10	12.20	7.40		} Dining R'm		6.40	11.45	5.05
10.55	12.02	7.25	66	P. Williams,	64	7.00	12.05	5.21
10.47	11.54	7.16	64	Wolfville,	66	7.07	12.14	5.30
10.36	11.43	7.03	61	Grand Pre,	69	7.20	12.27	5.41
10.32	11.39	6.58	60	Horton Landing,	70	7.24	12.32	5.45
10.26	11.31	6.49	58	Avonport,	72	7.30	12.40	5.53
10.10	11.12	6.31	53	Hantsport,	77	7.46	1.00	6.08
		6.19	50	Shaw's Bog Siding,	80			6.19
9.54	10.51	6.11	48	Falmouth,	82	8.02	1.20	6.24
9.48	10.45	6.03				8.10	1.30	6.30
			46	} Windsor,	84			
9.43	10.15	5.45		} { Arr.				
9.25	9.53	5.25	40	Newport,	90	8.30	1.50	6.32
9.18	9.41	5.13	37	Ellershoushe,	93	9.18	2.29	6.54
.....	9.30	.....	34	Stillwater,	96	9.32	.....	.....
8.53	9.03	4.40	27	Mt. Uniacke,	103	9.55	3.09	7.17
8.31	8.01	4.09	17	Beaver Bank,	113	10.25	3.42	7.40
8.24	7.52	4.00		} Windsor		10.35	3.55	7.47
			14	} Junction,	116			
8.20	7.37	3.40		} { Lv.		10.45	4.30	7.50
8.08	7.21	3.25	9	Bedford,	121	11.01	4.45	8.06
.....	7.00	3.03	1	Richmond,	129	11.24	5.07	.....
7.45	.....	3.00	0	Halifax,	130	11.30	5.10	8.30
A. M.	A. M.	P. M.				A. M.	P. M.	P. M.

Connections: At Annapolis 1.45 and 2.30 with Sj for Digby, Yarmouth, St. John, and Boston; and Sh for Boston, direct, on Wednesdays and Saturdays, and *43 daily. At Middleton with *44. At Kentville *45 daily and *46 Mondays and Thursdays. At Port Williams with *47 daily. At Windsor with Steamer for Parrsboro and other ports on the Basin of Minas (hour to suit the tide). At Newport *55 daily. At Windsor Junction 10.35 Oa with 3.24 Gd; and 3.55 with 5.58 Gd. The 12.02 Ga connects with 4.00 Ob, the 8.22 Ga with 8.24 Ob; and the 1.50 Ga with 4.00 Ob.

ERROR.—3.24 Gd was marked in that table to connect with 1.30 Oa, instead of 10.35 Oa.

Train Notes.—Trains are run on I. C. R. time (see Gg page 46).
 † Mondays, Wednesdays and Fridays only. ‡ Tuesdays, Thursdays and Saturdays only. Other trains daily.

y.
Oa.
Expr.
A. M.
8.00
P. M.
7.30
P. M.
12.00
P. M.
1.45
25 2.10
51 2.33
07 2.49
19 2.58
1 3.18
56 3.30
10 3.39
28 .. 4.00
39 .. 4.18
00 4.18
14 4.27
25 4.33
35 4.39
40 4.50
45 5.05
5 5.21
14 5.30
27 5.41
32 5.45
40 5.53
50 6.08
60 6.19
70 6.24
80 6.30
90 6.32
4 6.46
9 6.54
.....
9 7.17
2 7.40
5 7.47
.....
0 7.50
5 8.06
7 ..
0 8.30
P. M.
Digby,
n Wed-
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t Port
Parrs-
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a with
h 4.00
30 Oa,
e 46).
Thurs-

(Sj, Sk, Sy.)

NOVA SCOTIA STEAMSHIP CO.

(LIMITED).

(Sj.)

Steamer "EMPRESS"

Will leave Reed's Point Wharf, **St. John**, for **Digby and Annapolis**, at 8 a. m., every Monday, Wednesday, and Friday.

Returning, will leave Annapolis for Digby and St. John, every Tuesday, Thursday and Saturday.

☞ Makes daily trips between Digby and Annapolis.

CONNECTIONS.—At **Digby**, daily, with West. Co.'s R'y. (**Na, Nb**). At **Annapolis**, daily, with Windsor and Annapolis R'y. (**Oa, Ob**), and Stage *43 for Liverpool. At **St. John**, see Condensed Time Tables, pages 35, 37 and 39.

(Sk.)

STEAMER

"DOMINION"

will leave Reed's Point Wharf, **St. John**, for **Yarmouth and Boston**, every Tuesday at 7 p. m., leaving Yarmouth Wednesday evening after arrival of Train from Halifax (**Na**).

Returning, leave T Wharf, **Boston**, for **Yarmouth and St. John**, every Saturday at 8 a. m., leaving Yarmouth for St. John at 2 p. m. Mondays. ☞ Will call at Westport each way when clear.

Connections: at **Yarmouth** with Western Counties Railway (**Na, Nb**), with Stage *48, and with Steamer "New Brunswick." At **St. John**, see Condensed Time Tables.

(Sy.)

STEAMER

"NEW BRUNSWICK"

will leave T Wharf, **Boston**, for **Yarmouth, Lockport and Lunenburg**, every Tuesday at 8 a. m., leaving Yarmouth for Lockport and Lunenburg Wednesday morning.

Returning, leave Lunenburg for Lockport, Yarmouth and Boston, Friday, and Yarmouth for Boston Saturday evening.

Connections at **Yarmouth** with Western Counties Railway, (**Na, Nb**), Stage *48, also with Steamer "Dominion" (**Sk**).

Tickets for sale on the different Steamers, at the Company's Offices in Boston, Yarmouth, etc., and in St. John at the Office, Reed's Point Wharf.

F. PHEASANT, Agent.

And at Chubb's Ticket Office, CHUBB'S CORNER.

Western Counties Railway.

Nb. Yarmouth to Digby.
Na Digby to Yarmouth.

Grand Southern Railway.

Eb. St. Stephen to St. John.
Ea. St. John to St. Stephen.

Mixed.	Miles.	STATIONS.	Miles.	Mixed.	Mixed.	Miles.	STATIONS.	Miles.	Mixed.
P. M.				A. M.	P. M.				P. M.
8.30	Sj	} Hali- fax,	} Ob	7.45	12.40	Gd	Halifax, Lv.	Gd	2.45
7.30	Sj			St. John,	8.00	P. M.	1.35	82	St. John,	0	8.90
A. M.				P. M.					A. M.
11.30	67	Digby,	0	3.30	1.20	82	Carleton,	0	8.15
10.56	56	No. Range,	11	4.02	12.55	74	Spruce Lake,	8	8.45
10.24	45	Weymouth,	22	4.34	12.40	70	Pr. of Wales,	12	8.57
10.07	41	Belliveau,	26	4.48	12.30	67	Musquash,	15	9.05
9.47	35	Little Brook,	32	5.08	12 P.M.	58	Lepreaux,	24	9.35
9.39	33	Saulnierv'le,	34	5.18	11.45	54	New River,	28	9.50
9.24	30	Meteghan,	37	5.33	11.20	44	Pennfield,	38	10.15
8.50	21	Hectanooga,	46	6.09	10.55	35	St. George.	47	11.15
8.18	13	Brazil Lake,	54	6.44	10.10	29	Bonny Riv'r,	53	.....
7.52	7	Ohio,	60	7.08	9.40	20	Dyer,	62	12 P.M.
7.44	5	Hebron,	62	7.16	9.20	14	St. An. Cr'sg.	68	12.20
7.30	0	Yarmouth,	67	7.30	8.55	5	Oak Bay,	77	12.45
					8.40	0	St. ph'n	82	1.00
8.00	Sk	Boston, Ar.	Sk	7.00	A. M.				
A. M.				A. M.					

