

Business Notice.

The ADVANCE office is open for business from 9 a. m. until 6 p. m. every week-day. It is not open for delivery of papers in the evening. Town and local country subscribers will, therefore, please call for their papers at the delivery window before 6 p. m.

Miramichi and the North Shore, etc.

THE LIGHTSHIP, Capt. Daly, was towed to her position on the Bar last Monday.

THE BIRTHDAY—24th—is proclaimed a Public Holiday by authority, in the Royal Gazette.

CAPT. GIDE, of the *Shenar*, a favorite Captain, with a favorite vessel, is among our first arrivals in port. He was fourteen days in the ice off the coast.

A Social Party is to be held at Chatham Hall on Monday evening next. The tickets will be 75c. per couple, and for gentlemen, 50c. Doors open at half past seven—Music by the Madigan Orchestra. Mr. Jas. K. McFarlane is Secretary to the Committee.

NEWCASTLE P. O.—Contractors are invited to send tenders addressed to F. H. Ennis, Secy, Dept. Public Works Ottawa, for the erection of the New Post Office at Newcastle. The plans and specification may be seen at the Custom House Newcastle, on and after the 5th of next month.

ASCENSION.—To-day being the festival of the Ascension of the Holy Redeemer, the Holy Communion will be celebrated in St. Mary's Chapel, Chatham, at 7.30 a. m. There will also be morning prayer with sermon at 10.30 a. m., and evening prayer with sermon at 7.30 p. m.

MRS. PIERCE, widow of the late James A. Pierce, founder and editor of the late *Chatham Observer*, died at Halifax on 12th inst. The remains were brought to Chatham and the funeral, which was largely attended, took place from the residence of her son, J. J. Pierce, Esq., on Saturday last.

SOD-TURNING.—Work has commenced on the Miramichi Valley Railway and there is a general desire for a celebration of the first sod-turning, which the Company will, no doubt, recognise in some way, as they ought to do. The event will, probably, take place on Monday or Tuesday next.

MISSIONS.—The annual special intercession services for missions will be held on Sunday next in St. Paul's and St. Mary's Churches, Chatham, at the usual hours, and the offerings at the Ascension Day and next Sunday's services will be in aid of the Domestic Missions of the Domestic and Foreign Missionary Society of the Church of England in Canada.

THE LATE HON. JAMES FRASER, whose death at New Glasgow, N. S., occurred recently left an estate valued at \$176,000. He left \$400 each to two nieces in Miramichi, and made a few other small bequests. His three daughters and one son have the fortune divided between them.

IS IT NECESSARY, in felling a tree for a proposed railway, to destroy fruit and other trees by the roots? If so it will, no doubt, justify the cutting down of some sixty pine trees in Mr. Henry Clouston's orchard by the parties making the railway running in Derby. Mr. Clouston, as we are informed, objects to the operation.

A VESSEL.—Captain Schmitt, of the Norwegian ship *Helga*, from Houtou, reports that on the 18th April, in lat. 47° 50' W., long 33° 24' W., he passed a vessel of between 500 and 600 tons, bottom up, covered, how stove in. A quantity of deals and pitch pine timber was floating close around her. Could not ascertain vessel's name.

TELEGRAPH LINE.—Tenders for the construction of a telegraph line between Chatham and Point Beauséjour are to be received by F. H. Ennis, Secretary Public Works Dept., Ottawa up to Saturday 31st inst. Forms of tender will be sent on application to Mr. Ennis by mail or in person. Why not have them at the Custom House or some other suitable place here?

WRECK.—Under date of 19th inst. Mr. Wm. G. Tait writes as follows from Esquimaux to the ADVANCE:—"The stern part of a vessel came ashore in the ice on Saturday last a mile west of Herring Cove. The vessel to which it belonged was new, and I would judge, of about two hundred tons, and lately wrecked. We could not make out all the letters of her name. The ones which can be seen are A D — A J D E and the name of place S A O K V. There are two letters missing in the name of vessel."

