General Business.

and ARRIVING at the

Warehouse, Fish

PUBLIC WHARF,

· 50 Brls. Heavy Mess Pork; Plateand Extra Mess Beef

50 Tubs Lard;

50 Brls. and boxes Rankine's Biscuits :

100 Brls, Refined Sugars :

100 Boxes Raisins

100 " Soap;

100 Kegs Nails;

100 Dozen Brooms

100 Boxes and caddies McDonald and Adams' TOBACCOS. Mariners, Imperial, Napoleon, Little Sargeant. Black Bird, Prince of Wales, Bird's Eve, and Brunette;

150 Half-chests TEA:

50 Caddies "

20 Tubs BUTTER:

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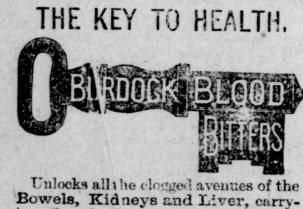
July 11, 1883.

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ing off gradually without weakening the system, all the impurities and foul humors of the secretions; at the same time Correcting Acidity of the Stomach, curi q Biliousness, Dyspepsia, Head iches, Dizziness, Heartburn, Constipation, Dryness of the Skin, D. opsy, Dimness of Vision, Jaundie, Salt Rheum, Erysipelas, Scrobla, Fluttering of the Heart, Nora usness, and General Debility; all these and many other similar Con plaints vield to the BLOOD BITTERS BURDOCK T. MILRURY & CO., Proprietors, Terento

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200 barrels Pork and Beef 200 sacks Beans. 150 tubs Lard. 500 boxes V. Raisins 210 barrels Sugar. 600 packages Tea. 350 packages Tobacco. 250 cases Canned Goods.

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-For sale by-C. M. BOSTWICK & CO. 7 WATER STREET, ST. JOHN.

Dry Goods, Cheap. THE Subscribers are now offering the Stock of D. M. Loggie & Co., in the Store lately oc-

cupied by them, at very low prices to clear, SPRING GOODS.

It will be to the advantage of intending purchasers to examine our Stock before purchasing By strict attention to business and a well assorted Steck at reasonable prices they hope to merit a share of public patronage.

PATTERSON, LOCCIE & CO in the Store lately occupied by D. M. Loggie & Co

Notice.

formerly owned by Duncan Davidson, Esq., is pre-pared to furnish all kinds of stock in his line f Highest market price paid for hides.
WILLIAM TROY Chatham, Sep. 26th, 1881.

Miramichi Advance,

The Miramichi Valley Railway.

The Advocate, in a tedious leader, as full of italics as one of Mr. David Shanks Kerr's letters to the St. John press, endeavors to explain that it did not mean what it said last week about the imaginary arrangement by which the Northern and Western Company was to build the Valley Railway through the Parish of Derby. It squarely abandons its assertion of last week that the Company had arranged to build the road by the NEWCASTLE route it has advocated, occasionally, for two or three years, and discusses the question as if it were not probable that the Subsidies Act would be so changed as to make it consistent with the other Acts under which the Company is incorporated and on which its contract is based. The Advocate loses sight of the fact that while Mr. Adams had all reference to Chatham and Nelson eliminated from the Subsidies Act and provision for the "Tickle" terminus incorporated in the amendment to the Northern and Western Act of 1882, the first section of the latter Act still

time, "keep their faces straight."

Intercolonial.

(From the St. John Globe. 1

"We understand that when Messrs.

Adams and Park met the Government

Company, but they received no assur-

"That in lieu of the lines of Railway which the said Northern and Western Railway Company of New Brunswick are authorized to construct under the Acts relating to the said Company, the line or lines of Railway to be constructed by the said Company shall be a line of Railway from the Town of Chatham or from the Parish of Nelson, or from some point in the Parish of Derby or in the Parish of South Esk in the County of Northumberland, passing through the Counties of Northumberland and Yerk to the Parish in St. John on Monday last, they made of Saint Mary's in the said County of York or to the City of Fredericton in said last mentioned County."