Connections: At Digby with Sj.; at Yarmouth with Sk., Sy., Sf., and *48. Stage 48 runs daily, connecting with trains at Yarmouth each way.

Connections: At St. John, see condensed time table. At St. Andrews Crossing 9.20 Eb. with 10.12 Je.; and 12.20 Ea. with 3.30 Jd. Trains run on St. John time. St. John Office, 38 Water Street.

JAMES MOULSON,

AGENT FOR GRAND SOUTHERN RAILWAY,
AND IMPORTER OF

Tea, Coffee, Oil & Lard, General Groceries.

PURE FRESH ROASTED COFFEE A SPECIALTY,

Roasted and Ground on the Premises.

CUSTOMERS CAN RELY ON GETTING AN ARTICLE THAT IS SURE TO GIVE SATISFACTION.

CEMENT, PLASTER, AND LIME.

38 Water Street, (nearly opposite Ferry Building.) St. John, N. B.

NEW VICTORIA HOTEL,

D. W. McCORMICK, Proprietor.

250 and 252 Prince William Street,

Between the Custom House and Reed's Point, and in full view of the Harbor and the Bay of Fundy,

SAINT JOHN, N. B.

Bath Rooms, Bells, Telephone, etc.

Prince Edward Island Railway.

Pb. **Charlottetown and Tignish.** **Pa.**

Mixed.	Mixed.	Miles.	STATIONS.	Miles.	Mixed.	Mixed.	Connections.	
A. M.	P. M.				A. M.	P. M.	Charlottetown. *61, *62, and *63, P. E. I. S. Trs. (Sm.) for Pictou, etc. Summerside. *64 & P. E. I. S. Trs. (Sm.) for Pt. du Ch. Mt. Stewart. *65 P. E. I. S. Trs. (Sm.) for Pictou, Georgetown. *66 & T. E. I. S. Trs. (Sm.) for Pictou. Train Notes. Trains run daily except Sundays.	
11.15	4.15	117	Ar. Ch'town.* Lv.	0	8.15	3.30		
10.52	3.53	112	Royalty Junction,	5	8.38	3.53		
10.01	3.01	100	North Wiltshire,	17	9.29	4.45		
9.45	2.45	96	Hunter River,	21	9.45	5.00		
9.16	2.18	90	Elliott's,	27	10.14	5.29		
9.08	2.09	88	Breadalbane,	29	10.23	5.38		
8.58	1.59	85	County Line,	32	10.32	5.43		
8.43	1.43	82	Freetown,	35	10.47	6.03		
8.20	1.20	76	Kensington,	41	11.10	6.25		
7.45	12.45		Lv. } Summer- { Ar.		11.45	7.00		
		68	Ar. } side, { Lv.					
A. M.	P. M.				P. M.			CHARLOTTETOWN TO TIGNISH, READ DOWN.
11.20	10.58	63	Miscoûche,	54	1.15			
10.31	10.31	56	Wellington,	61	2.05			
9.18	9.18	46	Port Hill,	71	2.48			
9.40	9.40	45	Ellerslie,	72	2.55			
9.08	9.08	37	Portage,	80	3.28			
8.44	8.44	31	Brue,	86	3.52			
8.30	8.30	28	O'Leary,	89	4.05			
7.27	7.27	13	Alberton,	104	5.10			
7.08	7.08	9	Montrose,	108	5.27			
6.30	6.30	0	Tignish,	117	6.05			
A. M.					P. M.			

Charlottetown, Georgetown & Souris.

Pd. **Pc.** **Pg.** **Pf.**

Charlottetown and Georgetown. Mt. Stewart and Souris.

Mixed.	Miles.	STATIONS.	Miles.	Mixed.	Mixed.	Miles.	Mixed.
A. M.		Ar. Lv.	P. M.	A. M.		P. M.	
11.30	46	Char'town.	0	3.00	9.45	38	Mt. Stewart,
11.07	41	Royalty J'n.	5	3.23	9.04	29	Morell,
10.30	32	Bedford,	14	4.00			
9.55		{ Mt. } Ar.		4.35			
	24	{ St'wt } Lv.	22	4.45	8.33	21	St. Peter's,
9.45					8.03	14	Selkirk,
					7.45	10	Bear River,
8.25	6	Cardigan,	40	6.03	7.20	5	Harmony,
8.00	0	Georg'town,	46	6.30	7.00	0	Souris, Ar.
A. M.				P. M.	A. M.		P. M.
						22	4.45
						31	5.27
						39	5.57
						46	6.28
						50	6.46
						55	7.10
						60	7.30

CARTER'S HOTEL,

J. CARTER, Proprietor,

TIGNISH, - - PRINCE EDWARD ISLAND,

Near Railroad Station.

Permanent and Transient Boarders

Accommodated on Reasonable Terms.

Agents supplied with **Sample Rooms**. Luggage taken to and from Station Free of Charge. Horse and Carriage supplied.

FREDERICTON RAILWAY.

Db Leave Fredericton.

7.00 a. m. Express for St. John and way Stations. Runs through without change (see La 8.05). Connects at St. John with 11.55 Ga.

9.15 a. m. Express for Fredericton Junction, connecting with train for the West (10.45 Lb).

2.30 p. m. Express for Fredericton Junction, connecting with train from the West (3.40 La).

Da Leave Fredericton Junction.

10.50 a. m. Express for Fredericton; arrives there at 12 noon. 4.20 La and 10.45 Lb connect with this train (also Freight, 10.35 La).

3.45 p. m. Express for Fredericton; arrives there at 4.55 p. m. 3.40 La connects with this train.

4.00 p. m. Express from St. John, (see Lb) leaves Fredericton Junction about 6.30, arriving at Fredericton at 7.37 p. m.

S. J. WARWICK,

(Successor to Vincent & McFate),

IMPORTER AND DEALER IN

Boots, Shoes  Slippers,

OF EVERY DESCRIPTION.

19 CHARLOTTE STREET,

ST. JOHN, N. B.

R. D. McArthur.

MEDICAL HALL, is the place to buy your **Drugs, Medicines, Seeds, Dye Stuffs, Perfumery, Toilet Articles, Fancy Goods, etc.** WHOLESALE and RETAIL.

CHARLOTTE STREET, This is the place to quench your thirst by indulging in a drink of Pure Soda Water, Ginger Ale, or his far-famed **OTTAWA BEER.**

ST. JOHN, N. B. These beverages are manufactured on the premises by experienced persons, and can be guaranteed perfectly pure and invigorating.

FIVE CENTS PROFITABLY SPENT.

La.

Night
Expr.

P. M.
8.1

A. M.
7.0

6.4

6.2

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3.5

3.4

St. John and Maine Railway.

La. Vanceboro to St. John.