LEAKING.—The barque "Richard Hutchinson, Capt. Troop, which sailed from here on Friday for Chatham, N. B., in ballast, returned to port on Saturday, leaking, for repairs. Captain Troop reports that his vessel struck on a ledge off Sheet Harbor during the heavy fog last night, and after coming off was found to be leaking badly, so he decided to return here. She will be placed on the marine slip for examination and repairs.—*Halifax Chronicle*.

DRAMATIC.—Don't forget that this (Thursday) evening is the opening night of the Boston Comedy Company in Masonic Hall, Chatham. The season will last six nights. They have just closed a season at Newcastle and we observe that the *Advocate* speaks very highly of the different performances given there. Mr. Webb deserves well of the public as he always meets his engagements promptly, is a man of his word and believes in giving the people the worth of their money. Hence the success of his Company.

THE LATE MRS. HENRY.—The funeral of Mrs. Sarah Ann Henry, an old resident of Hobboken, wife of Mr. H. M. Henry, a well-known journalist of this city, who was for some years on the old *Transcript* and later an associate editor of the *Anti-Slavery Standard*, took place to-day. The services were held in St. Joseph's Church, Father Kessler, pastor, in 125th street, near Ninth Avenue. After the celebration of solemn mass the remains, accompanied by the family and friends were taken to Tottenham, N. S., where they were laid by the side of a daughter who died a few years ago. The pall-bearers were her half-brother, Thomas and John, and Peter North, her husband, her son, W. H. Henry and Mr. E. Kellett. Mrs. Henry was a very devout woman, who spent many years of her life administering to the wants of the sick and dying. The deceased lady was born in Miramichi, Canada, and her brother, Richard Nugent, was the founder and editor of the *Halifax Sun*, which was the first Canadian paper

to use a power press.—N. Y. Evening Telegram, 14th.

MAJOR McCULLY visited Moncton on Tuesday and expressed his approval of the Town Council for the holding of the annual camp drill this year. The Council in committee decided to offer the ground free and give free use of water, and also to erect a shed for cavalry horses, provided the camp should be held there.—*St. John Globe*.

The above paragraph is the substance of what has appeared in the *Transcript* on the subject. It is unnecessary to say that there is no "Town common" in Moncton. The property in question belongs to the Moncton Land Company and the Messrs. Harris and Humphrey, who comprise the company, would no doubt be quite willing to give the military permission to use it. It is hardly fair, however, to refer to the land as the "Town common."—*Moncton Times*.

PERSONAL.—The Toronto *Mail*, in its Northwest Budget, says "Mr. Plummer, Manager of the Bank of Montreal at Portage la Prairie, has gone to Calgary to select a site for a branch at that place. Mr. Blair, Chief Clerk, Gordon Blair, formerly of Chatham, is at the former place will take the management of the branch."

Bishop Wilson of the R. E. Church is visiting Chatham. We are pleased to see in town Mr. Geo. T. Johnston, son of Mr. Thomas Johnston, of Baribou, and brother of Mr. J. Johnston, Postmaster. Mr. J. is accompanied with his lady, who visits Miramichi for the first time. Mr. Johnston is conducting a flourishing general business at Marinette, Wisconsin. Mr. and Mrs. J. intend to return in about a fortnight. This is Mr. J.'s second visit to the place of his birth since his first departure in 1858. Geo. J. Gordon, son of Mr. Neil Gordon, Northwest, has charge of Mr. Johnston's establishment, during his absence, and Miss Mary Jane Gordon, daughter, has just entered Mr. Johnston's employ as bookkeeper. Another New Brunswicker, Allan Armstrong late of Bathurst, is also in the same establishment.—*Advocate*.

Mr. Thos. D. Adams of New York is again visiting his Miramichi relatives and friends.

ST. JOHN'S CHURCH, Chatham, was reopened on Sunday last after undergoing the extensive repairs and alterations already described in these columns. The congregation filled the edifice in every part, many finding no standing room. The service, which was at three o'clock in the afternoon, was participated in by Rev. Jas. Murray of St. Marks, Douglas, N. B., and Rev. Wm. V. K. St. Andrews, Chatham, and Rev. Mr. Chapman, pastor of the Chatham Methodist Church. Mr. Waiter reading the Scriptures and offering the opening prayer, Mr. Murray delivering the sermon and Mr. Chapman closing with prayer and the benediction. The music under the leadership of Miss Fairley, who has accepted the position of organist of the Church, was excellent. The new position of the choir, on the platform in rear of the pulpit, rendering the performance of its important part of the service much more effective than when it occupied the gallery. The collection at this service amounted to \$35. St. John's is now one of the most comfortable places of worship we have seen for a long time and is, in every respect, creditable to the Christian zeal and enterprise of the congregation.