When the Advocate argues that the railway must be built according to the contract why should it ignore the above section of the Act of 1882 which is a part of the contract, and endeavor to make its readers believe that the Legislature will not make the Subsidies Act apply to Nelson and Chatham just as it applied until Mr. Adams abused the temporary power he possessed by changing it, in spite of the remonstrances of some of hi

most loyal supporters? be had in connection therewith. As there is now but sufficient subsidy to cover What the Advocate may say will seventy miles of the road-other companies not, we presume, have much influence having absorbed all but that remainder of with the Legislature, but, for its own the 250 mites provided for in the Subsidies Act of 1882, while the Newcastle organisake, it ought to have more regard for zation was losing time—it is expected that the truth than it manifests. Many the legislature will provide for the necesary additional mileage. The original of its readers look to it for informa-Act relating to the Valley Railway contemplated a terminus in the Parish of tion and if it keeps on deceiving them Chatham and an amendment thereto, they will lose whatever confidence made in 1882, provided for a terminus in the town of Chatham. As Chatham was they may have in it. When it omitted from the Subsidy Act of 1882 the professes to publish a statement of legislature will, of course, be asked to make good that defect. These are the what the Railway Company has most important points on which it will be undertaken to do under its contract necessary to have legislation, although it ought not to say-as it virtually others may present themselves as the work goes on. does-that the contract is based en-The Advance further says,tirely on the Subsidies Act, but also As the contract has just been entered into it is not to be expected that the comupon the several Acts relating to the Northern and Western Railway (a but we have the best authority for stating that Mr. Maxwell, C. E., will arrive here section of one of which we quote above) and any future legislation that | organizing the engineering corps and at | down to Wilson's Point, so as to preonce proceeding with that department of may be had upon the subject. If the the work. The section between Cha ham Advocate were to proclaim that Mr. Call, and his fellow-obstructionists are necessary location, plana, profiles, specifidetermined there shall not be any cations, etc., are made, actual work will such future legislation, it would say about all that can be said from their

shall not be built. The promoters of

bridges in order to reach either Chat-

ham or Newcastle. By securing an

castle interests would be protected,

lose the business offering. Newcastle

should look to the future and dis-

who are obstructing the Northern

standpoint, while those who desire to see the Railway built would know exactly what they have to contend against-they would the more fully realise that it is the Miramichi Valley Railway and its interest against Mr. Call and his determination that it the local feelings and prejudices that not forget to deal with them according-

may exist in connection with the questhe work have, however, weighed the tion the proposition to make the termiinfluences against them and, having nus of the road at the point of land faith in public sentiment as it will forming the bifurcation of the main the people of Montreal. A great deal of the Government organs intimate that prevail in the Legislature, they have determined to build the road ought to be avoided, if possible, viz, The question of the cost of running water carriage of several miles of all rights over the Intercolonial from : freight and passenger traffic, in order to point between the Miramichi bridges submission to such rates and terms as is a very important one which some the Intercolonial might impose for runof our Newcastle friends seem to lose ning privileges over its rails, and half sight of. It is well known that both a million dollars' worth of bridges, to Montreal and points in the United reach either place. Even if the Derby States will be practically brought route were not a more difficult one to from ninety to one hundred miles build over than the Nelson one, it nearer to us by means of the Valley ought not to be favored, when its selec-Railway and, in time, there will be a tion would place the Railway at the disadvantage indicated. But, aside traffic rivalry between the latter road from the fact that the road by the and the Intercolonial. The Interco-Nelson route places Newcastle nearer lonial management will then do as to Fredericton by several miles than it the Grand Trunk does with rivals would be by the Derby route, the who wish to run their traffic over the advantage of connecting independently great Victoria Bridge across the St. Lawrence. The Grand Trunk puts the cost of the Bridge at \$5,000,000 will put it out of the power of the Intercolonial to discriminate in its charges and when it suits its purpose it against Newcastle, because traffic for charges as much for running rights Beans and Beef. over it as would be charged over that place will have the same alternative it would possess at the Wilson's Point ordinary railway costing that sum. terminus, viz., carriage by water, which If the rival Company says it cannot would benefit Chatham without prejuafford to pay so much the Grand dice to Newcastle. If it were proposed Trunk people say, "Well, you had to make Newcastle the terminus there better build a bridge for yourselves." would be some reason for the efforts being made by gertlemen of that town Mr. Call and his friends would have to prevent the line running to Chatham. the Government of this Province exbut as it is admitted by all that the road pend some \$300,000 on a railway cannot be built to Newcastle every whose traffic earnings would, for all reasonable consideration is in favor of time, be handicapped by any demands the Chatham terminus. which the Intercolonial management "In noting however, what the Advance might please to make for running says in regard to additional subsidy, we rights over its expensive Miramichi have to remark that the reasons must

