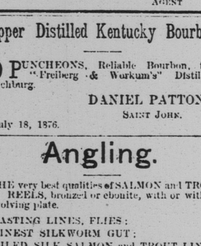

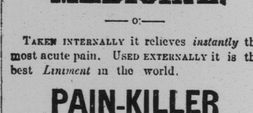

General Business.

H. CHUBB & CO.,

Printers and Stationers,
ST. JOHN, N. B.

Mercantile, Legal, School and Fancy Stationery.

BLANK BOOKS,—RULED, BOUND AND PRINTED TO ORDER.

—Sole Agents for—

The Diamond Blue-Black Writing and Copying Ink.

FISHING TACKLE,
SUPERIOR QUALITIES.

SCOTCH WHISKIES.

45 Quarter Casks,
250 Cases (Pints and Quarts.)
"Bullock Lade" "Hay Fairman" and "John Stewarts" Celebrated Old Malt Whiskies.

DANIEL PATTON,
SAINT JOHN.

July 18, 1876.

D. G. SMITH,

INSURANCE BROKER.
—OFFICE:—
"ST. LAWRENCE ADVANCE" BUILDING,
CHATHAM, N. B.

SEASONABLE GOODS,

At Prices Specially Suited to the Times,
—AT—
WILLIAM MURRAY'S.

Men's Youths and Boys'
COATS, PANTS AND VESTS,
in great variety.
—ALSO—
BOYS SUITS, Mens, and Youths UNDERCLOTHING—(very cheap.)

Men's and Youths
SHIRTS,
COLLARS,
SCARFS,
SOCKS,
HATS AND CAPS.

TWEEDS, DOESKINS, WORSTED COATINGS,
New Patterns—(extra value,)

We are running off our DRESS GOODS regardless of Price.

Superior value in
Mourning Goods.

A large Lot of SUN SHADES & UMBRELLAS.
A Lot of SILK PARASOLS at half price.

Window Curtains in Lace and Muslin, Bed Quilts and Counterpanes.

Unprecedented value in
Grey, W[illegible] and Printed Cottons, Tickings, Towellings, Osnabargs and all Staple Goods.

FLOUR,
MEAL,
MOLASSES,
SUGARS,
PORK,
TEA,
TOBACCO.

At the lowest Wholesale Prices.

WILLIAM MURRAY.

Chatham, June 15th, 1876.

Manchester, Robertson & Allison,

Invite an inspection of their extensive Stock of
Millinery, Mantles, Ladies' and Gentlemen's Furnishing Goods, Furs,
AND STAPLE AND FANCY DRY GOODS
27 King Street, Saint John.

Picture Mats.

JUST RECEIVED, a few PICTURE MATS — Square — Tinted.
SIZES, 11x14, 12x16, 13x17.

D. G. SMITH,
MIRAMICHI BOOKSTORE,
Chatham, Aug. 1st, 1876.

Book VI. of Daniel Deronda,

—FOR SALE AT THE—
MIRAMICHI BOOKSTORE.

10 PER CENT!

UNTIL further notice I will sell
JEWELLRY
—AND—
FANCY GOODS,
at 10% less than regular prices

ISAAC HARRIS,
Chatham, July 26, 1876.

WANTED.

FIRST - CLASS TAILORESSES.
—APPLY TO—
DAVID WEBSTER,
West Side Golden Ball.
August 2, 1876.

Ale and Porter.

450 BBLS. and Cases, (Pints and Quarts) "Guinesses" Porter, "Bass" Ale, "Ind Coope" Ale, "Tennents" Ale and Porter, "Youngres" Ale.

DANIEL PATTON,
SAINT JOHN.
July 18, 1876.

London Congou Tea.

160 HALF CHESTS "SUPERIOR" CONGOU TEA.
For Sale Low.

DANIEL PATTON,
SAINT JOHN.
July 18, 1876.

ELEGANT Presentation Books.

STRAY LEAVES,—with the Life of Sir William Wallace—by Rev. Charles Gordon Glass, A. M.
"Getting on in the World"—Mathews.
"Old Times on the Mississippi"—Mark Twain.
"Edith Lyle"—Mrs. Mary J. Holmes.
"History of King William III"—Historicus.
"Common Sense in the Household"—Marion Harland.

D. G. SMITH,
MIRAMICHI BOOKSTORE,
Chatham, Aug. 1st, 1876.

Travelers' Column.

