

OFF FOR NEW ZEALAND.—The brigantine Emulous, Capt. E. Cummings, sailed from this port on Tuesday afternoon for New Zealand.—She takes some sixty persons including the crew and has on board besides stores for the voyage, a quantity of hardware, including axes, &c., and a number of other articles which may be serviceable to the settlers on their arrival. The vessel is owned by a company, the members of which are all passengers. The crew, work their passages, getting no wages. It is intended on arrival, and after a suitable place for settling has been fixed on, to sell the vessel, and divide the proceeds among the shareholders.—The Emulous is a good vessel of 156 tons, built at Hantsport, in 1866. She has been fitted up specially for the occasion, and has every requisite for such a voyage.

We wish them a safe voyage, and all the prosperity they can desire on their arrival.—We believe there are several of the passengers devoted christian people, and that they leave with the intention of sustaining religious exercises on the voyage. A field of ministerial labor is already waiting for Bro. Porter, which is at present occupied by a young man who proposes after the arrival of Bro. P., coming to Nova Scotia for the purpose of further pursuing his studies.

LUNENBURG CO.—Drowned.—The Bridgewater Times says on Tuesday last a young man named George Berrigan, of Windsor, was drowned in the LaHave River, near Bridgewater, by the upsetting of a boat.

INTOXICATION AND SUICIDE.—On the 6th inst., at Bell's Cove, Lunenburg County, a young man named Alfred Bush, jumped out of a boat while in a state of intoxication and was drowned.

THUNDERSTORM.—On Sunday evening last, a terrific thunderstorm visited Lunenburg County. A barn belonging to Mr. Henry Beringer, of North-West, containing twenty-five tons of hay, some cattle, two pigs, waggons, etc, was totally destroyed by the lightning. In Lunenburg Mrs. Lord was severely injured by the electric fluid, but is now recovering.

An ingot of gold, weighing 124 ozs., the product of eight weeks labor of 20 men, at the Strawberry Hill Mine, Tangier, was brought to town on Wednesday.

It is our painful duty to record the death of Mr. John Conway, of Lingan, who was killed instantaneously by a powder blast, whilst prospecting for gold at Indianbrook, St. Ann's. His remains were interred in the Wesleyan burial grounds in this place on Wednesday last. Deceased was a son-in-law of Mr. Thomas Scott of the Lingan Mines. The friends of deceased speak in very high terms of the kindness and hospitality of the people of St. Ann's in their hour of affliction. Mr. Conway has left a wife and six children.—Cape Breton News.

The recent discovery of gold at Fifteen Mile Stream, Sheet Harbor, adds another to the Mining districts of this Province. So far, testing and prospecting at this place have been all done very quietly. We learn that some of the leads are very rich. One discovered by Mr. Walton, called the "Chipehitch," is not inferior in richness to any lead yet opened up in any part of the Province. Some splendid specimens from this lead may be seen at J. W. Jackson's Drug Store, in this town.—New Glasgow Eastern Chronicle.

We regret to learn that the Brig. Laura, owned by Messrs. D. J. Harris and J. S. Morse, Wolfville, arrived at Boston on the 8th inst., with yellow fever on board. Mrs. Carmichael, (wife of J. G. Carmichael, the master of the vessel,) the mate and two seamen had died.—Berwick Star.

SHARK CAUGHT.—A correspondent of the Truro Mirror, writing from great Village, Londonderry, informs that paper that "a shark was caught on the 29th ult., near Highland Village, in a fishing net, by Ross Chisholm and Jacob M. Urquhart, eight and a half feet long, girth four feet three inches, and weighing 350 lbs."

ACCIDENT.—The Express says two fishermen, residing at Sambro, were severely injured on Tuesday by the accidental explosion of a gun.

Since the opening of the Mount Uniacke Gold Diggings hundreds of persons have flocked into this District.