> independent line to Chatham Newmore to the burden of our public debt. because freight and passengers for the latter place would have the alternadone-a most intelligen; and cleartive of the route by the river, which sighted view of this important question, would induce the Intercolonial to be although we hope its apparent opposireasonable in its demends, rather than tion to the Valley Railway receiving the provincial subsidy for its full mileage, arises from its not having considered the matter as fully as its importance courage its few prominent citizens demands. The present is hardly the time to discuss this branch of the suband Western Company in their ject, but we may say that when the

security" to the Government and for, was intended to encourage the pro- was annihilated last winter to specially visit to the northern section of the moters of the lines contemplated to commence operations with as little de-Valley Railway, is absurd. Messrs. lay as possible. Indeed, the Northern Adams and Park went to St. John & Western Company was forced to representing a combination having no hastily complete its organization and legal status whatever. They were have recourse to the Supreme Court to remove obstructions in its way, in order to secure a contract before the Governdo so, save as individuals. They ment was rendered powerless to make one because of the limitation clause of simply did some talking, but talk is the Act; and, while much might be cheap, as the people of Northumbersaid against legislation to provide a subland have learned in an eight years' sidy for one of the roads named in the experience with the "Tickle" Com-Act, and not commenced before the pany. The Advocate has stated that limitation clause came into operation, Mr. Call's Company had \$200,000 the position of a road actually contractof stock subscribed. If it will give ed for prior to that time would be enthe names of the stockholders and the | tirely different. Such a road would be in a strong position before the legislature amount subscribed by each, perhaps and its claims could not, very well, be it will assist in removing the impression on the public mind that the security referred to was not such as

The Moncton Times publishes an ar-Messrs. Adams and Park could offer ticle-evidently suggested or wrtiten by its Chatham correspondent-on the to the Government and, at the same subject of the Miramichi Railway. The writer, who is well known to be in the confidence of, and sympathy with the "It would seem that the statements of Newcastle organization that has so long the Newcastle Advocate in reference to obstructed the work, states that "the the Miramichi Valley Railway, which Miramichi Railway war is said not were published in the GLOBE of Wednesbe over by any means," that "the Newday, were based on erroneous and miscastle men, with an amusing affectation leading information. We have good of shortsightedness, pretend to see no authority for believing that the Gibsonfurther than the contract itself, and Snowball Company have made no publicly congratulate each other over arrangement whatever with the organitheir imaginary victory." "These genzation headed by Mr. Call, and that tlemen," says this writer, "are not so they have never, at any time, proposed fresh, however, as they seem, and their or held out to any one any inducement demonstrations of present satisfaction to make them believe that the Valley are the foundation upon which they Railway would be built by any other will raise a charge of bad faith when than the South side of the Miramichi, the application for change of route between Bartholomew River and the

comes before the Legislature." This, then, is the meaning of the Advocate and World's Newcastle editorials proclaiming that an understanding had been arrived at by which the construccertain propositions and offers by which tion of the Valley Railway through they wished the Government to bind Derby and to a point between the two the Northern and Western Railway Miramichi railway bridges had been arrived at. The Times article hints at ances beyond the general one that the the means to be employed to prevent contract would be made in accordance the construction of the road. It says

with the law relating to the matter. "The Gibson company, we are as-The Advance, which is in a position to sured, has not the most remote intenbe correctly informed on the subject, tion of building the road between the North-West and South-West rivers, and will not build at all if adverse influ-'The contract is made with Messrs ences should prevent the required Gibson, Snowball, Muirhead, Pickard, amendment of the Facility Act. It is Morrison and associates of the Northern and Western Railway Company for the by no means certain that the amendconstruction of the Valley Railway under ment will, even under Government and subject to the several Acts of Assempressure, go through both Houses, and bly relating to that Company and Railway | the beginning of the road, therefore, and to any further legislation that may may be indefinitely postponed."

In other words, the Newcastle gentlemen who, in eight years, with a larger amount of subsidy aid than is now available, could not secure sufficient additional capital to build the railway to a point between the railway bridges -who know that all the practical rail-