LIGHTER CASES.—The cases of John Rattien, Matthew Carroll, Murtagh Carroll and Timothy Daly—all charged with violation of the Canadian Temperance Act, were before the Police Court on Friday last. Three witnesses were examined in Mr. Rattien's case but their testimony did not prove the charge preferred. At the request of Mr. R. B. Adams, for the prosecution, this case was adjourned until to-morrow, Friday and at the request of Mr. Tweedie, for the defence, the other three cases were similarly adjourned. On the Police Magistrate notifying the witnesses to be present one of them, Mr. Thomas Doonan, demurred, on the ground that it would only be a waste of his time, as he had not been in any of the places for which he was summoned for the last six months. Policeman Forester, who it had been said went to Nelson, visited the places named, obtained liquor and then caused those with whom he drank to be summoned, took occasion to contradict the story, in justice to himself, and said he had not been in Nelson since last fall until the day he was sent there to serve the summonses under the complaint of the Inspector.

Mr. Cowhig of Chatham was convicted and fined \$50. This case is said to be appealed.

Why We Do It.

Under the heading, "Let there be peace," the *Fredericton Capital*—a leading Conservative journal and supporter of the late Government, of which Mr. Adams was a member, says—

"Although the railway war in Miramichi has apparently ended in a resolution to build a double line of track, the animosities stirred up by the discussion have not subsided. Mr. Adams and the Editor of the *Advocate*, especially, continue to discuss public and private differences with great warmth. Of the two, Mr. Smith certainly manages to keep more clearly within the limits of journalistic propriety."

We have often to regret the necessity under which we are constrained to reply to writers of Mr. Adams' class. If we consulted the personal feelings of the editor no mention of Mr. Adams would appear in these columns, but the people of Northumberland have seen fit to honor him with a representative position, in which he has directly exercised an influence in important public matters, and in this connection the ADVANCE, as a public journal, has criticised him. He has chosen to abuse the editor, instead of defending his own public acts, thus giving the discussion an offensively personal complexion. The editor regrets this exceedingly, but is constrained to depart from the public aspects of Mr. Adams' career, or a due regard for the propriety of language. Therefore, it is to be regretted, is too often the case, that the *Capital* is mistaken in stating that the editor of the ADVANCE discusses private differences with Mr. Adams. Nothing that has appeared in the ADVANCE justifies that statement. The editor, as an elector of Northumberland, recently addressed a letter to Hon. Mr. Mitchell on the Valley Railway question, which was published, at the request of some of that gentleman's former supporters. Several writers in the press—most of them anonymous and all too obscure to merit attention—attacked the editor and the letter, in Mr. Mitchell's interest. Finally, Mr. Adams secured space in the *World* for a very temperate defence of Mr. Mitchell but it was evidently, two words for that gentleman and the for himself, which was characterised also by more bitter personal references, in his own behalf, to the editor. Mr. Adams, having appeared in his own name, and being a legislative representative, as well as a member of

the late Provincial Government, was entitled to a reply. Besides, it is well known that the *World*, in which his letter appeared, was established in Chatham chiefly through the influence and with the money of a Company, whose object was to promote the political interests of Messrs. Mitchell and Adams, to keep Chatham as a contributing and secondary element in furthering the schemes of those gentlemen's "friends" and "to kill off the ADVANCE," those who are not fully alive to the situation—and it is really strange that the number is really so large—may not have understood that it was necessary for the ADVANCE to dignify Mr. Adams by replying to his attacks through his Chatham organ upon this paper and its editor. The reply was made, however, and it was, we think, as free from objectionable features as it was possible to make it, considering that the subject was the ex-Surveyor-General and one of his characteristic onslaughts upon this paper and its editor. We sincerely hope our columns may hereafter be devoted more exclusively to higher and better themes, but if persons who have designs upon the County, similar to those of Mr. Adams—who, in our judgment, can give Chatham a good word only for the purpose of gaining its confidence, in order to strike their blows against it with the more deadly effect,—attack the ADVANCE in the carrying out of their programme, we must deal with them, however distasteful the performance of the duty may be.