SAD TRAGEDY AT SYDNEY, C. B.—A correspondent of the Citizen, writing from Sydney, C. B., speaks of a sad affair which occurred there on Sunday the 16th inst. A man named William Stiles, Senr., attacked and beat his wife with a bar of iron so severely that no hopes are entertained of her recovery. He would have finished his fearful work at once had not some sailors been attracted to the spot, and rescued her before life was extinct. Stiles then ran away, and some time after his dead body was found in Sydney River. It is supposed that he committed suicide. It is impossible to account for the sad affair. The parties were both advanced in years, and had always lived together on the best terms.

MINING INVESTMENTS.—The Mining Gazette says:—"We have taken the pains personally to ascertain the feeling of European capitalists in regard to mining investments in Nova Scotia, and while all acknowledge an interest in the progress of the colony, three very serious drawbacks were mentioned as forbidding immediate confidence of a practical kind. First—The short and disastrous career of the so-called "Nova Scotia Land and Amalgamating Company." Second—The want of frequent intelligence. Third—The political agitation now distracting the country.

NEW ADVERTISEMENTS.

Government House, Ottawa,

Tuesday, 28th day of July, 1868.

PRESENT:

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

On the recommendation of the Honorable the Minister of Customs, and in pursuance of the provisions of the 11th Section of the Act 31 Vic. Cap. 6, intituled: "An Act respecting the customs," His Excellency in Council has been pleased to order, and it is hereby ordered, that the following regulations, respecting the coasting trade of the Dominion, be and the same are hereby adopted and established.

Certified, WM. H. LEE, Clerk of the Privy Council.

COASTING REGULATIONS.

1 Vessels and boats employed solely in the transport of goods or passengers from one port or place to another port or place within the limits of the Dominion of Canada, shall be deemed to be engaged in the coasting trade, and shall be subject to the regulations governing the same.

2 None but British registered vessels and boats wholly owned by British subjects, can lawfully be engaged in the coasting trade of the Dominion of Canada, and the names of such vessels or boats and the names of their ports of registry shall be distinctly painted on the stern of the said vessels or boats.

3 Such vessels and boats, may, without being subject to entry, or clearance as required by law, for vessels trading between ports in the Dominion of Canada, as well as with foreign ports, carry goods the produce of Canada, or goods duty free, or goods duty paid or passengers from any ports or places in the Provinces of Ontario or Quebec, to any other ports or places in the said Province, or from any ports or places in the Province of New Brunswick, to any other port or places in the said Province, or from any ports or places in the Province of Nova Scotia, to any ports or places in the said Province, provided always that the owners or masters of such vessels or boats, shall take out a license for the season for that purpose from a Collector of Customs in Canada, and that the owners or masters in taking out the said license shall enter into bonds of \$500 conditioned that such vessels or boats shall not be employed in the foreign trade, and provided also that the master of every such vessel or boat shall keep or cause to be kept, a cargo book in the form prescribed by the Customs Department, to be registered by the Collector of Customs who granted the license, in which book shall be entered at the port of lading, an account of all goods taken on board of such vessel or boat, stating the description of the packages, the quantities, the descriptions and value of the goods therein, as also of the goods stowed loose, and the names of the respective shippers and consignees as far as any of such particulars shall be known to him; and at the port of discharge shall be entered in the said cargo book, the respective days upon which any such goods shall be delivered out of such vessel, and also the respective times of departure from the port of lading and of arrival at the port of unloading.

4 The master of any such vessel or boat shall produce his license and cargo book to any officer of Customs, whenever the same shall be demanded, and answer all questions put to him, and such officer of Customs shall be at liberty to note any remark on the cargo book which he may deem proper; and if the cargo book shall not be kept in the manner hereby required, and the particulars of all cargo laden and unladen, duly noted therein, the goods and vessel shall be forfeited, and the master shall incur the penalty of \$100.