way men they have applied to have told them that the line by the south side of the river is the only practicable one -are still determined to deprive the people of the Valley of the Railway facilities with which the Northern and Western Railway Company are ready to provide them. This is the kind spirit which animates these gentlemen They virtually say "We know the road cannot be built by the Derby route. pany's plans should yet be fully developed, but we will use all the political influence we possess to prevent it being built by any other. If it is not brought vent it joining the Chatham Branch, the Junction and Bartholomew River will be people up-river may go without railway the first surveyed, and as soon as the facilities. We have Messrs. Adams and Park in the House of Assembly, and be commenced at the Nelson end of the Mr. Davidson in the Legislative Council, and they will see that no change is "This seems to indicate very clearly made in the Act, no matter what the that the proposed route through Derby people outside of Derby and Newcastle is finally abandoned. Indeed, it seems may say. Those two parishes must that the difficulties in the way of con- rule the County. They must be suited, struction by that route are so great that railway or ny railway." If Messrs. railway men have never. at any time, Adams and Park choose to take that position they do so with their eyes "To those who are not identified with open, and the County, as a whole, will

ly at the proper time. It is as a through road that the Mirariver, seems absurd. This would in- of interest was excited some years ago by Mr. Sanford F'eming's proposal to make the Great Shippegan Gully the terminus of a line of fast Atlantic steamreach either Chatham or Newcastle, or length would have to be built from Bathurst on the Intercolonial, making the distance from Montreal to Shippedistance from Montreal to Chatham, determination Miramichi, by the Short Line or Lake Megantic and the Miramichi Valley Railways should not exceed 500 miles, and practically Chatham is as near to Europe as Shippegan, besides being a better harbor. In any case the Miramichi Valley Railway will give Montreal access to Chatham, Newcastle and the towns to the south of these places, by a line at least one hundred miles shorter than the Intercolonial, and will shorten the distance to Halifax by the same number of miles, besides opening up new markets for Montreal merchants to occupy. The progress of the of the Intercolonial with the largest of railway will, therefore, be viewed with the Miramichi towns is obvious. It interest here, and its speedy completion will be gratifying to our people. -

From Montreal to Fredericton by the Short Line is three hundred and seventy three miles and the distance from Fredericton to Chatham by the only route over which the Miramichi Railway can be built is not more than one hundred miles. This will place Chatham withmiles less than the Herald estimates some verses

The Newcastle editor of the World asks,-

We would like to know how it is proposed to construct the Miramichi Valley Railway, according to the Subsidy Actfrom St. Mary's, York County, to the Intercolonial Railway at a point in the Parish of Derby or South Esk--and at the be very grave, indeed, which will induce same time connect with the I. C. R. at the present Legislature to increase the Chatham Junction and still have a termirailway subsidy or to add anything nus at Wilson's Point.

Our neighbor will learn a good deal when it becomes better accustomed to the The Globe takes-as it always has Miramichi. It will learn that it is not possible to make connection with the Intercolonial in the Parish of Southesk because such connection was never con templated in all the legislation on the subject until the late Surveyor-General discovered something no one else ever found out respecting Southesk, Everyone else in Northumberland knows that there is no part of the Intercolonial in Southesk. The World knows also, we endeavors to build the Valley Rail- Legislature passed the Subsidies Act of was no mention made of Derby or South- Mrs. Partington declared the Neuralgia Hop Bitters. His system will be represume, that from 1872 until 1882, there 1882, it committed the Province to all esk either in the Railway Subsidies Act M. P. P., and proceeded to Rogers- to be worse than the old Rheumatism; juvinated, his nerves strengthened, his the Railways named therein, and the or the Acts relating to the Northern and ville and Acadiaville Settlemen's on but, however bad either may be, Burdock sight become clear, and the whole con-

of a subsidy for a Railway to Wilson's Point. The difficulty with the World's Newcastle editor seems to be that he can late Chatham out of the Subsidies Act but, he does not choose to see that it can

be legislated back again into it. The St. John Election.

Over five thousand electors of St John voted on Thursday last at the election to fill two vacancies in the Legislature, one caused by the death of the late Dr. Elder, and the other by the acceptance of the Provincial Secre-Mr. McLellen, of course, named person being evidently a political crank. The issue was a square one between the Government and its opponents, the result being that Mr. McLellen received 2,699 votes, Dr. Stockton, 2,399, Mr. McNichol 1,413, Mr. Chesley 1,101 and Dr. Hutchinson 49 votes. Dr. Stockton, who, thus, polled 300 votes less than the Provincial Secretary, led the best man on the opposition side by 986 votes. We said last week.

Mr. McNichol's chances for polling within from six hundred to a thousand of the vote of the gentlemen on the Government ticket, are fair. Even that measure of success ought ought to make Mr. Mc-Nichol quite a happy man-especially as have ex-Attorney-General McLeod at has no chance at all and if he had possessed as much sense as Mr. James Gordon Forbes-another promising candidate-he would not have remained in the fight only o show his weakness.