St. John to Vanceboro. **Lb.**

Night Expr.	Day Expr.	F'ton Accon.	Miles.	STATIONS.		Miles.	F'ton Accon.	Day Expr.	Night Expr.
P. M. 8.15	P. M. 12.40			Ga	Halifax,	Le	Gu	P. M. 2.45	A. M. 8.15
A. M. 7.00	P. M. 6.00	A. M. 10.20	91½		St. John,	Lv.	0	P. M. 4.00	A. M. 8.15
6.40	5.50	10.10	91		Carleton,	½	4.10	8.30	P. M. 9.10
6.25	5.30	9.55	87		Fairville,	4	4.28	8.45	9.30
6.17	5.23	9.49	85		South Bay,	6	4.31	8.51	9.36
6.10	5.17	9.44	83		Sutton,	8	4.39	8.59	9.43
6.02	5.10	9.36	80		Grand Bay,	11	4.47	9.07	9.51
5.51	5.00	9.25	76		Westfield,	15	5.00	9.25	10.01
5.37	4.46	9.14	72		Nerepils,	23	5.11	9.35	10.13
5.21	4.33	8.58	66		Welsford,	25	5.26	9.49	10.27
5.08	4.22	8.48	62		Clarendon,	30	5.37	10.00	10.37
4.59	4.12	8.38	58		Gaspereaux,	33	5.46	10.08	10.46
4.51	4.05	8.32	56		Enniskillen,	36	5.53	10.16	10.55
4.42	3.58	8.26	53		Hoyt,	38	6.00	10.23	11.01
4.32	3.50	8.16	48		So. Branch,	42	6.09	10.31	11.09
4.20	3.40	8.05	45		F'ton Junction,	46	6.20	10.45	11.20
4.10	3.28	A. M. sec Db	42		Trncy,	49	thro'	10.54	11.29
3.36	2.59		30		Cork,	61	ch'ge.	11.25	12.00
3.21	2.45		25		Harvey,	66		11.39	12.15
3.05	2.30		19		Prince William,	72		11.54	12.29
2.52	2.13		15		Magaguadavic,	76		P. M.	
2.23	1.45		6		McAdam Junc.	85		12.06	12.40
2.00	1.15		0		Vanceboro,	91½		12.35	1.10
A. M.	P. M.							12.50	1.30
P. M. 7.25	A. M. 7.15	Leave			Bangor, M. C.	114	Arr.	P. M. 6.45	A. M. 6.35
P. M. 1.30	A. M. 11.15	Leave			Portland, M. C.	139	Arr.	A. M. 1.50	P. M. 12.45

Connections: At Vanceboro — with Maine Central Railway for and from all points in the United States and Canada. At **McAdam Junction** — 12.50 Lb. with 1.45 Je. and 1.45 Jd.; 1.30 Lb. with 3.00 Je. and 3.00 Jd. At **Fredericton Junction** — 10.45 Lb. and 4.20 La. with 10.50 Da.; 3.40 La. with 3.45 Da. At **Welsford** — 9.49 Lb. with *15. At **St. John** — see condensed Time Tables. **Train Notes:** Freight (with passengers), leaves Carleton 9.15 A. M., arrives at Vanceboro at 4.50 P. M. Leaves Vanceboro 6.30 A. M., arrives at Fredericton Junction at 10.35; St. John (Carleton), 3.00 P. M. **Pullman Sleeping Cars** on Night Trains. *Daily, except Sunday. †Daily, except Monday. ‡Daily, except Saturday. Trains run on St. John tim. Office: Ferry Building, Water St., Saint John, N. B.

THIS LEADING HOUSE

Is patronized for its unequalled location, superior *cuisine*, and finely furnished apartments.

HOTEL DUFFERIN,

ST. JOHN, N. B.

FRED. A. JONES,
PROPRIETOR.

TRUNKS.

Ladies' and Gentlemen's
TRAVELING BAGS,
Valises, Shawl Straps, &c.

CANVAS COVERS MADE TO ORDER.

Sample and Express Work a Specialty.

E. O'SHAUGHNESSY,

97 Germain Street, Opposite Masonic Building,
ST. JOHN, N. B.

D. MAGEE'S SONS,

(Successors to D. MAGEE & CO).

Wholesale and Retail:

HATS, FURS & STRAW GOODS,

No. 5 MARKET SQUARE,

ST. JOHN, N. B.

Fur manufacturing and repairing — all branches.
Seal Sacques, &c., re-dyed.

Washademoak Lake.

STEAMER

"SOULANGES,"

Capt. J. E. PORTER,

Leaves Indiantown at 10 A. M., every Tuesday, Thursday and Saturday, for Cole's Island, Washademoak Lake, and intermediate landings. Returning, leaves Cole's Island every Monday, Wednesday and Friday.

Tickets and information on the Steamer.

For connections at St. John, see condensed time table, pages 35, 37, 39.

(Sm.)

PRINCE EDWARD ISLAND STEAM NAVIGATION CO.

STEAMERS

Leave Point du Chene, N. B., about 2 p. m. daily, except Sundays, arriving at Summerside about 6 p. m.

Leave Summerside about 8 a. m., arriving at Point du Chene about noon. Connects at Point du Chene with 11.55 Gb and 3.15 Ge; at Summerside with Express Trains to and from Charlottetown.

Leaves Pictou, N. S., every Monday, Wednesday, Friday and Saturday about 1 p. m. for Charlottetown, arriving about 5 p. m.

Leaves Pictou every Thursday at 1 p. m. for Georgetown, P. E. I.

Leaves Charlottetown every Monday, Wednesday, Thursday and Saturday, and Georgetown every Friday, about 7 a. m., arriving at Pictou about noon. Connects at Pictou with 1.15 Ge and 2.55 Gf; at Charlottetown and Georgetown with P. E. I. Railway.

F. W. HALES, Secretary, CHARLOTTETOWN.

CHAS. U. HANFORD, Agent, PRINCE WM. ST., ST. JOHN, N. B.

(Sn, So.)

Saint John River Steamers.

“UNION LINE,”

FOR FREDERICTON.

Daily Trips! Fare One Dollar!

SUMMER ARRANGEMENT.

THE splendid Stms. “David Weston” and “Star,” alternately, leave INDIANTOWN for FREDERICTON and Intermediate Landings every Morning, except Sunday, at Nine o'clock. **Returning**, leave Fredericton every Morning, except Sunday, at Eight o'clock.

NIGHT BOAT.

Commencing on or about June 2nd, the fast and comfortable Steamer “MAY QUEEN” will go on the Route as **NIGHT BOAT**, leaving INDIANTOWN Every Tuesday, Thursday and Saturday Evening, at Five o'clock, for FREDERICTON, GIBSON, and Intermediate Landings. **Returning**, will leave GIBSON Every Monday, Wednesday and Friday Afternoon, after arrival of Express Train from Edmundston, Fort Fairfield, Woodstock, Etc.

N. B.—Will leave Fredericton at Four p. m.; due at Indian-town at Eleven p. m., where Coaches are always in attendance.

CONNECTIONS.—At St. John, with Trains and Steamers as per Condensed Time Table, pages 35, 37 and 39. At Fredericton, with Trains of the N. B. R'y. (Ja., Jb.), and, during high water, with Str. “Florenceville” for Woodstock and intermediate landings.

(So.)

FOR GRAND LAKE.

Stmr. “Fawn” leaves INDIANTOWN for SALMON RIVER, Grand Lake, calling at Intermediate Points, on Wednesday and Saturday Mornings, at 8 o'clock. **Returning**, leaves Salmon River on Thursday and Monday Mornings.

Will touch at Gagetown Wharf both ways.

Tickets may be obtained on board the Steamers, at H. CHUBB & CO.'S Ticket Agency, Prince William Street, and at Office, 45 Dock Street, Saint John, N. B.

R. B. HUMPHREY, Agent.

New Brunswick Railway.

Jd. St. Andrews and Watt Junction. Jc.