"Capt." Matthews. The *World's* Newcastle editor refers to the "Capt. Matthews" woman, an interview with whom we copied last week from an exchange. He says she was the daughter of the late policeman Matthews of that town and that she was "a fast young woman." He adds—

The woman in the paragraph alluded to is, only to say that she was born in Newcastle, N. B., but that she went to the place mentioned, in this town. It looks as if the *World's* man had gone a little out of his way to get off a sneer at Newcastle, a place he has no love for, although we should imagine it was rather a distinction to be proud of than otherwise. To be minus such places as the concert halls and theatres usually frequented by persons of the class of "Capt." Matthews.

The part of the woman's statement from which we properly inferred—and from which any one reading English correctly would infer—that was Newcastle she meant as the place where she attended the "concert halls and theatres" was the following—

I was born in January 27, 1862, in Newcastle, New Brunswick, British North America. I had a fair education, and a golly me, who, taught me to pray and to read my Bible. I was the eldest of our family, and ought to have been a comfort to my parents, but I am sorry to say, I was not. When I was 16 years of age my father died. It was then I would not be controlled by my mother, but would insist, against her wish, on learning to dance. This led me to concert halls and theatres, where I got into bad company, kept late hours, and finally resolved to leave home.

Not having the intimate personal acquaintance with Capt. Matthews which the *World* writer seems to have enjoyed, and believing that she was misrepresenting Newcastle, we simply added to her statement the following words—

The woman's story of her going to "concert halls and theatres" in Newcastle, N. B., shows that she is not telling the truth. She, evidently, is an impostor and, therefore, a fit captain for the army to which she belongs.

The *World* writer must try again.

A Bold Railway Thief.

During the months of December and January freight was mysteriously disappearing from the cars and sheds at various points along the line, more especially on the Northern Division. The authorities tried, when the facts became known, to locate the thieves, but this was found very difficult in view of the large amount of ocean steamship freight going over the road during the months above mentioned. Last month, however, the station master at Dalhousie had his attention called to an empty gin case which was lying in the bushes a short distance from the station. The discovery so aroused his suspicion that he determined to make a further search, and the result was such as to leave no doubt on his mind that this at least was one of the places where the robbers had successfully plied their vocation. Under stamps and trees, apparently concealed, were freight cases and barrels, all of which were broken open and portions of their contents carried away. A few weeks ago a number of cars at Bathurst were found to have been tampered with, and on examination it was shown that a large quantity of freight was stolen. The railway police inspector, who has been working up the case, traced the stolen property into the possession of a number of people—residents of Bathurst. Some of the goods were recognized as those pilfered from Dalhousie as well as those stolen from Bathurst.

The suspected thief, at the time the freight was being stolen at Dalhousie, was working at Moffat's mills in Campbellton. His run was to go out to Dalhousie, and when the train men's attention was engaged, he would jump into a box-car, in which he would ride a short distance, throwing out his body as he went along, and when it was all over he would jump out himself. This individual is suspected of robbing the post office at Petit Rocher. The principal part of the stolen freight was found in the house of a relative of the suspected party, who, it is said, also worked in Dalhousie. The police are now on the trail of the thief.—*St. John Globe*.

The "Pomona-Florida" Disaster.

QUEBEC, May 12.—The Captain of the bark *Pomona*, which collided with the *State of Florida*, in the city. He has no official list of the members of his crew. There were fifteen on board besides himself. Twelve were lost; the two sailors saved being Thomas Nicholson and Angelo Rosa. The accident occurred soon after leaving port that Capt. Heyburn cannot recall all the list of the crew, but gives the following from memory:—Williams, mate; Knudsen, second mate; Fullerton, steward; Blon, carpenter; Norman Shaw, David, Jacobsen, Paul, Busick, Lyons, Johnston, and two Italians. He can give no details of the accident, having been at the time in bed. He did not see the steamship at all.

