

Miramichi and the North Shore, etc.

YARD'S MILL, Portland, St. John, was burned early yesterday, Wednesday morning.

FULL LIST of ocean going vessels entered and cleared at Miramichi will be found in another column.

ASSIGNED.—Messrs. B. Richard & Co. of Rogersville have assigned, their liabilities being placed at \$8,000 and assets at 12,000.

INSURANCE.—Those who wish to insure property of any kind or invest in life risks will do well to apply to Mr. Gillespie, whose agency represents none but the most reliable companies.

REWARDING A BRAVE CASHEIR.—Mr. Currie, the Merchants' Bank clerk who made such a bold stand against a burglar at Antigonish a short time ago, has been presented by the directors of the Bank with a gold watch and chain, valued at £100, as a testimonial of his bravery.

CAPT. SCOTT, the commissioner in charge of the fishery protection service, has left for the North Bay, to meet the Minister of Marine and Fisheries, who intends going over the fishing grounds in order to satisfy himself as to the advantages that are being derived by the Americans in that locality.—P. E. I.

LIVERY STABLE.—Mr. J. P. Seale has purchased the Livery Stable stock and outfit of the late John A. Ward of Chatham, and is continuing the business on the same premises. He has at present six horses and a variety of wagons and carriages and will, no doubt, command a fair share of public patronage.

BAZAR.—The Roman Catholics of Chatham intend to open a grand Bazaar at the skating rink on Tuesday, 2nd August, and continue it for several days. They are making such preparations as will, no doubt, make the affair an unusually attractive one. Full particulars will be given next week.

THE BORZONE AND ATLANTIS.—A cable from Dublin to Mr. Henry Muirhead announcing the arrival of the Atlantis, and one from Larne to Mr. R. Call announcing the arrival of the Borzone were received here the same morning. These vessels crossed the bar on the same day on their outward passage. They were forty-three days out.

THE WILBUR HOUSE.—Mr. J. H. Wilbur, who has owned and managed several hotels in New Brunswick towns, and is well known and popular with the traveling public, will take charge of the Gibson House at Woodstock on Monday next having purchased the property. The name will be changed to the Wilbur House.

THE GARDEN PARTY AND SALE to be held at the attractive grounds of Jas. Mitchell, Esq., to-morrow, Friday evening ought to be well patronized. The "Newcastle" is to leave wharf, Chatham, for Newcastle at 7.30, and return at the close of the party, fare for the return trip being only 25 cts.

TOO MUCH PARSNIP GREEN or LONDON PURPLE.—Most farmers have learned how to use Paris green or London purple by thoroughly mixing one pound of poison with 100 or more of finely ground plaster. Occasionally some inexperienced person uses more, and always with bad results. The much Paris green or London purple kills tender foliage of young potato plants and it will not kill the bugs as it would them and they do not eat it.

ASHORE.—The Italian barque Armetta, 675 tons, inward bound, went ashore on Sunday morning about four o'clock about 100 yards from the north channel, Miramichi bar in 11 ft water at high tide. Owing to the easterly storm her position has been rendered more hazardous. The tug St. Andrew and St. George endeavored to tow her off on Tuesday but could not. She is making about 2 inches of water an hour and will, probably, be got off when the tides are fuller.

THE MARITIME BANK.—President Maclellan and directors Tapley and McMillan were examined before the Bank Liquidators, yesterday afternoon. One of the liquidators stated this morning that the affairs of the bank were looking a trifle brighter and that several amounts had been paid in, which they did not expect for some time.

MR. MACLELLAN, who has been under surveillance for about a month past, was granted his freedom this afternoon, on an order issued by Chief Justice Allen. Maritime paper is now selling for 50 cents on the dollar.—Globe of 12th.

THE RY. BRIDGE.—It is understood that the superstructure of the projected railway bridge to cross the St. John River, at Fredericton, will be built during the coming fall and winter, probably by the Dominion Bridge company of Montreal. A steel bridge on piers of masonry is contemplated, having spans of say 250 feet. The probable location is at the lower end of the town from Gibson to Stanley street. This will necessitate a draw for the passage of the river boats and other craft.

