

Intercolonial Railway.

COMMENCING ON  
Monday, 26th May, 1873.

No. 1.—(Through Passenger Express) will leave Halifax at 7.30 a. m. and be due in St. John at 8.30 p. m.

This train will stop (between Halifax and Truro) only at Windsor Junction and Shubenacadie; (between Pansey and St. John) only at Bookin.

Other trains or to put down passengers who may have gotten on board at Pansec and stations east and south of that place.

No. 2.—(Through Passenger Express) will leave St. John at 8 a. m., and be due in Halifax at 8.50 p. m.

This Train will stop (between St. John and Pansec) only at Hampton, Saco, Pettitidae, and Moncton, and between Truro and Halifax (at Shubenacadie and Windsor Junction, except where it may be necessary to cross trains or to put down passengers who may have gotten on board at station) North and West of Truro.

Nos. 3 and 5.—(Pictou Passenger Accommodation) will leave Halifax at 6.15 a. m., and be due at St. John at 8.50 p. m.

Nos. 4 and 6.—(Shediac Passenger Accommodation) will leave St. John at 7 a. m., and be due at Point Du Chene at 12.15 p. m.  
Nos. 7 and 9.—(Freight and Passenger Accommodation) will leave Halifax at 11.30 a. m., and be due at Pictou at 8.15 p. m.  
Nos. 8 and 10.—(Freight and Passenger Accommodation) will leave St. John at 10.50 a. m., and be due at Point Du Chene at 7.55 p. m.  
No. 11.—(Truro Freight) will leave Halifax at 3.30 p. m., and be due at Truro at 9.10 p. m.  
No. 12.—(Passenger Accommodation) will leave Painsce at 4.20 p. m., and be due at Point Du Chene at 5 p. m.  
No. 13.—(Passenger Accommodation) will leave Halifax at 5.15 p. m., and be due at Truro at 8.15 p. m.

No. 10.—(Passenger Freight) will leave St. John at 2 p.m., and be due at Hampton 3.10 p.m.

No. 11.—(Passenger Freight) will leave St. John at 7 and 19.—(W & E. R.) will leave Halifax for Windsor Junction at 8 and 8.45 a.m. and 3 p.m.

No. 16.—(Petitcodiac Freight) will leave St. John at 2.45 p.m., and be due at Petitcodiac 8 p.m.

No. 18.—(Sussex Passenger Accommodation) will leave St. John at 4.40 p.m., and be due at Sussex at 6.40 p.m.

No. 19.—(Truro Passenger Accommodation) will leave Truro at 6 a.m., and be due in Halifax 9.15 a.m.

No. 21.—(Sussex Passenger Accommodation) will leave Sussex at 7 a.m., and be due in St. John at 9 a.m.

No. 22.—(Truro Freight) will leave Truro 6.45 a.m., and be due in Halifax at 1.20 p.m.

No. 23.—(Sussex Passenger Accommodation) will leave Point du Lac at 5.40 a.m., and be due in Halifax at 9.15 a.m.

Nos. 24 and 26.—(Freight and Passenger A. C. M.) will leave Picout at 6 a. m., and be due in Halifax at 2 35 p. m.

No. 27.—(Petitcodiac Freight) will leave Petitcodiac at 7 a. m., and be due in St. John at 1.45 p. m.

Nos. 28 and 30.—(Picout Passenger Accommodation) will leave Picout at 1.45 p. m., and be due in Halifax at 7.30 p. m.

No. 29.—(Passenger Accommodation) will leave Hampton at 5.45 a. m., and be due in St. John at 1.45 p. m.

Nos. 31 and 33.—(Shediac Passenger and Freight Accommodation) will leave Point DuChene at 10.45 a. m., and be due in St. John at 7.45 p. m.

Nos. 32, 34 and 36.—(W. & A. R.) are due at Halifax at 11 a. m., 6.45 p. m. and 8.25 p. m.

No. 35.—(Passenger Accommodation) will leave Point DuChene at 3.20 p. m., and be due at Pansol at 5 p. m.

Nos. 37 and 39.—(Truro and Moncton Freight and Passenger Accommodation) will leave Truro at 9.30 p. m., and be due at Moncton at 3.15 a. m.

Nos. 38 and 40.—(Moncton and Truro Freight and Passenger Accommodation) will leave Moncton at 6.45 p. m., and be due at Truro at 5.30 a. m.

LEWIS CARVELL,  
General Superintendent.

Railway Office, Moncton, May 19, 1873.

**N. E. CANAL RAILWAY AND BRIDGE**

**Q**UON and after Tuesday night, the 13th instant, trains will leave Woodstock at 5.30 a. m., and arrive at 5.30 p. m. On Wednesday, the 14th, at 5 a. m., and arrive 5.05 p. m. On Thursday, the 15th, at 5 a. m., and arrive at 5.15 a. m. On Friday, the 16th, at 5.15 p. m., and arrive at 5.10 p. m.