Chatham Branch Railway!

TIME TABLE,
Monday, August 7th, 1876.

UNTIL further notice trains will run as follows between CHATHAM & CHATHAM JUNCTION:—

STATIONS.		NO. 1.	NO. 2.	NO. 3.
Chatham,	Depart,	11.10 a.m.	3.35 p.m.	12.10a.m
Chat'm Junc'n,	Arrive,	11.40 "	4.05 "	12.40 "
" "	Depart,	12.00noon.	4.25 "	5.00 "
Chatham,	Arrive,	12.30 p.m.	4.55 "	5.30 "

No 1 connects with I. C. R. Accommodation going South,
No. 2 " " " " going North,
No. 3 connects, on its arrival, at the Junction, with the through Intercolonial Express going South, and remains at the Junction until the arrival of the through Express going North.

ALEX. MORRISON,
PRESIDENT.

CHANGE OF TIME TABLE!

STM'R "ANDOVER,"
CAP'T BEATTIE.

THE Steamer "ANDOVER" will, until further notice, run as follows:—

MONDAYS.	
Leave Newcastle for Indiantown,	5 A.M.
" Indiantown for Newcastle,	7.30 "
" Newcastle for Chatham,	10.30 "
" Chatham for Newcastle and Nelson,	12.30 P.M.
" Newcastle for Indiantown,	3.15 "
TUESDAY.	
Leave Indiantown for Newcastle,	7.30 A.M.
" Newcastle for Chatham,	10.30 "
" Chatham for Newcastle, and Nelson,	12.30 P.M.
" Newcastle for Indiantown,	3.15 "
" Indiantown for Newcastle,	5.30 "
WEDNESDAY.	
The Steamer will be prepared to do any work that may offer.	
THURSDAY.	
Leave Newcastle for Redbank,	5 A.M.
" Redbank for Newcastle,	7.30 "
" Newcastle for Chatham,	10.30 "
" Chatham for Newcastle and Nelson,	12.30 P.M.
" Newcastle for Redbank,	3.15 "
FRIDAY.	
Leave Redbank for Newcastle,	7.30 A.M.
" Newcastle for Chatham,	10.30 "
" Chatham for Newcastle and Nelson,	12.30 P.M.
" Newcastle for Redbank,	3.15 "
" Redbank for Newcastle,	5.30 "
SATURDAY.	
Leave Newcastle for Indiantown,	5 A.M.
" Indiantown for Newcastle,	7.30 "
" Newcastle for Chatham,	10.30 "
" Chatham for Newcastle and Nelson,	12.30 P.M.
" Newcastle for Indiantown,	3.15 "
" Indiantown for Newcastle,	5.30 "

R. R. CALL, Owners.

Special Notice.

International Steamship Company
Three Trips a Week.

ON and after MONDAY, June 12th, Steamers make three Trips a Week, leaving St. John and Boston every MONDAY, WEDNESDAY and FRIDAY MORNINGS, at 8 o'clock.

H. W. CHISHOLM
AGENT

Copper Distilled Kentucky Bourbon.

10 PUNCHEONS, Reliable Bourbon, from "Freiberg & Workum's" Distillery, Lynchburg.

DANIEL PATTON.
SAINT JOHN.
July 18, 1876.

Angling.

THE very best qualities of SALMON and TROUT REELS, bronzed or ebonite, with or without Revolving plate.

CASTING LINES, FLIES:
FINEST SILKWORM GUT:
OILED SILK SALMON and TROUT LINES,

Together with CHEAP REELS, LINES, RODS, and all other Fishing Goods.

For Sale by
H. CHUBB & CO.
SAINT JOHN.
Jun. 27

J. M. J. INSTITUTE

—OF THE—
Christian Brothers.
ST. MICHAEL'S COMMERCIAL COLLEGE,
CHATHAM, N. B.

THIS College has for its object to impart to young men, together with the benefit of a Christian education, the necessary knowledge of Commerce in all its branches, and whatever else may fit them for industrial pursuits.

Classes will open in the 1st week of September, next.

TERMS OF BOARD.

Board for the scholastic year payable in advance in two terms:—$60; Sept. 1st, $35; March 1st, $25. A term already commenced is due in its entirety.

EXTRA CHARGES.

Drawing	$2 per annum.
Navigation	5 " "
Telegraphy	5 " "
Bed and bedding	3 " "
Half-board	2, a month

For further information send for Prospectus.