5 Before any coasting vessel or boat shall depart from any port of lading in any one of the Provinces of the Dominion of Canada for any other port in the said Dominion, not in the said Province of departure an account or report with a duplicate, thereof, in the form or to the effect following, and signed by the master, shall be delivered to the Collector, who shall retain the duplicate and return the original account or report dated and signed by him; and such account or report shall be the clearance of the vessel or boat for the voyage and the transire or pass for the goods expressed therein, except for goods under bond or goods liable to Excise or Internal Revenue duty, which shall require the entries and warrants for landing to be signed by the proper officers as required by law, and if any such account or report be false the master who signed it shall forfeit the sum of \$100.

Report and Transire Coasting for a Registered Vessel or boat proceeding from one Province to another in the Dominion of Canada.

Table with columns: Port of, Name of Vessel, Master's Name, Register Tons, Port of Registry, Whither bound, Foreign Goods, Warehoused Goods moved under bond, Goods liable to duty of Excise, Do. removed under bond, Sundry other Goods Produce of Canada, &c.

(Signed), Master, Cleared the day of 1868 (Signed), Collector of Customs for the Port of

6 Within twenty-four hours after the arrival of any coasting vessel or boat at the port of discharge, which requires a transire as above described, and before any goods shall be unladen, the transire with the name of the place or wharf, where the lading is to be discharged, noted thereon, shall be delivered to the collector, who shall note thereon the date of the delivery; and if any of the goods on board such coasting vessel or boat shall be subject to any customs duty the same shall not be unladen until due entry has been made at the Custom House and a warrant granted for the landing thereof; and if any of the goods on board such vessel or boat be subject to any duty of excise or Internal Revenue the same shall not be unladen, without the authority or permission of the proper officer of excise; but no entry shall be required at the Custom House for any goods brought coastwise the produce of Canada or goods on which the duties whether of Customs or Excise have already been paid or which are duty free.

7 Vessels and boats employed in the coasting trade and that shall not have taken out a license for carrying goods, and obtained a cargo book, as above provided, shall report inwards and outwards at the nearest port to their place of arrival or destination and

require clearances whenever they depart from any port or place within the Dominion of Canada, and in default of their so reporting the vessel or cargo, the master shall in such cases be subject to the penalty of \$100 for departing and arriving without due entry inwards or outwards as the case may be: Provided that when a vessel shall sail from any place where there is no Custom House, or officer of Customs, it shall be sufficient for the carrying out of this regulation that the owner or master of such vessel, do, as soon afterwards as possible, forward to the nearest Custom House a similar report in duplicate, or lodge the same at the first port at which he shall touch where there is a Custom House Office.

8 Goods under a removal bond from one Canadian Port to another Canadian Port, may be carried in any British registered vessel or boat trading coastwise with a proper license or cargo book upon such goods being properly entered in the cargo book and in the account or transire, in duplicate, the Collector at the port from which such goods are removed, being required to forward by mail, to the Collector of the port for which the goods are destined, all the particulars and description of the goods so forwarded, and the packages shall be properly marked in red as now provided; but no good under bond shall be carried in any coasting vessels or boat until the master has delivered an account in duplicate or transire to the Collector of Customs at the port of lading.

9 No coasting vessel or boat to touch at any foreign port unless forced by unavoidable circumstances, and the master of any coasting vessel or boat which has touched at any foreign port, shall declare the same in writing under his own hand, to the Collector or other proper officer of Customs at the port or place in Canada where his vessel or boat afterwards first arrives, under a penalty of \$100.

10 If any goods are unshipped from any vessel or boat arriving coastwise, or unshipped or water borne to be shipped to be carried coastwise on Sunday or holidays, or unless in the presence, or with the authority of the proper officer of Customs, or unless at such times and places as shall be appointed and approved by him for that purpose; the same shall be forfeited and the master of the vessel or boat shall forfeit the sum of \$100.

11 Officers of Customs may board any coasting vessel or boat in any port or place, and at any period of the voyage search her, and examine all goods on board, and demand all the documents which ought to be on board; and the Collector may require such documents to be brought to him for inspection.