CAFE FOR GROWING COLTS.—There is no age in the horse's life when oats are not a good food for him. A young colt may be taught to eat them very early, and they are absolutely necessary when the mare's milk begins to fail, or it becomes time to wean him. If oats are scarce divide them between the growing colts and the working or driving teams. The latter have learned to eat anything, and are careless hands as often feed with grain to save the labor of the grooming needed to keep them in good condition for working.

ST. JOHN'S CHURCH BAZAAR came off in Chatham skating rink on Tuesday afternoon and evening was a great success. The decorations were in good taste, and the display of useful and fancy articles quite attractive. The refreshment tables were well supplied. The strawberries, ice cream and lemonade were so good as to command a large sale. The tea tables were well patronized and the attendance during the evening was large and represented all classes in the community, showing that St. John's stands high in popular goodwill. The receipts amounted to about \$300.

PROVINCIALS IN THE UNITED STATES.—Mr. Geo. C. Flett, formerly of Miramichi, is foreman of the extensive textile department of the Rand-Avery Supply Co., Boston.—Mr. R. M. Armstrong, the Massachusetts Secretary of Y. M. C. A., is a native of St. John, N. B., and a former compositor on the Boston Traveller.—Miss Bernice Stanger, of Fredericton, is a stu-

dent at the Boston Conservatory of Music.—Thos. L. Powers, who moved from Fredericton, N. B., to Illinois, in 1851, and moved to Kansas in 1879, is one of the proprietors of the Stirring Daily Bulletin.

New Time Table Northern & West.

The new time table on the Northern and Western railway went into effect on Monday, July 11th. By the new arrangement, trains will be run on eastern standard time, and will leave Gibson at 6.45 a. m., Marysville, 7.10 a. m., arriving at Chatham Junction at 1 o'clock, and Chatham 1.50 p. m. Close connection will be made at Chatham Junction with No. 35 T. R. Accommodation train going north. Returning trains will leave Chatham at 4.45 a. m., Chatham Junction 6.20 a. m., arriving at Marysville at 10.30 a. m., and Gibson at 11. By this early train from Chatham close connection will be made from all points east and west on the L. C. R., and at Gibson with the New Brunswick railway. The time given above in all cases is standard time. The distance between Gibson and Chatham is 116 miles.—Gleaner.

The Ludlow Church Consecrated.

On Saturday morning last about 150 ladies and gentlemen from Fredericton and St. John went by the Northern and Western train to Ludlow, where the new church of St. James the Great was to be consecrated by the Metropolitan. Among the party were the Metropolitan and Coadjutor, Bishops and 15 clergymen, who took part in the service.

After a two hours ride Ludlow was reached and the party alighting allowed themselves to wander about the place, which, though not thickly settled, showed evidence of prosperity and growth. The bishops and clergy robed at a neighboring house and marched in procession to the church singing "Jesus with Thy Church Abide." The beautiful, impressive consecration service of the church of England was then proceeded with, Revs. Canon Medley, F. B. Roberts, J. H. Talbot, W. Jeffrey, T. Dowling, J. DeW. Cowie, S. Neales, A. J. Lowndes, R. Smith, H. Montgomery, W. McKelid, C. Hanington, C. Hatheway, B. Hooper, N. C. Hansen assisting. A very interesting address was delivered by the lord bishop upon the founding of the church at Ludlow. Rev. J. H. Talbot, of Moncton, preached from Genesis xxviii, 19. The collection at the morning service for the building fund amounted to the very handsome sum of \$148. Every person present was delighted with the church and enjoyed the day thoroughly. The party returned to Fredericton about 5 p. m.

Kent County Court.

At the July term, Judge Botsford presiding, the following docket was entered: James Seely v. James Hyslop, C. J. Sayre, plaintiff's attorney; H. H. Jones, defendant's attorney; Martin Flanagan v. Henry O'Leary, C. Richardson, plaintiff's attorney; J. D. Phinney, defendant's attorney; 3 Kings v. O'Leary, C. Richardson, plaintiff's attorney; D. Phinney, defendant's attorney; 4 James P. Cane v. Philip C. Vantour, D. Phinney, plaintiff's attorney; C. Richardson, defendant's attorney; 5 James Seely v. Wm. Hyslop, C. J. Sayre, plaintiff's attorney; H. H. Jones, defendant's attorney. Bastardy Docket.