A HOUSEHOLD MEDICINE.

TAKEN INTERNALLY it relieves *instantly* the most acute pain. USED EXTERNALLY it is the best *Liniment* in the world.

PAIN-KILLER
Cures Sudden Colds or Coughs.

PAIN-KILLER
Relieves Asthma and Phthisic.

PAIN-KILLER
Acts promptly in Cholera and Bowel troubles.

PAIN-KILLER
Cures Canker in the mouth and stomach.

PAIN-KILLER
Is a Sovereign Cure for Diptheria.

PAIN-KILLER
Removes Cramp and Pains in the Stomach.

PAIN-KILLER
Is the great summer medicine.

PAIN-KILLER
A sure cure for Dysentry and Cholera Morbus.

PAIN-KILLER
Unequaled for Rheumatism or Neuralgia.

PAIN-KILLER
Affords relief from the most intense pains.

PAIN-KILLER

The word "PAIN KILLER" is our Trade Mark, and we have the sole right to its use: parties offering their Compounds under this name will be prosecuted to the full extent of the law.

The Public are cautioned against imitations of the Pain Killer, and to be suspicious of persons who recommend any other article as "JUST AS GOOD" many of these they make a little more profit upon, but which have no qualities in common with the Pain-Killer.

Price 25 Cts. per Bottle.

Sold by all Druggists and Country Store-Keepers throughout the world.

Perry, Davis & Son & Lawrence.
Sole Proprietors, Montreal.

BUSINESS NOTICE.

The ST. LAWRENCE ADVANCE is published at Chatham, Miramichi, N. B., every THURSDAY morning in time for despatch by the earliest mails of that day.

It is sent to any address in Canada, the United States or Great Britain (Postage prepaid by the Publisher) for $1.50 A YEAR, or 75 CTS. FOR 6 MOS.—the money, in all cases, to accompany the order for the paper.

Advertising.

The advertisements in this paper are placed under classified headings.

TRANSIENT RATES.

$1 per square, or inch, for 1st insertion,
35cts. per square, each time, for all insertions after the first.
LOCAL COLUMN, or reading matter advertisements 20% more than above rates.

LOCAL, COMMERCIAL AND YEARLY RATES.

In order to secure the advertising patronage of business men and others on the North Shore—and to give them the benefit of a large circulation in the Counties of Northumberland, Kent, Gloucester and Restigouche, Bonaventure and Gaspe, their advertisements will, on arrangements being made therefor, be taken at CONTRACT SCALE RATES, which are as low as those of other weekly papers in the Province.

The ST. LAWRENCE ADVANCE having its large circulation distributed among communities engaged in Lumbering, Fishing and Agricultural pursuits, offers very superior inducements to advertisers.

Address
Editor "St. Lawrence Advance," Chatham, N. B.

St. Lawrence Advance.

CHATHAM, THURSDAY, AUGUST 10, 1876.

Shipping Ports for Western Products

With the opening of the Intercolonial some branches of trade have been more or less diverted into new channels and one of the most important relative questions that has engaged the attention of mercantile men is that of utilizing certain points in the Maritime Provinces as shipping ports for Western products in course transportation to Europe. We observe that some of the Halifax and St. John papers take a very sanguine view of the prospects of their respective ports and the articles published would almost lead to the belief that many persons qualified to form correct opinions on the subject entertain the idea that the business of handling Western products is capable of being entirely revolutionised through the agency of the Intercolonial. While such a view of the question seems hardly a practical one it does not appear unreasonable to hope that with a tariff for through railway freight covering—as Mr. Brydges put it before the Halifax Board of Trade—"the bare cost of transportation," a considerable share of the trade which is now enjoyed by Portland and other places in the United States, may be diverted to shipping ports in the Maritime Provinces. The main question is to determine the port which offers the greatest advantages for carrying on the trade, or, in other words, the port from which the shipping can be done the cheapest.

The Halifax and St. John papers appear to discuss the matter as if those two ports were the only ones whose claims are to be considered, and they ignore the Miramichi entirely. To make any port a shipping place for Western cargoes requires, we know, something more tangible than newspaper articles, and we presume that if ever the question becomes one of practical business those immediately interested will enquire for themselves as to which port in the Maritime Provinces they will avail themselves of, yet as such enquiries may be, and often are facilitated by the efforts of the press, it seems only fair that a port possessing the advantages afforded by the Miramichi should not be studiously ignored by the leading daily papers of both New Brunswick and Nova Scotia.