When Mr. Cleary, New York agent of the line, arrived here yesterday it was thought that he was here to be first on board the ship and to prevent the crew of the *Florida* from being interviewed. If such was his object he signally failed, as several correspondents boarded the *Theresa* before he arrived. To-day the agent is engaged in buying clothing for the passengers and crew. Young Mitchell, one of the survivors of the *Pomona*, was the only one of the bark's crew who saw the collision. He insists that the steamship was to blame, as the *Pomona* was showing both port and starboard lights. He will probably

be detained for the official enquiry by the Glasgow Board of Trade. Miss McFarlane, stewardess of the *Florida*, is also under the Company's protection. She is unable to describe what occurred, and expresses herself as unable to appreciate what she has survived.

The officers are not communicative to-day, being entirely under control of the New York agent. The captain of the *Pomona*, when spoken to upon the contrast between his manner and that of Thompson, first officer of the *Florida*, takes the ground that it is no use fretting now. Thompson persists in refusing to speak. He is warmly defended by the second engineer. Every one else seems against him. All who have been landed from the *Theresa* and been spoken to on the matter insist that the *City of Rome*, when signalled and shouted to, was passing by there was not more than four hundred yards distant, and that the weather was practically clear.

Henry Anderson, the lamp trimmer, who, at the risk of losing his own life, smashed in the bottom of an overturned boat of the *Florida* and drew out the men imperiled all night below it, has become a hero with the water police and others. His comrades and officers all agree that he merits the medal of the Royal Humane Society. Much surprise exists amongst the agents and crews of other steamships in port at the small number of passengers saved. The boats seem to have been nearly all filled with the crew. The owners of the *Theresa* will make, of course, a heavy claim against the State Line for the passage and food of the *Florida's* survivors. The same will also apply to the *Lonia* and steamship *Titanic*.

Newcastle Notes.

Messrs. Sutherland & Creighton have a very nice office to let over their new store.

Mr. M. Russell has several hands at work at the new wool factory. He will commence fitting up the machinery in a few days and hopes to have the factory at work in a short time.

Mr. James Murray, Hecla Foundry, has made a very nice cast of the new couple invented by him, and which bids fair to be a strong competitor for public favour. The couple is exceedingly simple, and easily operated.

The Square Committee have done the right thing in engaging Madigan's Band to play in the Square two evenings each week during the summer. We hope one of the evenings will be Monday as two societies meet each month on Tuesdays and there are no regular meetings on Monday that we are aware of.

The townfolk will be pleased to see that arrangements are being made to erect the new post office building in town, so long promised, and so much needed. It will be seen by an advertisement in this issue that tenders are asked for Thursday, 26th June. Plans and specifications will be ready for examination at the Custom House here on Thursday, 5th June.

The I. S. S. Co's Steamer Lewiston.

The Steamer Lewiston, which temporarily supplies the place of the lost City of Portland, of the International Line, was built in New York by John English, for the Portland Steam Packet Company in 1855, and was put on the route between Boston and Portland in April, 1856. She soon after became the property of the Portland, Bangor, Machias and Mt. Desert Steamboat Co., to which line she now belongs. When the disaster of the City of Portland occurred she was lying in Portland undergoing repairs, preparatory to being put on the route of that line on the 1st of June.

The Lewiston is somewhat smaller than the *Palmouth*, being a vessel of 1,051 tons. Her dining-room is on the lower deck, which increases to a considerable extent the fore and aft saloon accommodations. She has eighty staterooms, which are of good size and well furnished, and the saloons will, in a few days, be newly carpeted and otherwise improved. The boat will accommodate with comfort from 500 to 600 passengers. The Lewiston made her first appearance in St. John last week under the command of Capt. Lacom, but it is understood that Captain Hall will have command hereafter.

While the Lewiston remains on the route, it is presumed she will amply supply the place of the lost vessel, both for passenger and freight traffic.