Mixed.	Mixed.	Expr.	Miles.	STATIONS.	Miles.	Expr.	Mixed.	Mixed.
.....	P. M. 4.40	.....	91	Ar. St. Andrews, Lv.	0	.....	A. M. 9.00	.....
.....	4.29	.....	89	Chamcook,	5	.....	9.22	.....
.....	3.42	.....	79	Roux Road,	15	.....	10.00	.....
.....	3.30	.....	77	Gd. So. Ry. Crossing.	17	.....	10.12	.....
.....	3.20	.....	74	Rolling Dam,	20	.....	10.23	.....
.....	3.05	.....	70	Dumbarton,	24	.....	10.40	.....
.....	2.45	.....	66	Lv. Watt Junc'n. Ar.	28	.....	11.00	.....

Jd. St. Stephen and Watt Junction. Jc.

A. M.	.....	P. M.	Miles.	STATIONS.	Miles.	A. M.	.....	P. M.
5.30	.....	3.45	85	Ar. St. Steph'n Lv.	0	10.09	.....	3.00
.....	.....	3.25	80	Maxwell's,	5	10.18	.....	.....
4.45	.....	3.10	77	Moore's Mills,	8	10.35	.....	8.40
4.20	.....	2.45	70	Meadows,	15	10.58	.....	9.05
4.00	.....	2.30	66	Lv. Watt Jun. Ar.	19	11.12	.....	9.20

Jd. Watt Junction and McAdam Junction. Jc.

A. M.	A. M.	P. M.	Miles.	STATIONS.	Miles.	A. M.	A. M.	P. M.
4.00	2.40	2.39	66	Ar. Watt Jun. Lv.	28	11.22	11.25	9.30
.....	2.35	2.20	65	Lawrence,	29	11.30	11.37	.....
.....	2.22	2.05	60	Barber Dam,	34	P. M.	P. M.	.....
*3.00	2.00	1.45	51	Lv. { McAdam } Junction, } Ar.	43	12.10	12.20	10.20

Jd. McAdam Junction and Vanceboro. Jc.

A. M.	.....	P. M.	Miles.	STATIONS.	Miles.	P. M.	.....	P. M.
2.40	.....	1.35	7	Ar. { McAdam } Junction, } Lv.	0	12.35	.....	10.40
*2.15	.....	1.15	0	Lv. Vanceboro. Ar.	7	12.55	.....	.....

Jd. McAdam Junction to Debec Junction. Jc.

.....	P. M.	P. M.	Miles.	STATIONS.	Miles.	P. M.	A. M.	A. M.
.....	10.26	12.17	51	{ McAdam } Junction, }	43	1.45	7.20	3.00
.....	9.40	11.38	35	Deer Lake,	59	2.27	8.05	.....
.....	9.15	11.20	29	Lv. { Canter- } bury, } Ar.	65	2.45	8.50	4.15
.....	9.05	11.10	29	Ar. { } Lv.	65	2.55	8.40	4.45
.....	8.25	10.42	19	Benton,	75	3.25	9.25	.....
.....	8.00	10.20	11	Debec Junction,	83	3.46	9.50	.....

Jd. Debec Junction and Houlton. Jc.

.....	P. M.	A. M.	Miles.	STATIONS.	Miles.	P. M.	.....	A. M.
.....	7.35	10.00	7	Ar. Debec Junc. Lv.	83	3.55	.....	.....
.....	7.18	9.45	4	Greenville,	86	4.10	.....	.....
.....	7.00	9.30	0	Lv. Woodstock, Ar.	90	4.25	.....	5.35

Jd. Debec Junction and Woodstock. Jc.

.....	P. M.	A. M.	Miles.	STATIONS.	Miles.	P. M.	A. M.	A. M.
.....	7.40	10.05	11	Ar. Debec Junc. Lv.	83	3.55	10.12	5.10
.....	7.00	9.30	0	Lv. Woodstock, Ar.	94	4.30	10.45	7.10

Connections: At Gd. So. Ry. Crossing 10.12 Jc. with 12.20 Ea' for St. Stephen. At Watt Junc. change from 11.00 Jc. to 11.22 Jc. At McAdam Junc.—Dining Room—passengers for the West dine here. Don't leave parcels in the Cars unless they go through to your destination. Ask! Don't be in a hurry to change cars. Ask! The 12.10 and 12.20 Jc. and 12.17 Jd., connect with 1.45 La. for St. John (change), and the 10.20 Jc. and 10.20 Jd. with 2.23 La. At Vanceboro with trains of Maine Cent. Ry. for and from all points in the United States and Canada. Passengers from the West dine at Vanceboro, and baggage is examined each way. At Debec Junction: 3.45 Jc. with 3.55 Jc., change; 7.35 Jd. with 8.00 Jd., & 10.00 Jd. with 10.12 Jc. & 10.29 Jd. At Woodstock: 7.10 & 10.45 Jc. with 11.10 Jf. & with 1.50 Jb.

New Brunswick Railway.

Jg. **Jf.** **Jb.** **Ja.**
 Woodstock and Edmundston. Gibson and Woodstock.

Mixed.	STATIONS.	Miles.	Mixed.	Mixed.	STATIONS.	Miles.	Mixed.
P. M.	<i>Ar.</i> Woodstock,		A. M.	P. M.	<i>Lv.</i> Gibson.		A. M.
3.00	Up. Woodstock,	0	11.10	6.10		0	7.45
	{ Newburg	2	11.23	5.25	Keswick,	12	8.30
	{ Junction. }	6	11.50	4.55	Zealand,	20	9.00
	1.55 Hartland,	13	12.35	4.20	Upper Keswick,	28	9.35
P. M.	Peel,	17	P. M.	3.45	Millville,	38	10.15
1.15	Florenceville,	23	1.20	3.10	County Line,	47	10.30
12.50	Kent,	26	1.30	2.55	Woodst'k Junc.,	52	11.10
12.40	Bath,	29	1.40	2.30	{ Newburg	57	11.45
11.55	Muniac,	41	2.22	{ Junction. }	61	10.02	
11.28	Perth,	48	2.52	2.03	Up. Woodstock,	63	12.15
11.25	Andover,	39	2.55	1.50	Woodstock,	63	12.15
11.05	{ <i>Lv.</i> Ar. } Aroostook,	55	3.20	P. M.			P. M.
A. M.	{ <i>Ar.</i> Lv. } Aroostook,			Ji.	Jh.		
3.15	{ <i>Lv.</i> Ar. } Gr'd Falls,	73	4.00	Aroostook and Presque Isle.			
1.45			5.30				
P. M.			P. M.	Mxd.	STATIONS.	MIS.	Mxd.
P. M.	{ <i>Ar.</i> Lv. } Gr'd Falls,	73	A. M.	A. M.	<i>Ar.</i> Aroostook,	58	P. M.
1.45			6.30	11.05		3.20	
12.45	St. Leonards,	87	7.30	10.40	Ft. Fairfield,*	65	3.50
P. M.	Green River,	104	8.40	10.15	East Lyndon,	72	4.18
10.45	{ <i>Lv.</i> Ar. } Edmu'ston,	113	9.30	9.55	Caribou,*	77	4.40
A. M.			A. M.	9.00	Presque Isle,*	91	5.35
			A. M.				P. M.