Mr. Brydges made some suggestive remarks on the subject, at the opening of the Chatham Branch Railway, and, among other things, said while the Intercolonial was prepared to do its part by bringing freight from the West to the Ocean, others must step in and do theirs—in other words, the missing link in the shape of Warehouses and Ships must be provided. The capital of the Miramichi is quite fully employed in the lumber trade in the same way as that of Halifax is in the fish and West India business, besides which the merchants of the Maritime Provinces could hardly be expected to engage in a trade in which they would, at best, be only "middle men" and it would therefore appear that if anything is to be done in the way of Western trade the parties to move in the matter are either the sellers in the West or the buyers in Europe—the former, probably, for, we believe, they generally sell to deliver at the ocean shipping port. We observe that at the meeting of Mr. Brydges with the Halifax Board of Trade the subject was discussed in a rather more practical way than in St. John. Mr. Brydges said:—

> "With reference to the main object of the meeting—the proposal to make Halifax one of the depots for the shipment of the produce of the Dominion and the Western States—he might say that that would not be obtained simply as an inevitable result of the opening of the railroad. The end could only be gained through the earnest co-operation of all interested in the trade. Halifax was the most distant port from the producing centres. Baltimore was nearer to the Western States and was connected with them by a railway which passed through coal fields, so that that port had the advantage of proximity to the producing country and of cheap fuel, which enabled it to ship produce cheaply. The same might be said of Philadelphia. Their facilities were better than those of New York. At the latter port there was only one grain elevator, the Erie Railway's. At Portland the Allan steamers never received a bushel of grain through the elevator. The grain was bagged, either at its point of departure or at Montreal, en route. He mentioned this to show that elevators, though of importance in the grain trade, were not indispensable, and consequently the fact that Halifax had no elevators need not weigh against the project, for if Portland could supply cargoes of grain in bags to the Allan steamers Halifax could do the same.
>
> * * * * * * * Baltimore, Philadelphia, New York, Boston and Portland, all, in their order, had an advantage over Halifax in the distance from the grain centres. The distance from Montreal to Portland was, in round numbers, 300 miles (293): from Montreal to Halifax, 845—difference in favor of Portland by rail, 545. The Intercolonial railway would carry freight at the bare cost of transportation, to inaugurate the proposed export from Halifax. The arrangements for connections with the Grand Trunk were good so that through rates could be fixed. But it must be clear to everybody that the rate on the rail carriage on the long distance to Halifax must be greater than on the shorter distances to other ports, and that if the proposed trade was to be established this increased charge must be compensated for by a material reduction in ocean freights, and this ought to be gained by the advantageous position of Halifax. Rates to Europe varied very much. In Montreal the rate used to be higher than in New York, when there was only one steamship line to Montreal. Now, Montreal rates are usually the same as from New York, but at the present moment they are 1/ to 1/3 per quarter lower than from New York. * * * This was not the normal condition of affairs, but arose from exceptional circumstances. As a rule Montreal rates were about the same as those of New York. Now, the practical question [illegible] was what could be done to get lower rates here than Montreal and New York? The difference of time in favor of Halifax was considerable—probably three days for steamers. Montreal had the disadvantage of heavy pilotage charges and, on sailing vessels, towage. At New York the pilotage and port charges were very much greater than at Halifax.

Mr. Brydges remarks made a very favorable impression upon the business men of Halifax and it is not improbable that properly directed efforts would realise all that Halifax can reasonably desire in the matter.

If it should turn out that Halifax or St. John can compete with the American ports it will then follow that Miramichi can almost monopolise the business during six months of the year as it has advantages over those places in a shorter rail and ocean route, to say nothing of cheap and unlimited wharf and warehouse capabilities and moderate port expenses. In comparing distances, however, it is as well to be correct. The distance from Montreal to Halifax is 859 miles, instead of 845, as stated by Mr. Brydges (who may, however, be incorrectly reported) the milage being as follows:—

	Miles.
Montreal to Quebec, *via* Richmond	172
Quebec to Riviere du Loup	126
Riviere du Loup to Halifax	561
	859

In round numbers, therefore, the distance from Montreal to Halifax may be put down at 860 miles, and in showing the advantages of the Miramichi over Halifax, we shall use those figures.