We are glad-as nearly every honest an in New Brunswick is to-day-that the Government's victory has been even greater than was hoped for. There have been elections in two constituencies since the present Government came into power. The first was in York, of, invested in lands and lumbering outwhere the Opposition believed they were strong and where, perhaps, the ate Government had more influential supporters than in any other County of the Province. The result was the return of Attorney-General Blair by majority which proved that the people hailed the change of Government as a blessing. The Opposition were, however, not satisfied and when the lamented death of Dr. Elder took place, rendering a new election necessary, they forced on another contest. A good many of the older and more prudent members of the Opposition party endeavored to persuade their "stalwart" friends to allow the Government candidates to be elected by acclamation. They urged that the people were in favor of the new Government, thatopposition would not only lead to defeat but also interfere with necessary preparations for the forthcoming Centennial Exhibition. The party whip, however, had been cracked and Messrs. Chesley and McNichol found so many to urge them forward that they could not resist. They were thrust onward to defeat, Mr. Chesley

who was, also, an unsuccessful candidate at the general election, demonstrating the fact that whenever the party want a man who is sure of defeat they may depend on him. Mr. McNichol may do for a candidate again, but no prudent man will care hereafter to trust for success on a ticket on which Mr. Chesley's name appears. Like the party in whose members he trusted for election, he is not in line with the reformed public sentiment of Mr. Landry, M. P. P., recently an-

retire from the local Legislature. It said he intended to run for the representation of Kent County in the House of Commons, Mr. Girouard, M. P., being about to accept the office of Collector of Customs at Richibucto. Since michi Valley Railway most interests the St. John election, however, some there might have been some misunderstanding in reference to Mr. Landry's declaration of his intended retirement ers. To carry out Mr. Fleming's idea a from provincial politics. Westmorland, line of railway some 50 or 60 miles in it is thought, will return a Government supporter should Mr. Landry retire. and it is, therefore, not improbable gan considerably over 600 miles. The that he will be asked to reconsider his

Between Two Stoois."

The World intimates that we misrepresent it in calling its Newcastle notes the work of its Newcastle editor. It desires, no doubt, to convey the impression that the matter referred to is not editorial, but as the World places it in its columns as all its other editorial matter is placed, unaccompanied by anything to indicate that it is not editorial, it cannot expect people to accept it as anything else. Of course, it is absurd to find one editorial in a paper based on correct information respecting an important public matter and another flatly contradicting it, and it is only such journals as the World that can afford to indulge in anomalies of that kind. It is a demonstration of the absurdity of attempting to please everybody and. of course, places the World in a ridicuin, at the furthest, not more than 475 lous position. A Halifax paper—the miles of Montreal, or even twenty five | Reporter we think-once published illustrating the poor World's position, one of which ran as follows .-Ye Churchmen, ye Baptists, ye Wesleyans and

What my master, J. H., bade me print For 'tis well known to all what a master is he.

The trouble with our unfortunate neighbor is that what its Newcastle editor sends to it must be accepted and published without challenge. It comes to it with its master's approval and when the Chatham editor publishes a card boasting that he will not be dictated to by the Directors of the Company or anyone else the local public smile incredulously and say-"hardly ever."

HON. SURVEYOR-GENERAL MITCHELL who has been making a brief visit to the North Shore, reached Newcastle from Restigouche on Saturday and, accompanied by Commissioner Atcheson, visited the Sugary Settlement on that day. He was in Nelson Parish on The Advocate's statement that Mr. clause limiting the mileage which the Western Railway Company and that it re- Blood Bitters will conquer it. It also stitution be built up to a higher working

legislate for the waste of public money Province, of which, we understand he which would be involved in the granting | entertains a high opinion.

THE SOUTHWEST BRIDGE. - Mr. Beck- ham, N. B. with, Chief Engineer of the Public Works Department, accompanied by Adams had the law so changed as to legis. Mr. Burchill, M. P. P., was engaged yesterday in surveying the banks of the Southwest near the Railway Bridge in order to obtain data for plans and estimates for the proposed highway bridge

IN THE FIELD. -Mr. E. B. Buckerfield, who has had considerable experience in the representation of a portion of Kent in her Municipal Council, gives notice that he intends to offer for the seat in the House of Commons to be vacated by Mr. Girouard. Mr. Buckerfield will, it is said, have Mr. Reuben with him, as the second Government Johnson and Mr. P. A. Landry as opcandidate, Dr. A. A. Stockton. Op- ponents, and, perhaps, others, so the It is a poor specimen, but despite this, posed to these were Mr. McNichol, Mr. | constituency will not go begging for Chesley, and Dr. Hutchinson the last those who desire to wear political hon-