Connections: Ja. - at Gibson, 7.45, Night Boat from St. John (Su.) connects with this train. At Newburg Junction, 11.45 with 11.50 Jf. At Woodstock, 12.15 with 7.00 Jd. Jf. - at Aroostook, 3.20 with 3.20 Jh. at Edmundston with *21. Jg. - at Edmundston with *21. At Newburg Junction, 2.30 with 2.30 Jb. At Woodstock, 3.00 with 7.00 Jd. Ji. - at Aroostook, 11.05 with 11.05 Jg. *Stage Connections, Jh. and Ji., at Ft. Fairfield *18; at Caribou *19; at Presque Isle *20. **Train Notes:** 5.30 Jf. remains at Grand Falls till 6.30 next morning; and 3.15 Jg. remains at Aroostook till 10.05 next morning. Trains run on Woodstock time.

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NAMES OF HOUSES.	PROPRIETORS.	Rooms.	Per Day.	Per Week.
Amherst, N. S., on Intercolonial Ry.				
Lamy's,	N. C. Calhoun,	40		
Terrace,	Davis & Brown,	35		
Annapolis, N. S., on Windsor and Annapolis Ry.				
American,	J. H. McLeod,		\$1.50	\$7.00
Foster,	W. A. Ritchie,		1.50	7.00
Bathurst, N. B., on Intercolonial Ry.				
Carter's,	J. T. Carter,	15		
Wilbur's,	J. H. Wilbur,	60		
Bedford, N. S., on I. C. R. and W. & A. Ry.; 9 m. from Halifax.				
Belle Vue,	Thos. Peech,	40	1.50	
Claremont,	H. B. Sellon,	40	1.50	
Chatham, N. B., on the Miramichi River; reached by Chatham Ry.				
Bowser's,	Mrs. Bowser,			
Metropolitan,	— Jardln,			
Dalhousie, N. B., on the Restigouche River, and I. C. Ry.				
Inch Anan House,	Mrs. Grant,	100		
Murphy's Hotel,	— Murphy,	50		
Fredericton, N. B., on the St. John River, and Fredericton Ry.				
Barker House,	F. B. Coleman,	60	2.00	
Queen Hotel,	John Edwards,	60		
Grand Falls, N. B., on the St. John River, and New Brunswick Ry.				
Grand Falls Hotel,	William Olive,		1.50	
Halifax, N. S., on I. C. R. and W. & A. Ry's, and Halifax Harbor.				
Halifax Hotel,	H. Hesslein & Sons,	120	2.00	
International,	A. Nelson,	100	1.50	
Waverley,	Misses Romans,	50	2.50	17.50
Moncton, N. B., on Intercolonial Ry.				
Weldon House,	W. J. Weldon,	50	1.50	
Newcastle, N. B., on the Miramichi River and I. C. Ry.				
United States,	J. Faye,	40		
Waverley,	A. Stewart,	75		
New Glasgow, N. S., on Pictou Br'ch I. C. Ry., and Halifax & Cape Breton Ry.				
Norfolk,	H. Murray,	75		
Shediac, N. B., on I. C. Ry., and Shediac Harbor.				
Weldon House,	J. Weldon,		1.50	5 to 6
St. Andrews, N. B., on Passamaquoddy Bay, and N. B. Ry.				
Argyle Hotel,	W. H. Herbert,	200		7 to 20
St. John, N. B., at mouth of St. John River, on I. C. Ry., and St. J. & Me. Ry.				
Dufferin,	F. A. Jones,	100	3.00	
International,	R. S. Hyke,	40	2.00	
New Victoria,	D. W. McCormick,	60	2.00	
Royal,	Thos. F. Raymond,	100	3.00	
Yarmouth, N. S., reached by Nova Scotia Strs., and West. Co's Ry.				
Yarmouth Hotel,	R. Balfour Brown,	100		
Tignish, P. E. I., on P. E. I. Ry.				
Carter's,	J. Carter,			

TRAVELLERS GUIDE.

SAINT JOHN—the chief City in New Brunswick in point of population, wealth, commercial and political importance, and social influence—occupies a commanding position on a rocky peninsula at the mouth of the River Saint John. This peninsula, or ridge, is about a mile long, half-a-mile wide, and 70 or 80 feet above the sea level in the centre, with its sides sloping gradually toward Courtenay Bay on the East and South, and the River and Harbor on the West. North of this ridge, and overlooking it, are the heights of Portland, which run due East and West, and make a magnificent back-ground for the City. A deep valley runs between the City and these heights, and through it the dividing line between Saint John and the new-born **City of Portland**. (It is scarcely two months old, but thinks it can run alone!) Practically it is part and parcel of Saint John, with interests and aims identical, but has a separate Municipality. Many of its citizens have their places of business in Saint John, and Saint John citizens are interested in Portland's business. It is built along the base and on the sides and top of the heights—stretching away to the West in a narrow line a mile or more long. **Carleton**, or the "West side," with its streets sloping from the heights in rear of the town, its pretty churches and neat dwellings, its tall chimnies, smoke-pennoned and black—marking the sites of mills and factories—adds beauty and interest to the City, of which it is an outgrowth and part. "On the summit of the highest hill in Carleton is a venerable and picturesque stone tower, which gives an antique and feudal air to the landscape." The views from Portland and Carleton heights are superb. The City, with its massive buildings and numerous church spires; the harbor, filled with shipping; Courtenay Bay, with Crouchville and the hilly country beyond, on the East and South-east; **Partridge Island**, at the entrance to the harbor, to the South; Negrotown Point and breakwater on the right; the Bay of Fundy stretching away to the horizon, to the South and Westward, dotted here and there with vessels of different kinds and sizes; Nova Scotia, blue and indistinct in the distance, combine to form a picture of great beauty. Saint John is well laid out, the streets are broad and airy, and, throughout the greater portion of the city, cross each other at right angles. Owing to its elevated position, and the solid nature of its foundations, the streets are dry and perfectly drained. Many years' labor and vast sums of money have been expended to bring the streets of Saint John to their present state of perfection—many of them have been cut down from thirty to forty feet through the solid rock, and will have to go still lower! The sidewalks, generally, are in good repair, and made of asphalt, plank, or solid rock. There is but seventy or eighty feet of brick sidewalk, and not one foot of stone in the city!

The principal Streets are King, Prince William, Water, Dock, Germain, and Charlotte. Most of the leading wholesale and retail Dry Goods Houses, etc., are located on *King and Canterbury Sts.*, and *Market Square*. The *Banks, Post Office, Custom House, City Building*, etc., are on *Prince William Street*, which runs South from Market Square to Reed's Point Wharf—the point of arrival and departure of Steamers for Nova Scotia, the United States and Europe. *Water Street* and the adjoining wharves is like all other "water" streets. *Germain Street* is the Church Street of the City, there being one Baptist, two Presbyterian and two Episcopal or English Churches on it. The *Masonic Hall, Market Building* (runs through to Charlotte Street, see cut page 49), and several fine stores are located here also. *Charlotte Street* runs South from Union Street, along the West side of King Square to the deep water terminus of the Intercolonial Railway. The *Young Men's Christian Association building* is near Union street, and the *Odd Fellows Hall* on Union, at the head of Prince William Street.

King Square, at the head of King Street, and between Charlotte and Sydney Streets, is one of the few green places in the city. Hotels

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and saloons line the street on the North side; the *Court House* is on the South-east corner of King Street East and Sydney Street; the *Jail* and *Police Office* (a model of architectural skill), are in the rear of the Court House.