Taking Liverpool as the destination of Western products the mileage and nature of transportation would be as follows:—

	Miles.
Montreal to Halifax (rail)	860
" " Miramichi (rail)	595
Difference by rail, favor of Miramichi	265
	Miles.
Halifax to Liverpool *via* Cape Clear	2,466
Miramichi, to " " "	2,435
Dif., by water, in favor of Miramichi	31
Or.	
	Miles.
Halifax to Liverpool *via* Innistrahull	2,433
Miramichi to " " "	2,348
Dif., in favor of Miramichi	85

The total distances are, therefore, as follows:—

	Miles.
Montreal to Liverpool	
via Halifax and Cape Clear	3,326
" Miramichi " " "	3,030
In favor of Miramichi	296
	Miles.
Montreal to Liverpool	
via Halifax and Innistrahull	3,293
" Miramichi and "	2,943
In favor of Miramichi	350

The difference in railway freight alone, between Western points and Miramichi, as compared with Halifax is sufficient to enable the Western shipper to put his grain down at this port at $12.62 less per car load than at Halifax and $2.62 less than at Portland. To prove this we must first quote further from Mr. Brydges at Halifax. He said:—

> Western freights fluctuate, but I may say that a car load of wheat, say from Stratford, would be taken to Halifax for $60, and to Portland for $50. If the difference in favor of Halifax on ocean freight was equal to the difference in favor of Portland on rail, Halifax could compete for the traffic.

In making up the distance from Stratford to Halifax we find it is 1,260 miles, 699 of which are over the Grand Trunk and 561 over the Intercolonial. The cost of transporting a car load to Halifax from Stratford, being $60, is four cents, seventy-six and one fifth mills per mile. The relative cost, therefore, would be—

Stratford to Halifax, 1260 miles,	$60.00
" " Miramichi, 997 miles,	47.38
Difference in favor of Miramichi,	$12,62

The cost per car to Portland being $50 there is, as above stated, a saving of $2.62 in favor of Miramichi as against that port. It must be borne in mind, also, that Miramichi is about four hundred miles nearer Liverpool (we write from memory) than Portland is, while Portland is a more expensive port for ships than the Miramichi, and the same may be said of Halifax.

Everything seems to be in favor of Miramichi as a depot for Western products in course of transportation to Europe during six months of the year, and our more prominent public men, as well as the press should recognize it as their duty to present the facts as they are where they may have practical effect. Our Merchants, whose correspondents in the United Kingdom could, no doubt, assist them in placing the advantages of the Miramichi before those engaged in the grain trade there, might make an effort to ascertain what can be done towards an experiment with the desired object in view, and our public men who have opportunities of meeting and exchanging ideas on matters of public concern should also make endeavors in the same direction. The subject is one which is particularly within the province of the Dominion Board of Trade—a body which would, no doubt, be prepared to consider it on its real merits and apart from its bearing on the local interests of any one port—and we therefore hope it will receive that attention in all the circles indicated which its importance demands.

A Dastardly Outrage.

As a rule we believe that even the worst men who claim Chatham as their place of residence shrink from the commission of those higher crimes which attach lasting infamy to the name and memory of their perpetrators, and give to the place where they are committed such enviable notoriety as has recently been acquired by certain sections of the upper provinces, on account of the spirit of murder which seems to have broken loose. In another column, however, we give the facts concerning two attempts made last Saturday to wreck the train on the Chatham Branch Railway and we can only hope that, for the credit of the place, as well as that of the many respectable people who live along the line, the perpetrator of the outrage will be discovered and placed where he belongs. There are some persons who have tried to persuade themselves that the obstructions were placed on the road on both occasions by children, and, as humanity shrinks from the contemplation of such murderous malice as would prompt any man to do such acts with a desire to bring about their most probable consequences, such a hope is creditable to the better feelings of those who have suggested it, but we fear the intention of those who did the work of last Saturday was to wreck the train, and that, at the same time, the damage to the interests of the railway, and the far more to be dreaded mangling and murder of some of those upon it was contemplated as a probable and desired result. So far as we can learn two men who live near the line and were not satisfied with the damages awarded them for right of way through their property, have threatened to destroy the road, take up the rails, throw the train off the track, etc., and now, when a most determined and unmistakeable effort has been made to carry such threats into execution, it is for the neighbors of those men to enquire and satisfy themselves whether they are innocent or guilty.—Through the mercy of Providence the hands of the person or persons who placed the obstructions on the railway track are free from human blood, but it is not because they did not do all in their power to effect Murder. It is not a pleasant thing for the people living along the Chatham Branch Railway to know that a man with the mark of Cain on his brow lives among them, and so long as he is undiscovered and his crime unpunished the community must lie under the reproach of having an unconvicted criminal enjoying his forfeited liberty within it.