The Lumber Trade.

people that Sir Leonard Tilley justified the burdens he imposed in his tariff upon the lumber trade, by saying that it was a "waning industry." In no way could the minister have better illustrated his wellknown reckleness in making statements of alleged facts. The lumber interests of Canada are far from being on the decrease, and are from to-day, next to agriculture, the most important industry of our people. Mr. Mackasey, of Halifax. has recently published an open letter to Sir John Mac-Donald demanding protection for the lumber trade, and we extract from it the following interesting statistics :-

There are engaged in the getting out and manufacture of lumber in Canada Dominion. In all the industrial establishments of Canada, \$165,000,000 of capital is invested; in saw mills and machinery over \$25,000,000 is placed; while the amount which Mr. Mackasey loses sight fits would probably be equally great, or \$50,000,000 in all, or more than one-third of the amount invested in all other industrial establishments. The total product of lumber in 1881, the year for which these estimates were made, was \$38,541, 752, or nine dollars for each inhabitant of the country, of which enough was sold abroad to bring into the country \$23,991,-052. As a revenue-paying class the lumbermen take a high place, the half million persons who are supported by this industry paying five million of dollars into the revenue of the country, beside their share to the profits of those industries which receive the benefit of protection. Was there ever a greater misnomer than to call that policy "national," which deliberately placed a heavy burden upon so important an industry as this ?-

British Herring Fishery.

The following, from a Caithness paper under date of Wick, July 4th, shows how plentiful herrings are in the waters off the north coasts of Great Britain, and is interesting information in connection with the Minister of Fisheries' idea of establishing a Canadian pickled fish trade with the ceipts that the proprietor took no pride in

ing here has been attended with an unprecedented success. Being delayed by gales and adverse winds, it was nearing the close of last week ere all the local boats which had been at Stornoway and Barra eye. had returned. The few preliminary 'dips" made on Friday and Saturday inlicated the presence of immense shoals of herring off our coast. On Friday twenty boats landed takes ranging from 5 to 20 crans, which sold at from 22s. to 30s. The 12 boats which were at sea on Saturday were well fished, having an average catch of twelve craus. For these, good prices were obtained, the herring being glare of the blazing kerosene lamp. readily bought up at from 30s to 34s per

On Monday the weather being fine with a light breeze 115 boats put to sea, and shot their nets at distances varying from 20 to 25 miles from land. Early on Tuesday morning the wind freshened. most of the fleet managed to get into the harbor before the tide fell away. success of these boats is almost without a and light as it appeared, I had not the parallel in the history of Wick. The early arrivals had large "shots," but as a rule the boats coming into harbor later were more heavily fished. Takes of from 40 to 60 crans were quite common, and the fatal spot. Nearer and nearer it mated it was found that the 115 boats reached the remarkably high average of 30 crans. All day long and far into the railed on the quays, and the utmost exer- harmed." tions were made to get the enormous quantity of fish prepared for torwarding to the outhern markets. But to despatch in time by the night trains all the herring | touched me." landed was quite beyond the resources of the buyers, and as a consequence a considerable proportion was submitted to the you could'nt lift it, and didn't touch it first stage of curing. Most of the fish were immature, which combined with the it?" excessive quantity, caused a great fall in prices. During the forenoon the rates were from 10s to 15s a cran, in the after-

noon and evening from 3s to 5s. The traffic by railway was exceptionally neavy, and two special trains were run, each drawn by two engines. The first left at 11 o'clock last night, and the other at 2 o'clock this morning, carrying 32 and 33 fully laden waggons respectively. There were also three waggons by the ordinary 12.10 a. m., which makes altogether 68 waggons, and the total weight of fish is estimated at 200 tons. The consignments were principally for Manchester, Liver-

The shipment of barrels to Orkney and Shetland still continues, and several vessels laden with these, including the "St. Magnus" and "Orcadia," sailed during the past few days.

Advices from Stettin, through Messrs. Sendler & Co., report that there was a lively de nand for really fine, large sized, and fat June herrings. Considerable supplies had come into the market, those of Stornoway cure realizing from 50 to 65 m. per barrel, duty paid. For a small lot of exceptionally fine quality 85 m. per barrel was reached, selling in single barrels to shopkeepers. At these prices, however, purchases were restricted to the smallest quantities for immediate use. The arrivals of Shetland herrings did not meet with a particularly brisk demand. Matties sold at from 26 to 33 m. per barrel, according to quality; and selected, largesized fish at 37 to 40 m. per barrel.