The Old Burying Ground, a delightful retreat, and the last resting place of many of the early settlers of St. John, is opposite King Square—between Sydney and Carmarthen Streets—and is well worthy of a visit. It is difficult to realize that this burying ground was "some distance out of town," and King Square an almost impassable bog less than sixty years ago; that the whole peninsula on which the city is built was clothed with a dense forest, the lurking place of savages and wild beasts; and, more difficult still, to realize that less than six years ago there was not enough left of St. John to form a decent sized country town; that the whole section of the city South of King Street and West of a line running Northwest from Canterbury to York Point, embracing nearly the whole business portion, and containing over two hundred acres, was a mass of smoking ruins, with but one or two small buildings left standing!—that where these fine blocks of stores, offices, banks, public buildings, churches, and beautiful residences now stand, naught was to be seen but heaps of rubbish! Over \$30,000,000 worth of property was destroyed here on the 20th of June, 1877, inside of ten hours. More than sixteen hundred houses were burned, and their occupants left homeless, and in many cases penniless.

The city presents an entirely different aspect to-day from what it did before the fire. The greater portion of the burnt district has been rebuilt, and in a substantial manner. Brick and stone structures have superceded wood in most cases. Among the other places and buildings of note in and about the city may be mentioned the *Wiggins Male Orphan Asylum* and the *Marine Hospital*, on St. James Street (East end), the *Roman Catholic Cathedral*, *Orphan Asylum* and *Convent*, and the *Public Hospital*, on Waterloo Street, the *Exhibition Building* on Sydney Street (South end), the *Mechanics' Institute*, on Carleton Street. *Lily Lake*—a beautiful sheet of water, behind Portland heights, or Mount Pleasant, is a favorite resort, summer and winter, for the youth of the city and Portland—in the summer for boating, and during the winter for skating. The *Rural Cemetery*, one and a half miles out on Marsh Road, is a beautiful place, with winding drives and pathways running in all directions around the rocky knolls and through the dense growth of evergreens. *Loch Lomond*, (Ben Lomond House), eleven miles from the city, is a favorite *Summer Resort*, and, when the Saint John South-eastern Railway is completed, will be one of the most popular places in New Brunswick. The scenery is very beautiful; trout from one quarter to ten pound weight are abundant in the Loch Lomond Chain and the numerous lakes and streams near by; woodcock, partridge, snipe and duck are plentiful, and first-class board at reasonable rates may be obtained. (The Railway will cross Courtenay Bay on a trestle bridge to Little River, thence to Loch Lomond and on to Barnesville, where it will connect with the St. Martins and Upham Railway for *St. Martins* (or Quaco), a beautiful little watering place, thirty miles distant, on the "Bay of Naples," as its admirers call it. A first-class hotel is being built there for the accommodation of summer guests—reached by Ga Ma, 52 miles, fare \$1.35). *Mispeck*, 9 miles from St. John (on the Red Head road), on the Bay of Fundy, at the mouth of the Mispeck River, and amidst scenery which would drive a painter mad with delight, possesses a water power of sufficient force to drive every mill and factory in New Brunswick—if properly utilized—but the only use made of it is to drive a small woolen mill and a saw mill. The river for 5 or 6 miles above the village presents a series of

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delightful views — falls, rapids, perpendicular cliffs, deep gullies, or flat intervals — which are unequalled. Dams could be built at different points along the stream and at slight cost; but don't attempt to go up it if you are given to profanity!

Carleton, or the "West Side," is the terminus of the St. John and Maine, and Grand Southern Railways. Contains a Town Hall, Masonic Hall, several churches and schools, many handsome residences, saw mills, foundries, machine shops, shipyards, fish canning establishments, etc. The ruins of *Fort La Tour* may be traced on the point of land opposite Navy Island. The story of Madame La Tour's heroic defence of her husband's rights and property, — the revengeful cruelty of her captor, and her sad death from grief and exposure, has been the theme of many a writer. A fine view of the *Suspension Bridge*, which spans the rocky gorge through which the waters of the St. John find their way into the ocean, may be obtained from the Northern part of Carleton.

The *St. John River* is over 450 miles long, and with its tributaries has an almost uninterrupted navigable length of nearly 800 miles, and drains over 15,000,000 acres in its course to the sea. The immense accumulation of waters is emptied into the harbor through a gorge in some places not more than 450 feet wide! Whirling, twisting, white with foam, headlong with unresisted sweep, the waters seek the ocean wide. The fall is about 15 feet into the sea at low water, but at high tide the fall is as great the other way, and the *river runs up stream* with as great force and rapidity as it ran out before. There is but one other place in the world where a like phenomenon occurs! Steamers, sailing vessels, and small boats pass through the falls in smooth water, at certain times of the tide. The bridge was built in 1852, at a cost of \$80,000; has a span of 640 feet; is 70 feet above high water; is hung on 10 cables; supported on four towers 53 feet high, and contains 570 miles of wire. A railway suspension bridge is to be built here immediately. The *Lunatic Asylum*, a handsome brick structure, is on a hill West of the bridge, and a quarter of a mile Northwest is the busy little town of *Fairville*. A mile above the bridge, on the East side of the river, the wharves and buildings of *Indiantown*, a suburb of Portland, and starting point of the river steamers, can be seen. Many fine views of St. John and its surroundings may be had from the road back through Portland, but nothing of interest is to be seen in Portland itself, until the railway track near the boundary line of the two cities, is reached. The Intercolonial Railway Freight sheds, several hundred feet long and just completed, are to the left, on Pond Street, and a large passenger depot is to be built here this summer. The St. John and Maine, and probably the Grand Southern Railway will have terminal facilities here after the suspension bridge is built. There are about fifty places of worship in Saint John, Carleton, Portland, Indiantown and Fairville; several handsome school buildings; a number of religious and charitable societies, two public libraries, one in Portland and one in the city, and another to be opened shortly. There are two Banks, four Bank agencies, two Bankers, and one Savings Bank in St. John; 4 daily papers, 2 morning and 2 evening, and several weeklies. St. John and Portland have efficient fire brigades; fire alarm telegraphs; a first-class water supply (brought from Little River, 5 miles distant, through three large mains, and distributed through 67 miles of pipe, 10,000,000 gallons daily); several first-rate hotels, and boarding houses innumerable — good, bad, and indifferent. Saint John may be said to be the centre of the Railway system of the Eastern Provinces — the St. John and Maine connects it with the United States, and the Grand Southern, when extended as proposed, will form another link. Both of these roads intersect the New Brunswick Railway, and this road will soon be connected with the Intercolonial at River du Loup, and also with the Megantic Railway. The Intercolonial connects the city with Nova Scotia, Cape Breton, Quebec and Ontario, and the St. John and Northeastern will connect it with St. Martins and Hampton *via* Barnesville; from Hampton it will run to — a railway is like a balloon, its course depends entirely on the "wind" The position of Saint John, on one of the finest harbors in the world — in some respects it is *the best*, being safe, easy of access, and frost-proof; ice never forms in it — and at the mouth of one of the largest rivers in North America; with direct steam communication to Nova Scotia, the United States and Europe; an immense fleet of vessels, built, owned and manned by her own citizens, sailing to all parts of the globe; and every facility for the handling and shipment of goods, and for manufacturing, are sure indications of what it is and of what it will become. That St. John is a manufacturing, as well as a trade centre, can be seen at a