Trains connect at Madam Junction with trains to European and Canadian American Railways for Bangor, Portland, Boston, St. John and French River.

**HENRY OSBORN, Manager.**  
RAILWAY OFFICE,  
St. Andrews, May 12th, 1874.

**PENNSYLVANIA**

**CENTRAL RAILROAD**

**Important to all Travelling West**

**PARTICULAR ATTENTION**  
is directed to the fact that  
 Tickets on this route are cheaper  
in proportion to the accommodations offered, than  
any other while the accommodations are equalled.  
In the 3rd class, are far superior. Travellers  
who have in mind that no other line have 3rd  
class tickets West, and that holders of a 3rd class  
ticket by this route can travel just as comfortably  
as by any other route, will find it to their advantage  
to take 3rd class cars are comfortable, well ventilated,  
furnished with cushioned seats, water, stove,  
lights, and electric air, except in cases of response  
to many 1st class cars. The time made on this

First-class Tickets to San Francisco \$148. 2nd and 3rd class, \$70, and Tickets to other places in proportion.  
Tickets sold and all necessary information furnished on application to  
R. B. WELCH, Agent.  
Also, Ticket Agent for N. B. & C. Railway  
Woodstock, March 7, 1873.—10

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THE CONSOLIDATED  
E. & N. A. RAILWAY  
ST. JOHN AND BANGOR.

ON and after THURSDAY, 8th day of May, un-  
der further notice, Trains will run as follows:  
Through Express, leave St. John Ferry, daily  
(Sunday excepted) at 3.30 a. m., and 9 p. m.  
(Sunday excepted), and are due at Bangor at  
6.25 a. m., and 10.30 p. m.  
Leave Bangor, Exchange street, 8.00 a. m., and  
3.35 p. m., and are due at St. John at 6.25 p. m.  
and 6.45 a. m.  
Through Express, leaves St. John at 8.30 a. m.  
and 4.30 p. m., arriving at Fredericton at 12.00  
noon, and 8.00 p. m.; returning, leave Fredericton  
at 7 a. m., and 5.00 p. m., and are due to arrive in St.  
John at 10.30 a. m., and 4.30 p. m.  
Freight leaves Carleton at 9.25 a. m., and due  
to return on 3.00 p. m.  
Fullman Cars on all through Trains.  
Goods and Passengers, to and from McAdam and

Trains of N. E. & C. Railway, and all Through and  
Trains connect at Bangor with Trains for Boston  
&c.  
The 9.00 p. m. Through Night Train will connect  
with Steamers from Annapolis, Windor  
Annapolis Railway, and with Trains on Inte-  
riior Railway.  
H. D. McLEOD, M. H. ANGELL,  
Assist. Supt., St. John, Supt., Bangor, Me.  
St. John, May 21, 1873.

**A Valuable Farm for Sale at Victoria Corner.**

THE subscriber offers his Farm, known as the  
Dickinson property, with a portion of his  
timber land, for sale at a low price.

which are cleared, and nearly all under cultivation; there is a House and two large Barns, Outhouses, and a well; it is pleasantly situated on the north side of the post road, and the Jacksonton road on the North line from front to rear. The land is among the best in the County, every foot can be plowed, it is a rare chance. Call immediately and get a good bargain.

R. S. BOWSER.  
Victoria Corner, March 21, 1873. —tf-12

### Farm For Sale.

The undersigned offers for sale his valuable farm at Monquart, known as the Hunter Cox place. There is 100 acres of valuable land, about 35 acres of which is cleared. This farm is

well watered and wooded. It is only about 1 mile from the river St. John, and is a most desirable property. Terms easy and made known on application at this office, or to Patrick Connors, Woodstock.

JOHN CONNORS,  
Woodstock, July 1, 1873,—2mpd-27

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**FOR SALE OR TO LET.**

THAT Valuable property recently owned and occupied by James Grover, Esq. and

JOHN C. WINSLOW.

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TWO Commodious Dwelling Houses in the upper part of the Town. Apply to

THE subscriber will sell or rent, as may be agreed upon, his Farm of Land in the rear of Fayer Fishers, containing 22 acres of well cultivated land.

JOHN C. WINSLOW.

Woodstock, April 11, 1873.—15

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**NOTICE.**

**J. SNOW & SON,**

Dealers in their business

We have concluded to sell their Stock of Goods  
 the Beckagrimee, at COST for CASH or its  
 equivalent. GOOD BARGAINS may be expected.  
 Those indebted by either note or book account  
 are requested to make payment at once.  
 J. SNOW & SON.  
 Woodstock, Aug. 1, 1872.—31

A black and white micrograph showing the interface between a polymer matrix and a carbon fiber. The carbon fiber is a dark, irregular shape on the right, and the polymer matrix is a lighter, more uniform area on the left. A scale bar at the bottom indicates 10 micrometers.