BALTASOUND, 30th June. - The fishing at the north isles of Shetland has been prosecuted very successfully during the past two weeks. Last week at Baltasound shots of 40, 50, and as high as 94 crans were landed. Some boats have already over 200 crans fished. The prospects are very favourable. has been on the whole suitable. About 300 boats are engaged at the fishing in this section, and the total for the season to this date is about 18,000. A cran is about half a barrel, and our

readers may, from the above, form an idea of the immense quantities of herring taken on the North British coast. We may also note that the pickled herrings of this coast go principally to the German

Call's Company offered "satisfactory Government was authorized to contract quired a Government such as that which pie and Mr. Burchill. This is his first makes pure blood, regulating the Liver, condition.

Kidneys and Bowels, and eradicating scrofulous humor from the system. 25.-000 bottles sold in the last three months. For sale by J. D. B. F. Mackenzie, Chat-

Con terfeits Afloat.

SPURIOUS ISSUES OF THE UNION BANK OF

Among the counterfeit Canadian currency that has been made, there are two specimens on the Union Bank of P. E. Island, Charlottetown. One of these is on the old issue, of the denomination of \$2, being a photograph and a lithograph. It was easily detected by a person with ordinary caution, though some were deceived. This was the kind of notes found on Lefurgey, which caused his sentence to the penitentiary here a few years ago. counterfeit on the new issue, Letter A. many have been deceived. It is thus'

Letter A. Dated March 1st, 1875, coarse engraving, similar to an inferior wood cut. Easily detected at sight by careful handlers of money, but very liable to deceive the careless. Fully one quarter inch shorter than the genuine bills. "British American Bank Note Co., Montreal," is entirely omitted in the centre portion of the bottom over vignette-engraving of dog and safe, is without any shading, which is also the case with the line "of Prince Edward Island" and "on demand" beneath. Back of note bad and unlike genuine. Lathe work patterns very coarse. Title of bank

The first warning that such counterfeits had been made was from a station on the Intercolonial Railway, north of Moncton, and there were a few floated, but where they came from it was impossible to learn. Then the interest that had been excited died out, but it will be revived again no doubt, when it is learned that specimens of the second edition of these counterfeits about 100,000 men, who support families have been passed in Fredericton. A few forming a grand total of half a million, or days ago, in this city, a lady from the about one ninth the population of the United States received one, while shop ping, but from whom she is unable to tell. There are three different shades of this class, though the paper is of the same tex-One is of very pale tint, and is a darker, while the third is so dark that it resembles the genuine very closely, except that the ink of the numbers is bad. The figures on the second named are similar to the bank issue. It is considered that the counterfeits are not engravings but from etchings. These are all two dollar bills. Another dangerous bill is a Dominion note raised from \$1 to \$4. There are very few of these believed to be in existence. When it was found that these were out the face of the plate was changed, so that over the figure one at the right and left of the front on the original, "one" was placed in Romans. A dangerous counterfeit is | CO on the \$10 United States Treasury issue. It is two years old and many have been passed extensively over the United States except on the Pacific coast. It is not thought that there has been any increase of spurious money in Canada, though people in this vicinity should be on the lookout for the issues to which attention has been directed. - Telegraph.

Saving the Train.

The usual crowd of autumn liars were gathered together in the store, occupying all the grocery seats-the only gross re--when, a little blear-eyed, weazen-faced The opening of the summer herring fish- individual sneaked in by the back door and slunk into a dark corner.

> "That's him," said the ungrammatical bummer with a green patch over his left

"Who is it?" asked several at once.

"Why, the chap who saved the train from being wrecked," was the reply. "Come, tell ns about it," they demanded, as the small man crouched in the darkness, as if unwilling that his heroic deed should be brought out under the

After much persuasion, reinforced by a stiff horn of apple jack, he began : "It was just such a night as thisbright and clear-and I was going home down the teack, when right before me, across the rails lay a great beam, it was. Pale and ghastly as a fallen body, power to move it. A sudden rumble and roar told me that the night express was sent free by mail on receipt of the thundering down and soon would reach approached till, just as the cowcatcher was about lifting me, I sprang aside, placed myself between the obstruction night the utmost bustle and activity pre- and the track, and the train flew on un-

"What did you do with the beam ?" "I didn't touch it," he replied, "but it

"Well," persisted the questioner, "if how in thunder did the train get over

"Why, don't you see?" said the sadsidled toward the door. "The obstruction was a moonbeam, and I jumped so that the shadow of my body took its

Bang ! flew a ham against the door, and if it had struck the body of the retreating hero there would have been a much bigger grease-spot frescoed on the panel-Drake's Traveller's Magazine.