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glance. Mills, foundries, machine shops and factories are scattered all over the city and suburbs. Everything—from a carpet tack to a local motive; from a packing case to a ship; a wheelbarrow to a railway carriage; cotton cloth, woollen cloth or merino goods; neckties, shirts, or halters; boots—lasts to make them on and brushes to clean them with; a buck saw or a circular; a tea kettle or steam boiler; cradles or coffins; an organ or a fog horn; washboards or pianos, are made here. Most of the factories are small, and in keeping with the capital, but not with the desires and aspirations of the citizens. The bonfire of the 20th June, 1877, cost so much that the citizens of St. John have been compelled to act cautiously ever since. A good evidence of their business tact, energy, and conservativeness is shown by the fact that notwithstanding the losses caused by the fire, the city has been rebuilt in a first-class manner, many new industries have been started, and there has been but one failure here of over \$1,000 in the last year! St. John merchants do not believe in over trading, and can therefore meet their bills when they come due. St. John is the leading shipping port of the Dominion, (the fourth largest in the world) and all that she needs to become the leading importing and manufacturing city of the Dominion is additional capital and a fixed determination on the part of her citizens to utilize to the utmost the immense advantages which her position affords; to make the best of a bad bargain, and insist upon a proper recognition of her rights. The business prospects of St. John for this year are very encouraging. Over \$600,000 will be expended for the new Intercolony Railway Station, Suspension Bridge, Marine Hospital, Breakwater, Exhibition Building, Canada Rolling Stock Company's workshops, Carleton Post Office, and on the St. John and Northeastern Railway. Add to this the Exhibition expenditure, private building operations and amounts received from tourists, visitors to the Exhibition, etc., and the *extra income* of St. John for 1883 will amount to over \$1,500,000.

ON the 18th May, 1783, twenty vessels with three or four thousand people arrived in the Harbor of St. John. Although settlements had been often founded here, they were as frequently broken up. St. John was the objective point of many of the marauding parties which visited the Bay of Fundy between 1630 and 1680; French Catholics, Huguenots, colonists, English, pirates and Indians succeeded each other in rapid succession as masters of St. John. But little regard was paid to the lives or property of settlers along the river by its temporary rulers, and the weary band of self-exiled Loyalists landing in an almost unbroken wilderness, founded the City of St. John.

Born and reared under the Cross of St. George, they preferred poverty and hardship under British rule to ease and plenty under the Stars and Stripes, and forsaking homes, lands, friends and early associations, they sought new homes for themselves amid the wilds of Acadia. Actuated originally by loyalty to the British Government they gradually became imbued with the bitterness incident to a civil war, and found themselves at its close liable to reprisal for their conduct. But, no matter what their course during the war, the "United Empire Loyalists" are worthy of honor for their patriotism. Their descendants purpose honoring their memory in a becoming manner during this centennial year. The 18th inst., or Loyalists' Day, will be specially observed, and a grand Exhibition will be held here in October.

St. Stephen, N. B., the terminus of the New Brunswick and Grand Southern Railways, and at the head of navigation on the St. Croix river—the boundary between Maine and New Brunswick—is the liveliest town in western N. B. Owing to the intimate business and social relations which exist between it and Calais, on the opposite side of the river, it resembles a Yankee town very much. A toll bridge connects the two places. It is lighted with gas imported from Calais; whether it pays any duty on it or not is uncertain, but that the people of Maine do not pay duty on the immense quantities of rum in which they invest and spirit across in bottles, etc., is well known. Lumber, manufacturing and shipping is the principal business, but a large general trade is done also. *Milltown*, two miles up the river, contains 18 saw mills, edge tool and saw factories, and a large cotton mill, employing about 400 hands. Steamers run daily between Calais, St. Andrews, N. B., and Eastport, Me. Lb, Jd, 120 m, f \$3; or (2) Eb, 82 m, f \$2.50; or (3) Si, 90 m, f \$1.75.

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Shediac, N. B., p 700; boating, sea bathing, trout and mackerel fishing, ducks, geese, brant and plover plentiful. *Point du Chene*, 2 m distant, is the landing place of the P. E. I. Steamers (Sm) and the terminus of the branch railway from Painssee. Ga, Gb, 107 m, f \$3; from Halifax Gd, Gb, 191 m, f ?

Sherbrooke, N. S., at the head of navigation on the St. Mary's river—the largest river in Nova Scotia—is engaged in shipbuilding and exportation of lumber; is in the vicinity of the richest gold-mining district of the Province; the ore is low grade, easily worked and in large quantities; area 18 square miles; yield in 1882 2,542 oz., 17 dwts, 14 grs. 6 quartz mills. From Antigonish 55, 40 m, f \$5; from Pt Mulgrave Steamer semi-weekly.

Shubenacadie, N. S., p 1290, brick-yards, tanneries, saw mills, Ga, 236 m, f \$5.30; Gd, 40 m.

Spring Hill Mines, N. S., p 2, 500. The largest producing colliery in Canada, employs about 500 hands, annual output 1882, 200,363 tons (gross), or nearly one sixth of the entire production of Nova Scotia. Mines are on Spring Hill and Parrsboro Railway (K), 5 m from Spring Hill Junction on the I. C. R.; faces to latter place, Ga, 154 m, f \$4.09; from Halifax, Gd, 122 m, f \$3.10?

Stellarton, N. S., p 3000; coal and iron. Ga, Ge, 254 m, f \$6.60; from Halifax, Gd, Ge, 102 m, f \$3?

Stewiacke, N. S., p 400; gold mines. Ga, 235 m, f \$5.30, Gd, 45 m, f \$1.35.

Summerside, P. E. I., p 2,853; the second large town in the Province, and capital of Pines County on Beekique Bay and on the P. E. I. Ry; ship building and exporting live stock, oysters, and farm produce are the principal businesses. Ga, Gb, Sm, 144 m, f \$3.75; from Halifax, Gd, Ge, Sm, Pa, 213 m, f

Susex, N. B., p 2003; a pleasant, thriving, enterprising town, in the centre of the best cultivated section of the Province; beautiful scenery, fish and game in abundance within easy reach, good roads in every direction, fair hotel accommodations and a fine climate; shoe, furniture and canning factories, tanneries, salt springs and manganese mills (see Markhamville) are some of its attractions and industries; ships 130,000 gallons milk to St. John yearly. Ga, 44 m, f \$1.32; from Halifax Gd, 232 m, f \$5.30?

Sydney, the shire town and former capital of Cape Breton, is favorably situated on one of the finest harbors in America and surrounded by coal fields estimated to contain over 200 square miles, the greater part of which are under the Atlantic; mining rights covering over 100 square miles of the submarine coal have been taken out. *North Sydney*, 7 m, N.W., is the shipping port of the mines and connected with Sydney (or South Sydney as it is called) by a ferry-steamers which makes three trips each way daily. *Sydney Mines* are 17 m distant on the north side of Sydney Harbor and connected with N Sydney by a railway 3 m long, also by daily stage; fare from Sydney 75c; about 1500 men are employed in the collieries around Sydney. There is nothing about these places to attract any one not interested in coal—and coal can be seen, smelt and felt everywhere. Ga, Ge, Fa, Sb, 258, f ?

Tabusintac, N. B., at the mouth of the Tabusintac river. **Sea Trout** in millions, **Ducks and Geese** in thousands; reached by stage from Newcastle (see fares).

Tangier, N. S., gold mines; yield for 1882 789 oz. from 1622 tons ore; from Halifax, *41, 60 m, \$3.00.

Tete-a-Gouche, N. B., 3 m from Bathurst, and on the Tete-a-Gouche river, a fine salmon stream.

Thompson, N. S., p 300; trout fishing. Ga, 171 m, f \$1.34; from Halifax, Ga, 105 m, f \$3.00?

Tignish, P. E. I., the northern terminus of the P. E. I. Ry and one of the most important fishing stations on the Island; fishing, lumbering and farming; from Summerside 60 m, f \$3.05; from Charlottetown 117 m, f \$3.40.