The Reason for those "Rows."

The *Courier*, a paper kept up by a publishing company at St. Stephen—said company being composed of individuals who delight in the contemplation of "clean hands" and who manage to find funds enough to keep the exponent of their views above water until "something turns up"—says the special mission of the ST. LAWRENCE ADVANCE "seems to be to have a row with almost every paper in the Province." The *Courier* is scarcely correct in its statement, but no one expects it to get very near the truth as force of habit operates very powerfully upon it in the other direction. There are, we admit, some papers in the province with which we occasionally get into a "row," but it is only in defence of our local rights or those general interests which we share in common with others in the country. Among the latter is our interest in the respectability and intelligence of the provincial press and, though the task is an unpleasant one, we deem it our duty, at times, to reprove even such sheets as the *Courier*, in the hope that they may be reclaimed and cease to make New Brunswickers blush when the idea that they may be taken as a sample of the journalism of the Province suggests itself.

Visit of the Minister of Customs.

Hon. Isaac Burpee, Minister of Customs, visited Chatham on Thursday last while on his way from the Upper Provinces to St. John. While here he examined the building purchased by the late administration from Hon. Senator Muirhead and expressed a desire to remove the Custom House to it as soon as possession could be obtained by the Department of Public Works. The difficulty appears to be that Mr. Peter Loggie, the contractor who repaired and altered the structure after it was purchased by Government, did some $800 worth of extra work which the Department claims to have been unauthorized and, therefore, refuses to pay for. As a consequence, Mr. Loggie holds the keys of the building and will not hand them over until his claim is satisfied. How the matter will be arranged we cannot say. There is no doubt that the building cost the country more than it should have cost, but those who made the purchase have already paid the penalty of that, and other acts of corruption or recklessness, and it remains for their successors to make the best of a bad bargain and endeavour to utilise it as advantageously as possible.

The Minister, after seeing several personal and political friends and attending to some departmental business, left by the Chatham Branch to connect with the Intercolonial day train of Thursday for St. John.

The Other Side.

"The opposition papers, or some of them, pretend that Brush, the fugitive cashier, was appointed on the recommendation of Mr. Carmichael, M. P. This has been flatly contradicted, and it is undoubted that he was appointed under the late Government and only promoted under the present Government entirely without reference to politics. Then it was said that he turned Grit on the change of Government, and that he went to Pictou to vote for Carmichael and Dawson. The Eastern *Chronicle* shows how untrue this is by stating that Brush had no vote in Pictou. Even if this story were true the Halifax *Chronicle* says the Opposition should not complain, as when they were masters the railway employees were driven to the polls like sheep to vote for the Government candidates."

The above is from the *Freeman*, which ought to know better than to undertake to contradict the inventions of certain papers. We are told that Sir John has reprimanded the editors of several Opposition journals for publishing political stories which are such palpable falsehoods that he fears they will "do more harm than good." Sir John says he likes an intelligent invention, and there ought to be evidence of intelligence in political lying as well as in any other means employed in forwarding the interests of the "clean hands" party.

The Right Kind of Labor Combination.

An Ottawa despatch of Thursday last says that the Local Canadian Labor Union carried a resolution to the effect that every Union should have strict apprentice laws suitable to its branch of trade; especially that all apprentices should be regularly indentured. The motion advised that a Board of Examiners in different trades be formed, whose duty it should be to examine all apprentices as to their fitness to be placed in the ranks of the journeymen.

There are few persons who regularly employ mechanics who do not feel, every day, the necessity for a reform such as that proposed by the Labor Union. The system of apprenticeship has become almost obsolete and indentures are seldom entered into. Boys and young men who are afforded opportunities to learn trades, soon become unmanageable and are not only their own masters, but assume to know, in three or four months, what cannot, possibly, be learned in less than so many years, and many of them look upon directions given them by their masters and employers as undue interferences with them in the discharge of their duties. We venture the assertion, from practical observation and experience, that the percentage of workmen well-grounded in their business is smaller at the present time than it has been for the past twenty-five years, and if the present loose system of apprenticeship is continued good mechanics will be much more difficult to find in the next generation than they now are. It is gratifying to hear of a Labor Union moving in the matter of improving the value of its members to employers instead of combining ignorance and brute force against the interests of trade and manufactures, as has too often been done everywhere within the past few years.