Fortunate Chance of a Lieut. Chance.

Lt. Josiah Chance of the 17th Regiment Infantry, U. S. Army, at the close of the late war, having served entirely through was commissioned in the regular service. Eleven years ago he was stationed at Bismark, and here he has been ever since. Under his superintendence timp Hancock was built, and the present Fort Lincoln. He shook hands with the gallant Custer when he left to march to death, and one of the first tears to fall over his sad fate fell from Lieut. Chance. At present he is at Lincoln, and no officer at the fort is held in better esteem than he. He drew \$30,000 in the July drawing of the Louisiana State Lottery, at a cost of \$2. Every Bismarker knows him, and the Tribune heard but one expression: "Good! It couldn't have fallen to a better man." He says he will invest it in Dakota dirt, and will remain in the service. Through the Bismark Nat. Bank he drew on New Orleans for his \$30,000. Lieut. Chance held two-fifths of ticket No. 37,348. The ticket drew the capital prize of \$75,000 .- Bismark, Dakota) Tribune, July 17.

SKILL IN THE WORKSHOP. -To do good work the mechanic must have good health. If long hours of confinement in close rooms have enfeebled his hand or dimmed his sight, let him at once, and before some organic trouble appears, take plenty of



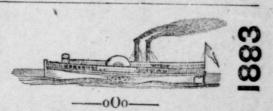
"ALBERT LEA ROUTE." For detailed information, get the Maps and Fold-GREAT ROCK ISLAND ROUTE.

CHICAGO. .

Sheriff's Sale.

ate, lying and being in the Parish of Derby, County as part of the Elm-Tree Tract, which piece therethe 25th day of June, A. D. 1872, and being the The same having been seized under and by virtue

County Court by Richard Hutchison against th JOHN SHIRREFF. Sheriff of Northumberland County Sheriff's Office, Newcastle, 26th Jan., A. D., 188



International S. S. Com'y Summer Arrangement.

TRIPS A WEEK.

()N AND AFTER MONDAY, JULY 9th, the Steamers of this line will make Five Trips Every Monday, Wednesday and Friday Mornings at 8 o'clock. for Eastport, Pertland and Boston, connecting

Boston, every MONDAY, WEDNESDAY, and FRIDAY mornings, at 8.30 o'clock, and Portland at 6 p. m., for Eastport and St. John. TWO EXTRA TRIPS during July, August and September, leaving Saint John every SUNDAY and THURSDAY mornings at 8 o'clock and Boston every Tuesday and Saturday mornings at 8.30 o'clock, touching only at Eastport, arriving in Boston and Saint John early the following Through Tickets can be procured at this office and at H. Chubb & Co's, to all points of Canada

AT No claims for allowance after goods leave

Freight received Tuesday, Wednesday, Thursday and Saturday only, up to 6 o'clock, p.m. H. W. CHISHOLM, Agent. GRAY'S SPECIFIC MEDICINE. RADE MARK THE GREAT ENGLISH REMEDY, An unsal Lassitude, Pain in the Back, Dim-

CARDING MILL. FLETT'S CARDING MILL, NELSON,

THE GRAY MEDICINE CO.

Agent in Chatham, -- J. D. B. F. McKenzie

IS NOW IN OPERATION. ND the dam and machinery having undergone A a thorough repair, the subscriber is prepared serve his customers without delay.

JOHN BROWN, ESQ., - - - CHATHAM MRS. SMALLWOOD, - - - NEWCASTLE, will be promptly carded and returned. Having had over thirty years' experience in the usiness the subscriber feels confident of giving THOS. AMBROSE Nelson, June 30, 1883-1m.

BARGAINS!

GOODS.

are now to be had at the ARGYLE HOUSE, CHATHAM.

WILLIAM MUERAY. Call and see prices and get circular. Chatham, July 26th, 1883.

RECEIVED.

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CHOICE WINTER APPLES,

1 MIXED CAR CANADIAN APPLES

ONIONS,

CHEESE, ETC. ETC.

BOTTOM PRICES.

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