Truro, N. S., capital of Colechester County and one of the prettiest places in this beautiful country; well laid out with wide, shady streets, handsome residences, fine public buildings and good hotels; a large general trade is done here, and manufacturing is largely engaged in; incorporated in 1875, p 3,461. Ga, 214 m, f 5.62; from Halifax Gd, 63 m, f \$1?

Wallace, N. S., p 1000; saw and grist mills, and gypsum and freestone quarries; the Provincial building of Halifax was built of

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freestone from this place. *Wallace Bridge*, p 300, 1½ m distant, is another flourishing town engaged in the lumber trade. Ga, *36, 200 m, f \$4.51†; from Halifax Gd, *32, 100 m, f ?

Waverly, N. S., p 650; gold mining, 3 mines worked, 2,238 days labor performed, 554 tons ore crushed, yield for 1882 234 oz, 7 dwts, 5 grs; this is the locality of the wonderful barrel quartz; 3 m from Windsor Junction (see).

Weymouth, N. S., at mouth of Sissiboo river on St. Mary's Bay; shipbuilding. Sj, Na, 65 m, f \$2.30; from Halifax Ob, Sj, Na, 171 m, f \$5.50.

Wilnot, N. S., p 350; mineral springs 3 m distant, said to be very efficacious in the healing of wounds and cataneous diseases; contains several saw and grist mills. Sj, Oa, 93 m, f \$2.95; from Halifax Ob, 98 m, f \$3.

Windsor, N. S.,—famous as the birthplace and residence of Sam Slick (Judge Haliburton), as the seat of King's College, the oldest college in Canada and the leading educational institution in Nova Scotia—is beautifully situated on the Avon river, at the mouth of the St. Croix. "I should think it would be confusing to dwell by a river that runs first one way and then the other and then vanishes altogether." (Warner). Did you ever see a Virginia clay bank after a heavy rain?—that's the Avon at low tide! Wharves, banks, boats, everything which the water has touched, looks as if covered with a dirty, slimy, brownish red paint! There are several large manufacturing establishments here; shipbuilding is largely engaged in, has a large export trade in gypsum, p 3,029. Sj, Oa, 145 m, f \$1; from Halifax Ob, 46 m, f \$1.33.

Wolfville, N. S., p 1200; shipbuilding. *Acadia College* (Baptist) is finely located on a hill overlooking the Basin of Minas and the Annapolis Valley; the view from the belfry of the College is said to be the finest in the eastern provinces. Sj, Oa, 127 m, f \$3.50; from Halifax Ob, 64 m, f \$1.95.

Woodstock, N. B., the capital of Carleton County—the best built district in the Province—beautifully situated on the west bank of the St. John River, at the mouth of the Meduxnekeag, is the most energetic and enterprising town in Northern New Brunswick. It has been so frequently destroyed by fire that it resembles an *ignis-futurus*—here one minute and gone the next. It is a veritable Phoenix, however, improves every time. Saw mills, grist mills, foundries, factories of various kinds, machine shops, etc., when burned are immediately rebuilt. Insurance Companies will have to seek another safety valve for their surplus capital to escape through, as Woodstock has got tired of fire and intends to try the effects of a good water supply. The head offices, shops, etc., of the New Brunswick Railway are located here. Extensive and peculiarly valuable deposits of iron ore are being worked a few miles above Woodstock. La, Jc, 135 m, f \$3.50; or (2) La, Da, Ja, 131 m, f \$3.50; or (3) Sn, Ja, 147 m, f \$3.50.

Yarmouth, N. S., is the largest ship-owning port in the world, in proportion to population, and the most American town in these provinces—Woodstock or St. Stephen, N. B., not excepted. It is 3 m from the sea on a small river which is nearly dry at low tide. It contains several fine buildings—the Seminary is the largest wooden building and the School the best of the kind in the Province. It contains two or three large first-class hotels, a woollen factory which turns out 350 yards of cloth daily, foundries, machine shops, shipyards, etc. The Nova Scotia Steamship Company is a Yarmouth institution; p 6,230. Sj, Na, 110 m, f \$3.50; or (2) Sk, 90 m, f \$2.50; from Halifax Ob, Sj, Na, 215 m, f \$3.50.

Sb Bras D' Or Steam Navigation Co.

STEAMERS "MARION," "NEPTUNE," and "MAY QUEEN"

Leave **Port Mulgrave** daily, after arrival of Express Train of Halifax & Cape Breton Railway (Fa), for East Bay, West Bay, Baddeck, Whyecomagh, and other ports on Bras D' Or Lakes, arriving at Sydney, C. B., every morning *via* East Bay and afternoon *via* Baddeck and North Sydney.

BLACK BROS. & CO., AGENTS, Halifax, N. S.

CONDENSED TIME TABLE,

showing the arrival and departure of all Trains at Halifax, N. S.

LEAVE. Intercolonial Railway—(Gd).

8.15 a. m. Express for Truro, Cape Breton (Fa), Pictou (Ge), P. E. I. (Sm), Parrsboro (Ka), Point du Chene (Gb) and St. John. *Returning*, arrives in Halifax **8.15 p. m.**

1.00 p. m. Accommodation for Pictou arrives at Pictou 9.13 p. m. *Returning* (Gf), arrives in Halifax (Ga) **2.35 p. m.**

2.45 p. m. Express for Truro, Pictou (Ge), Quebec (Gg), Hillsboro (Aa), Elgin (Ca), and St. John. *Returning* (Ga), arrives in Halifax **12.40 p. m.** daily, except Monday.

5.15 p. m. Truro Accommodation, arrives in Truro at 8.15 p. m. *Returning* (Ga), arrives in Halifax **9.00 a. m.**

Windsor & Annapolis Railway—(Ob).

7.00 a. m. Mixed, (Monday, Wednesday and Friday, only, from Richmond), arrives at Annapolis 5.00 p. m. *Returning* (Oa), arrives in Halifax Tuesdays, Thursdays and Saturdays at **5.10 p. m.**

7.45 a. m. Express for Windsor, Annapolis, Digby (Sj), Yarmouth (Na), and St. John (Sj). *Returning* (Oa), arrives in Halifax **8.30 p. m.** daily.

3.00 p. m. Accommodation for Kentville. *Returning* (Oa), arrives in Halifax **11.30 a. m.** daily.

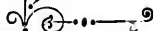
For connections at St. John see Condensed Time Table. Trains run on I. C. R. time, which is 15 minutes slower than that of Halifax.

Grand

SITUATED AT GRAND FALLS, NEW BRUNSWICK, on the line of the New Brunswick Railroad, in full view of the Grand Falls of St. John River.



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WILL BE HELD IN

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OCTOBER 2nd. 1883.

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THE Dominion Government, the Provincial Government and the City of St. John have all promised liberal Grants of Money towards the Exhibition, and the erection of Splendid Permanent Buildings, in addition to those already on the ground, and for the general success of the Exhibition.

The Exhibition will be open for all kinds of Agricultural Products, Live Stock, Dairy Produce, Machinery, and Manufactures in Metals,

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Freight will be carried at reduced rates.

Space in the Buildings and Stalls for Stock given free.

This will be the largest and most thoroughly representative Exhibition ever held in the **MARITIME PROVINCES**, and will be an excellent opportunity for the Manufacturers of the Dominion to show their productions to the people of the Lower Provinces. Premium Lists and Circulars, giving full particulars, will be ready shortly, and sent everywhere free, on application

JULIUS L. INCHES,

Secretary.

Fredericton, N. B. Jan. 3, 1883.

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