The Queen at the instance of the Overseers of the Poor for the Parish of Harcourt v. Henry Howard & Hutchins, Clerk of the Peace. Seely v. Hyslop (overruled) was tried and resulted in a verdict for plaintiff for \$180.34; Flanagan v. O'Leary was settled between the parties after the trial was entered upon; Cane v. Vantour, and Seely v. Hyslop (assumpsit) were made remands by consent.

The bastardy case was within the parties having settled. In the review case, Mary Collins v. Henry Budd, his honor refused to hear the argument to set aside the nonsuit on the ground that the affidavit upon which the order was granted, was not sufficient. Mr. James for plaintiff, Mr. Phinney for defendant. Court adjourned sine die on Friday. Sheriff Wheten attended the court for the first time in his official capacity.

Letter From Postmaster Adams.

To the Editor of the Advance. SIR:—In the ADVANCE of the 7th inst. there appears an extract of what purports to have been a speech delivered by the Hon. Peter Mitchell in the House during the last session, and as Mr. Mitchell has taken occasion to make some strictures upon the management of the Postoffice here and to a certain extent to impugn my honesty, I beg that you will allow me the liberty of replying thereto. There are two sides to every story and this is no exception. Mr. Mitchell's statement that this as one of the distributing offices of the County did not send his papers to the other offices but had deliberately made away with them is wholly without foundation and is wanting in even the semblance of truth. His paper was as regularly distributed as any paper that came to this office and not one day elapsed between our receiving it and distributing it amongst the offices for which they were intended. On no occasion did I hear that Mr. Mitchell had made an attack upon this office and I at once called upon Mr. Mitchell in person and inquired into the matter. He stated to me that he had not attacked the management of Chatham office, that he had no complaint to make against it and that he had it was properly conducted. I invited him to the office showed him his papers in the distributing boxes informed him that I kept them there two weeks (not two days as stated by him) and then had to put them aside to make room for his and other late editions as we were pressed for room during the campaign. He again stated he had no complaint to make against this office and seemed perfectly satisfied with the explanation made to me and it is therefore strange that he would attack me as he has done in the House and make statements which going to the country as they have done without being contradicted leaves me in a not too enviable position. I am sorry for Mr. Mitchell, sorry that it is necessary for him or any other person to be compelled even in his own interest to make statements which he has little regard for truth as he is the only one who had when he made those reports to me.

I feel confident that the Liberal Comtee of Chatham will give me the credit of having done my duty by them as fully and as faithfully as I did it towards the party which I supported, and that however I may have felt about the election, and towards the candidates it in no manner affected me in the performance of the duties of my office. Hoping that the above will correct the not too enviable position in which I am placed by the

Miramichi and the North Shore, etc.

North Shore and Prince Edward Island lines will play an important part. It may reasonably be expected that the enterprising management of the road will not be long in providing all necessary facilities for the quick and inexpensive transportation of goods from the eastern terminus of the road to P. E. Island, and on the completion of the Fredericton and Miramichi railway will be a competitive competitor with the International for the trade between the Island and the United States, especially since when the goods once reach the St. John at the alternative of water carriage will be presented, which will ensure low freights over the railways between Fredericton and Miramichi. The time will ever come when Miramichi will become a terminus for Atlantic steamers carrying light freight, mail and passengers, to be taken westward to Montreal and Boston by the shortest possible route, viz. the N. & W. railway and the Short Line, which may be a matter of question; but it did not seem so to me. If it were thought desirable to be water than Chatham, but is farther from Montreal via Boston by rail.

From Boston to Liverpool, via the N. & W. Railway to Miramichi, the distance is 2,151 miles, of which 550 are by rail and 1,601 by water. From Boston to Liverpool, via the L. C. R. to Halifax, the distance is 3,212 miles, of which 732 are by rail and 2,480 by water.

As on the completion of the Short Line the railway between Mattawan and Fredericton Junction will be common to all routes to the west, further shortening of 182 miles by rail and 129 miles by water will be gained in respect to Montreal. New York or any other point west. If it were thought desirable to be water than Chatham, but is farther from Montreal via Boston by rail.

From these facts it will appear that as the great question of transatlantic travel, and of fast time between the old world and the new, is being discussed, the claims of the N. & W. Railway form a part of any through route can hardly be overlooked.

I know that my Candidate is approved, however, by a large number of the electors, and from the support I have received in the past I can fairly assume that my claim to be the choice of the English-speaking people of the County is well founded.