12 No fishing boat or boat used in ferrying under 15 tons burthen, shall, except by special license or permission, carry any goods from a foreign country which are liable to duty, under pain of seizure, unless the same (in the case of ferry boats) be for the sole use of some passenger then on board.

13 No goods can be carried in any coasting vessel or boat, except such as are laden to be so carried at some port or place in Canada, and no goods shall be taken into or put out of any coasting vessel or boat while on her voyage by river, lake or sea.

14 The transire coastwise required by these regulations, may in the case of any steam vessel carrying a Purser, be signed by such Purser with the like effect in all respects, and subject to the like penalty on the Purser, and the like forfeiture of the goods, in case of any untrue statement in the transire, as if the transire was signed by the master; and the word master for the purpose of these regulations shall be construed as including the Purser of any steam vessel; but nothing herein contained shall preclude the Collector or proper officer of Customs from calling upon the master of any steam vessel to answer all such questions concerning the vessel, passengers, cargo and crew, as might be lawfully demanded of him if the report had been made by him, or to exempt the master from the penalties imposed by these regulations for failure to answer any such question, or for answering untruly, or to prevent the master from making such report, if he shall see fit to do so.

15 The coasting regulations of the late Province of Canada dated the 12th April, 1861, and all regulations heretofore existing in the Province of New Brunswick or Nova Scotia in reference to coasting in any of the said Provinces are hereby repealed. (Signed), S. L. TILLEY, Minister of Customs.

AMERICAN MUSICAL CLASS BOOK,

Designed for FEMALE COLLEGES, INSTITUTES, SEMINARIES, and NORMAL and HIGH SCHOOLS. Containing Elementary Instructions, Vocal Exercises, and Sol-feggios, and a valuable Collection of Duets, Trios, and Concerted Pieces.

By T. BISSELL. Price 75 Cents.

Among the numerous works of the kind, this cannot fall of a prominence, since its peculiar features are such as will commend it at once to the patronage of those for whom it is chiefly intended. Its rudimental lessons proceed with a regularity of precision that cannot fail to fix permanently on the mind of the pupil the essentials of success in future studies,—the exercises are in a form to attract the attention, and the selection of music is one of the best. If not the superior of all similar collections, Principals of Educational Institutions, Music Teachers, and others interested in books of this class will find it advantageous to examine this volume. OLIVER DITSON & Co., Publishers, 277 Washington St., Boston. CHAS. H. DITSON & Co., 711 Broadway, N. Y.

NOTICE.

THE subscriber offers at private sale 1 1/2 acres of Land, (or thereabouts), with a new dwelling House and Stables attached, (thereon), situated in Middleton, (Pine Grove Village,) Annapolis County. If not disposed of, by the 26th day of September next, it will on that day be offered at Public Auction.

Middleton, Aug. 19th, 1868. JAMES P. DODGE, Aug. 26. 5ms.

EUREKA WASHING MACHINE.

(PATENTED OCT. 10TH, 1867.) THIS Washing Machine is constructed upon a new principle doing away entirely with any complicated contrivances such as SPRINGS, ROLLERS, RUBBARDS, LEVERS, &c., making it the most simple, durable, and easiest worked of any washing machine ever invented; will wash a dozen articles at once and CANNOT INJURE the finest fabric. Saves soap, labor and clothing, and a child can work it. Buy no other machine until you have seen the Eureka or you will regret it. Call and see the machine or send for Circulars describing it.

A. STEPHEN & SON, AGENTS, Steamboat Wharf, Halifax. SHAW & EATON, MANUFACTURERS, Fall River, Halifax Co., N. S. N. B.—A few more traveling Agents wanted to sell these machines, address the Manufacturers, Shaw & Eaton. July 15. 3ms



Customs Department,

OTTAWA, 28th July, 1868.

AUTHORIZED discount on American Invoices until further notice: 30 per cent.

R. S. M. BOUCHETTE, Commissioner of Customs.

Aug. 5.