At the annual meeting of the shareholders of the Canada Pacific Railway, in Montreal, last week, the following were elected a board of directors: Geo. Stephen, R. B. Angus, Donald A. Smith, Montreal; W. C. Vanhorne, R. T. Northcote, London; M. P. DuPasque, Grenfell, London; C. D. Ross, London; Baron De Reinsch, Paris; R. V. Martineau, Amsterdam and New York; W. L. Scott, Erie, Pa.; John Turnbull, Montreal. The changes in last year's board are: John Kennedy, of New York, who retired in January, and has been replaced by John Turnbull of this city, and Duncan McIntyre, who declined re-election, and who has been replaced by W. C. Vanhorne. A subsequent meeting of the new board, Mr. Stephen was elected president and Messrs. Angus and Vanhorne vice-presidents. The executive for the year is R. B. Angus, Hon. D. A. Smith and W. C. Vanhorne.

What Toronto's well-known Good Samaritan says: "I have been troubled with Dyspepsia and Liver Complaint for over 20 years, and have tried many remedies, but never found an article that has done me as much good as Nutriphor & Lyman's Vegetable Discovery and Dyspeptic Cure."

CLARA E. PORTER.

BORN.

On Wednesday, May 21st, the wife of L. J. Tweedie, Esq., Chatham—a son.

DIED.

At Halifax, on the 17th inst., at the residence of her son-in-law, Mr. John G. Fisher, Elizabeth, widow of John G. Fisher, for many years editor and proprietor of the *Miramichi Gazette*, aged 78 years.

SHIPPING INTELLIGENCE.

Port of Chatham.

May 17. By *St. John's*, 675, Gude, Newry—J. K. Snowball.
May 18. By *St. John's*, 675, Gude, Newry—J. K. Snowball.
May 19. By *St. John's*, 675, Gude, Newry—J. K. Snowball.
May 20. By *St. John's*, 675, Gude, Newry—J. K. Snowball.
May 21. By *St. John's*, 675, Gude, Newry—J. K. Snowball.
May 22. By *St. John's*, 675, Gude, Newry—J. K. Snowball.

Port of Newcastle.

May 17. By *St. John's*, 675, Gude, Newry—J. K. Snowball.
May 18. By *St. John's*, 675, Gude, Newry—J. K. Snowball.
May 19. By *St. John's*, 675, Gude, Newry—J. K. Snowball.
May 20. By *St. John's*, 675, Gude, Newry—J. K. Snowball.
May 21. By *St. John's*, 675, Gude, Newry—J. K. Snowball.
May 22. By *St. John's*, 675, Gude, Newry—J. K. Snowball.

New Advertisements.

MASONIC HALL, CHATHAM.
The Public are respectfully informed that the **BOSTON COMEDY CO.**, H. PRICE WEBBER, MANAGER, will open in the above Hall on **Thursday Ev'g, MAY 22ND.** OPENING BILL—**FANCHON THE CRICKET MISS EDWINGA GIEY AS FANCHON**, supported by the **QUEENLY COMPANY**. POPULAR PRICES: ADMISSION 25cts., RESEATED SEATS 35cts. Doors open at 7½. Overture at 8 o'clock. Change of Programme Nightly. Reserved Seat Tickets at Mackenzie's Drug Store, where plan of Hall may be seen.

BLACK BROOK TO THE FRONT.
The Subscriber begs to thank his Friends in Black Brook, and the Public in general for the kind patronage received from them while in business, and wishes to inform them that he will open his NEW STORE about the 25th OF MAY, with a Well Selected Stock of

DRY GOODS, Gent's Furnishings, Boots and Shoes, Groceries & Provisions,
And large lines of other Goods usually kept in a Well Stocked Country Store; all which will be disposed of at remarkably low prices. Having a Large Stock of Boots and Shoes on hand, I am prepared to sell them.

TEA. An Extra article of TEA for 25cts. per lb. Country Produce taken in exchange for Goods. In connection with my store, I am prepared to supply Travellers and Farmers with suitable Accommodations and on Moderate Terms; also—Horses and Carriages, and Persons and Parcels Carried daily to and from Black Brook.

JAMES McMURRAY, Ferry Landing, Black Brook.

WARNING. I HEREBY notify all Persons against allowing any of the crew of the Barque "ST. JOHN'S" to be employed in or about contract indebtedness on account of vessel for any purpose whatever.