I have run several election contests in the County, and have had the honour of representing you for one term in the General Assembly and in every contest I had the proud boast to make that I received a large majority of the votes of the English-speaking people.

At the very last election, a little more than a year ago, I led the poll in every English-speaking polling district in the County.

I am indeed to believe that I will receive a generous support from my Acadian friends also, as many of them especially from Dandas, where I had the honour last election of being placed at the head of the poll, have strongly urged me to offer myself for this election and assured me of a liberal support.

With those preliminary explanations, gentlemen, I now most respectfully solicit your votes and influence in the coming contest.

I need not inform you that in politics I am a Liberal and will support any government that will carry out the great principles of the Liberal Party.

North Shore and Prince Edward Island lines will play an important part. It may reasonably be expected that the enterprising management of the road will not be long in providing all necessary facilities for the quick and inexpensive transportation of goods from the eastern terminus of the road to P. E. Island, and on the completion of the Fredericton and Miramichi railway will be a competitive competitor with the International for the trade between the Island and the United States, especially since when the goods once reach the St. John at the alternative of water carriage will be presented, which will ensure low freights over the railways between Fredericton and Miramichi. The time will ever come when Miramichi will become a terminus for Atlantic steamers carrying light freight, mail and passengers, to be taken westward to Montreal and Boston by the shortest possible route, viz. the N. & W. railway and the Short Line, which may be a matter of question; but it did not seem so to me. If it were thought desirable to be water than Chatham, but is farther from Montreal via Boston by rail.

From Boston to Liverpool, via the N. & W. Railway to Miramichi, the distance is 2,151 miles, of which 550 are by rail and 1,601 by water. From Boston to Liverpool, via the L. C. R. to Halifax, the distance is 3,212 miles, of which 732 are by rail and 2,480 by water.

As on the completion of the Short Line the railway between Mattawan and Fredericton Junction will be common to all routes to the west, further shortening of 182 miles by rail and 129 miles by water will be gained in respect to Montreal. New York or any other point west. If it were thought desirable to be water than Chatham, but is farther from Montreal via Boston by rail.

From these facts it will appear that as the great question of transatlantic travel, and of fast time between the old world and the new, is being discussed, the claims of the N. & W. Railway form a part of any through route can hardly be overlooked.

I know that my Candidate is approved, however, by a large number of the electors, and from the support I have received in the past I can fairly assume that my claim to be the choice of the English-speaking people of the County is well founded.

I have run several election contests in the County, and have had the honour of representing you for one term in the General Assembly and in every contest I had the proud boast to make that I received a large majority of the votes of the English-speaking people.

At the very last election, a little more than a year ago, I led the poll in every English-speaking polling district in the County.

I am indeed to believe that I will receive a generous support from my Acadian friends also, as many of them especially from Dandas, where I had the honour last election of being placed at the head of the poll, have strongly urged me to offer myself for this election and assured me of a liberal support.

With those preliminary explanations, gentlemen, I now most respectfully solicit your votes and influence in the coming contest.

I need not inform you that in politics I am a Liberal and will support any government that will carry out the great principles of the Liberal Party.

North Shore and Prince Edward Island lines will play an important part. It may reasonably be expected that the enterprising management of the road will not be long in providing all necessary facilities for the quick and inexpensive transportation of goods from the eastern terminus of the road to P. E. Island, and on the completion of the Fredericton and Miramichi railway will be a competitive competitor with the International for the trade between the Island and the United States, especially since when the goods once reach the St. John at the alternative of water carriage will be presented, which will ensure low freights over the railways between Fredericton and Miramichi. The time will ever come when Miramichi will become a terminus for Atlantic steamers carrying light freight, mail and passengers, to be taken westward to Montreal and Boston by the shortest possible route, viz. the N. & W. railway and the Short Line, which may be a matter of question; but it did not seem so to me. If it were thought desirable to be water than Chatham, but is farther from Montreal via Boston by rail.

From Boston to Liverpool, via the N. & W. Railway to Miramichi, the distance is 2,151 miles, of which 550 are by rail and 1,601 by water. From Boston to Liverpool, via the L. C. R. to Halifax, the distance is 3,212 miles, of which 732 are by rail and 2,480 by water.