Nova Scotia Railway,

HALIFAX TO SHERBROOKE, or vice versa, \$5.00.

Arrangements have been completed whereby

THROUGH TICKETS

will be issued at RICHMOND (Halifax) to SHERBROOKE daily, via Nova Scotia Railway to New Glasgow, and Mr. J. F. Sargent's superior Stage Line to Sherbrooke, at the extremely low rate of Five Dollars. Through Tickets will also be issued at Sherbrooke to Halifax at the same rate.

This Route being in direct communication with the Gold Diggings of Sherbrooke and Coldville, and the other Gold districts in their vicinities, will commend itself to the travelling public.

A. LONGLEY, Chief Commissioner.

Commissioner's Office.

Halifax, 23rd July, 1868. July 29. 1m.

AUGUST, 1868. INLAND ROUTE.

St. John, Portland, Boston, &c.

THE Steamer EMPRESS, will leave Windsor for St. John, during the month of August, as follows:

Table with columns: Day, Time, Fare. Saturday, 1st, at 10.00 a.m. Wednesday, 5th, at 1.00 p.m. Saturday, 8th, at 3.00 p.m. Wednesday, 12th, at 6.30 a.m. Saturday, 15th, at 9.30 a.m. Wednesday, 19th, at 12 noon. Saturday, 22nd, at 3.00 p.m. Wednesday, 26th, at 6.00 a.m. Saturday, 29th, at 8.00 a.m. Connecting at St. John with the International Company's Steamers for Portland and Boston. At Portland, with the Grand Trunk Railway for all points of Canada and the West. At Boston with the Bristol Line for New York.

Through Tickets and any further information can be had on application to A. & H. CREIGHTON, Agents, Ordnance Square.

August 5.

LADIES SEMINARY, WOLFVILLE, N. S.

Re-opens on Monday, Aug. 3rd.

Principal.....Miss Emerson. Assistant.....Miss Norris. Teacher of French & Drawing.....Mr. Crawley. Teacher of Music.....Miss Crawley.

TERMS.

Board and Tuition, per qtr.....\$30.00 Music, with use of Piano, ".....\$9.00 Drawing and Painting, each, ".....\$7.00 French, ".....\$3.00 Fuel—for two quarters, ".....\$1.00 Pupils furnish bedding, towels and light for their rooms. Bedding can be furnished on reasonable terms, to any desiring it. Bills payable Quarterly in advance. For further particulars apply to

I. A. BLAIR.

Wolfville, June 29th. July 1.

R. N. Beckwith & Co.

Have received and are now offering:

- BLACK GRENADINES Black BARAGES French Spot Lamas COLOURED BRILLIANTS Printed Dress MUSLIN WHITE CURTAIN MUSLIN Half Blind Muslin COLOURED SHIRTS AND SHIRTINGS Fancy Prints LADIES PAPER COLLARS AND CUFFS Dress Buttons and Trimmings Black Silk Laces and Insertions Coloured do do WHITE BRILLIANTS White Silk Illusions White and Col'd Frosted Illusions DRAB SILK BARAGES Ladies and Gents Lawn Handkerchiefs White Fronting Linen, BATH TOWELS Linen Damask and Linen Cloths Linen Towelling, White Cotton Sheetings. MEN'S MERINO VESTS AND PANTS. WHITE CRICKETING FLANNEL.

July 22.

HOUSEHOLD FURNITURE.

INTENDING Housekeepers and those refurnishing can do much better than speculating in second-hand articles at auctions, by an inspection of our unrivalled stock of custom-made first-class FURNITURE, comprising—

- DRAWING ROOM SETS, DINING ROOM SETS, HALL FURNITURE, BEDROOM SETS, Several suits of Drawing Room Furniture, finished in plain and fancy Repp, Brocades and Damasks; Wardrobes, Book Cases, Whatnots, Fancy Tables, Fancy Chairs, &c., &c., in Walnut and Mahogany. GORDON & KEITH. May 20.