JOHS. GUDE, Master. Miramichi, May 19th, 1884.

BUILDING LOT AT AUCTION. To be sold at PUBLIC AUCTION on **Saturday, the 14th of June, AT 3 O'CLOCK, P. M.** In front of the Engine House in the town of Newcastle, that Lot of Land situate at Bridgetown, in the Parish of St. John, and adjoining the residence of Edward Sinclair Esq. This Lot has a frontage of 145 feet on the main road and is of great value as a most desirable building lot.

In consequence of its close proximity to the I. C. R. and being located at the junction of the main roads from the North and South West Rivers, it is well adapted for a business stand. TERMS made known at sale. Further particulars will be given on application to Geo. Burdell, Nelson.

J. C. FAIRRY, AUCTIONEER. Newcastle, N. B., 20th May, 1884.

NOTICE.

Chatham Driving Park Association. The Annual General Meeting of the Stockholders of the Chatham Driving Park Association, will be held in the Office of L. J. Tweedie, Esq., on **FRIDAY, the 12th of JUNE NEXT**, at 8 o'clock, being the first Tuesday in June, at eight o'clock.

R. BAIN, Secy., L. J. TWEEDIE, President.

BRIDGE NOTICE.

SEALED TENDERS, marked, "Tenders for S. 20th Street Bridge" will be received at the Department of Public Works, Fredericton, until **FRIDAY, 22nd of JUNE NEXT**, at Noon, for the erection of a bridge over the Southwest Miramichi River, from Nelson to Derby, Northumberland County, according to Plans and Specification on file in the Office of the Engineer in Charge, Messrs. Geo. Burdell & Sons, Nelson, on and after Saturday, May 24th.

Each Tender must give the names of two responsible persons willing to become sureties for the faithful performance of the Contract, and must be accompanied by a Certified Bank Cheque or Cash, for a sum equal to 5 p. c. of the Tender, which will be forfeited in the event of the tenderer failing to enter into the Contract when called upon to do so. If the tender be not accepted, the amount will be returned.

The lowest and any tender not necessarily accepted.

P. G. RYAN, CHIEF COMMISSIONER. Dept. Public Works, Fredericton, May 19, '84.

Notice of Sale.

To Robert A. Williston, of Bay du Vin, in the Parish of Hardwicke, in the County of Northumberland, in the Province of New Brunswick, Farmer, and Mary Williston, his wife, and to all others whom it may concern:—

NOTICE is hereby given that by virtue of a Power of Sale contained in a certain Indenture of Mortgage bearing date the Tenth day of September in the year of Our Lord one thousand eight hundred and seventy-seven, and made between the said Robert A. Williston, of Bay du Vin, in the Parish of Hardwicke, in the County of Northumberland, and Mary Williston, his wife, and all others whom it may concern, and in pursuance of the said Power of Sale and of the Statute in that behalf made, and made in and by the said Indenture of Mortgage, default having been made in payment thereof, to be sold at Public Auction, on Wednesday, the Twenty-seventh day of August next, in front of the Post Office, Chatham, in said County, at twelve o'clock noon, the lands and premises in said Indenture mentioned and described as follows, namely, "All and singular that certain lot or parcel of land and premises situate, lying and being on the easterly side of Bay du Vin, in the Parish of Hardwicke, and containing one hundred and one acre or more, with a stone house thereon, formerly occupied by the said Robert A. Williston, and all and singular that certain lot or parcel of land and premises situate, lying and being on the easterly side of Bay du Vin, in the Parish of Hardwicke, and containing one hundred and one acre or more, with a stone house thereon, formerly occupied by the said Robert A. Williston, and all and singular that certain lot or parcel of land and premises situate, lying and being on the easterly side of Bay du Vin, in the Parish of Hardwicke, and containing one hundred and one acre or more, with a stone house thereon, formerly occupied by the said Robert A. Williston, and all and singular that certain lot or parcel of land and premises situate, lying and being on the easterly side of Bay du Vin, in the Parish of Hardwicke, and containing one hundred and one acre or more, with a stone house thereon, formerly occupied by the said Robert A. 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