As on the completion of the Short Line the railway between Mattawan and Fredericton Junction will be common to all routes to the west, further shortening of 182 miles by rail and 129 miles by water will be gained in respect to Montreal. New York or any other point west. If it were thought desirable to be water than Chatham, but is farther from Montreal via Boston by rail.

From these facts it will appear that as the great question of transatlantic travel, and of fast time between the old world and the new, is being discussed, the claims of the N. & W. Railway form a part of any through route can hardly be overlooked.

I know that my Candidate is approved, however, by a large number of the electors, and from the support I have received in the past I can fairly assume that my claim to be the choice of the English-speaking people of the County is well founded.

I have run several election contests in the County, and have had the honour of representing you for one term in the General Assembly and in every contest I had the proud boast to make that I received a large majority of the votes of the English-speaking people.

At the very last election, a little more than a year ago, I led the poll in every English-speaking polling district in the County.

I am indeed to believe that I will receive a generous support from my Acadian friends also, as many of them especially from Dandas, where I had the honour last election of being placed at the head of the poll, have strongly urged me to offer myself for this election and assured me of a liberal support.

With those preliminary explanations, gentlemen, I now most respectfully solicit your votes and influence in the coming contest.

I need not inform you that in politics I am a Liberal and will support any government that will carry out the great principles of the Liberal Party.

North Shore and Prince Edward Island lines will play an important part. It may reasonably be expected that the enterprising management of the road will not be long in providing all necessary facilities for the quick and inexpensive transportation of goods from the eastern terminus of the road to P. E. Island, and on the completion of the Fredericton and Miramichi railway will be a competitive competitor with the International for the trade between the Island and the United States, especially since when the goods once reach the St. John at the alternative of water carriage will be presented, which will ensure low freights over the railways between Fredericton and Miramichi. The time will ever come when Miramichi will become a terminus for Atlantic steamers carrying light freight, mail and passengers, to be taken westward to Montreal and Boston by the shortest possible route, viz. the N. & W. railway and the Short Line, which may be a matter of question; but it did not seem so to me. If it were thought desirable to be water than Chatham, but is farther from Montreal via Boston by rail.

From Boston to Liverpool, via the N. & W. Railway to Miramichi, the distance is 2,151 miles, of which 550 are by rail and 1,601 by water. From Boston to Liverpool, via the L. C. R. to Halifax, the distance is 3,212 miles, of which 732 are by rail and 2,480 by water.

As on the completion of the Short Line the railway between Mattawan and Fredericton Junction will be common to all routes to the west, further shortening of 182 miles by rail and 129 miles by water will be gained in respect to Montreal. New York or any other point west. If it were thought desirable to be water than Chatham, but is farther from Montreal via Boston by rail.

From these facts it will appear that as the great question of transatlantic travel, and of fast time between the old world and the new, is being discussed, the claims of the N. & W. Railway form a part of any through route can hardly be overlooked.

I know that my Candidate is approved, however, by a large number of the electors, and from the support I have received in the past I can fairly assume that my claim to be the choice of the English-speaking people of the County is well founded.

I have run several election contests in the County, and have had the honour of representing you for one term in the General Assembly and in every contest I had the proud boast to make that I received a large majority of the votes of the English-speaking people.

At the very last election, a little more than a year ago, I led the poll in every English-speaking polling district in the County.

I am indeed to believe that I will receive a generous support from my Acadian friends also, as many of them especially from Dandas, where I had the honour last election of being placed at the head of the poll, have strongly urged me to offer myself for this election and assured me of a liberal support.

With those preliminary explanations, gentlemen, I now most respectfully solicit your votes and influence in the coming contest.

I need not inform you that in politics I am a Liberal and will support any government that will carry out the great principles of the Liberal Party.

Arrivals and clearances at Miramichi of British and foreign-going vessels, from opening of Navigation to July 11th, 1887.

Table with columns: Date, Rig, Name, Tonnage, From, Consigned to, Cleared For. Lists various ships like Atlantic, Boston, King Carl, etc.

CARD.

To the Electors of the County of Kent. GENTLEMEN—I beg most respectfully to announce to you that I will be a candidate for your suffrages at the approaching election of a member to represent you in the House of Assembly.

While I believe that neither race nor religion should be a qualification for a representative of the people in this free country composed of all nations and creeds, yet, perhaps, all other things being equal, it would only be graceful that the vacant seat should be conferred upon one speaking the English language as his mother tongue.

If this be so then the choice of the Candidate would seem fairly to belong to the English speaking people themselves and our Acadian brethren should loyally assist them in returning the man of their choice.

I have endeavoured, in the short time that has elapsed since the announcement of the election, to obtain a meeting in convention of the people for the purpose of making a choice of a candidate, but time has not permitted the accomplishment of that object.

I know that my Candidate is approved, however, by a large number of the electors, and from the support I have received in the past I can fairly assume that my claim to be the choice of the English-speaking people of the County is well founded.

I have run several election contests in the County, and have had the honour of representing you for one term in the General Assembly and in every contest I had the proud boast to make that I received a large majority of the votes of the English-speaking people.

At the very last election, a little more than a year ago, I led the poll in every English-speaking polling district in the County.

I am indeed to believe that I will receive a generous support from my Acadian friends also, as many of them especially from Dandas, where I had the honour last election of being placed at the head of the poll, have strongly urged me to offer myself for this election and assured me of a liberal support.

With those preliminary explanations, gentlemen, I now most respectfully solicit your votes and influence in the coming contest.

I need not inform you that in politics I am a Liberal and will support any government that will carry out the great principles of the Liberal Party.

CARD. Fire, Marine & Life INSURANCE AGENCY AT CHATHAM, N. B.

The undersigned is prepared to insure property from fire in the County of Northumberland in the following Old and Reliable English, American and Canadian Fire Insurance Companies.

ENGLISH. The London & Liverpool & Globe Insurance Company of London, Imperial Phoenix Fire Assurance, Fire Insurance Association, Limited, Lancashire Insurance Company, London & Lancashire Insurance Company, Norwich Union Fire Insurance Society of Norwich.

AMERICAN. The Aetna Insurance Company of Hartford, Hartford.

CANADIAN. The Royal Canadian Assurance Company of Montreal, Western Assurance Company of Toronto.

MARINE INSURANCE. Risks taken on Vessels, Cargoes, Freight and Disbursements, Sterling Certificates issued, if required, in the following Marine Insurance Companies—Boston Marine Insurance Company of Boston, Manheim Insurance Company of Manheim, Royal Canadian Insurance Co., of Montreal, British America of Toronto, Western.

LIFE INSURANCE. The Standard Life Assurance Company of Edinburgh. The Rates of Insurance in this Office are low and the Bonuses large. Low Rates, Fair Settlement and prompt payment of Losses guaranteed.

Thos. F. Gillespie, Insurance Agent. Chatham, July 11th, 1887.

South-West Boom Co., PURE SALE OF PRIZE LOGS. There will be sold at Public Auction on Friday, the 22nd of July, 1887, at three o'clock p. m., in front of the Engine House, in Newcasle, all the unworked logs of the South-West Boom Co. ing the present year.

Notice of Sale, HELLBORE. To be sold at Public Auction, on Monday, the 18th day of August next, at ten o'clock, in the forenoon in front of the store of Mr. George A. Maclellan, for payment of the balance of the late Donald McInnes of the Parish of Glenelg in the said County of Northumberland, the lands and premises adjoining that to be sold to a license obtained from the personal representative of the said deceased, the lands and premises adjoining that to be sold to a license obtained from the personal representative of the said deceased, the lands and premises adjoining that to be sold to a license obtained from the personal representative of the said deceased.

Livery Stable! The Subscriber having purchased the Livery Stable outfit of the late John A. Ward, begs to announce that he will continue the business at the same stand, and solicits a share of public patronage.

NEW GOODS! NEW PRICES! BARGAINS! BARGAINS! BARGAINS! NEW Ladies' Jerseys, NEW Dress Gowns, NEW Gaiters, etc.

GARDEN PARTY. The Ladies of St. JAMES'S GARDEN CIRCLE, Newcastle, will hold a Garden Party and sale of useful and fancy articles on the grounds of James Mitchell Esq.

Friday Evening July 15th. STRAWBERRIES and BREAM, ICE CREAM and other treats for sale during the evening.

NOTICE! All persons indebted to John A. Pitt are required to call at the office of Mr. Enoch Pitt and settle their accounts before the 15th INSTANT DAY or the 15th INSTANT DAY, after that date will be placed in the hands of a Receiver.