Where the trouble is.

> The ST. LAWRENCE "ADVANCE" is determined to make the Minister of Marine and Fisheries show his hand. Recently it called attention very pointedly to the fact that Mr. Smith had not put in an appearance in Northumberland County, where the fishermen expected him, and this week it devotes a leading article to proving that there is frightful neglect of duty in the Minister's department in the same County. The Minister will have to move presently or there will be serious trouble.

The above is from that inspired organ of the "Left Centre," the St. John *Watchman*. Perhaps it will "see the point" when we say we agree with it in its intimation that the Minister of Marine and Fisheries ought to visit Northumberland, if only to be, himself, convinced how well some of the fishery officers—all appointees of his predecessor—have been trained to neglect duty and bring the Department into contempt. These officers, too, are great friends of the *Watchman*.

Taking a Holiday.

On Tuesday last the men engaged in the Mills and ships left their work because Murray's Circus was in town. The idea of making a general holiday of the occasion originated we believe, with a few young men and was generally adopted, without the greater number reflecting on the childishness of the course taken. The circus was an exhibition that could be seen just as well in the evening as the day time and had the men remained at work all day—or for half a day, at least—they would, doubtless, have enjoyed themselves much better at the evening performance than they could after going about in a purposeless way all day.

We should like to see the laborers of the port get more real enjoyment than they do out of the holidays they take. While many of them are sober, steady men too many of their number make a holiday an occasion for drinking, thereby unfitting themselves for work next day. A holiday to such persons is a curse rather than a blessing. They all labor hard, and although our working season is short a judiciously spent holiday, now and then, would result in good to both employers and employed. Instead of losing a whole day as they did on Tuesday in really seeing nothing but what could be better seen in the evening, how much better a Laborers' pic nic or Excursion would be, in which the enjoyment and recreation could be shared by wives and families. All experience teaches us that the town was never intended as a place for spending a popular holiday in and we therefore hope that the next day labor is practically suspended in the port the men and their families will get more benefit therefrom than they did from the holiday taken on Tuesday.

VIRTUOUS INDIGNATION:—The St. Croix *Courier* has wiped its chin, pulled down its vest and, with that fellow feeling, which makes our race wondrous kind, says some of the telegrams sent to the daily papers in which it was hinted that a certain prominent man in the Opposition was a little "O be joyful," at the pic-nic of that party at Colbourne, Ont,—"are simply infamous." The charge is particularly good, coming as it does from the *Courier* whose special mission seems to be to sling dirty water in a manner only excelled by the *Watchman, Times* and other "clean hands" papers. We advise our border cotemporary to avoid striking attitudes where the light of facts is apt to show up its ridiculous and weak points.

WONDERFUL!—"The attitude of the Provincial Government towards projected railways remains as yet unchanged."—*News.*

It is to be regretted that owing to the manner in which the *News*, Hon. Mr. Willis and other pernicious influences were brought to bear on the Government in favor of the Central Railway, the Richibucto Branch had to be abandoned for the present. Knowing that the claims of the Richibucto road were valid, Mr. Willis, for reasons best known to himself, was induced to take quite a bold stand in favor of the Central, in the hope that it would be floated through alongside of the more honest scheme. The result, like that of other political schemes advocated, at second hand, by the same gentleman, was that both suffered defeat. It is, of course, much better that the Richibucto line should be abandoned than that the province should be committed to the Central and, so far as the latter is concerned, it is probable that its chief promoter in the Government will have an announcement to make for all time, such as that quoted above.

(Continued from 1st Page.)

his feelings in a flood of tears.

LEAVING THE CELL.

Mr. Clark now pinioned the murderer's arms behind his back. O'Neil complained that the belt was a little too tight and said he could not see why it would not do as well if put on loosely. During the time that the arms were being fastened the priest spoke frequently to O'Neil, telling him to have courage and put his confidence in God. During all this time O'Neil kept his eyes fixed upon a crucifix which he held in his hands.

THE DEATH BELLS.

Shortly after Trinity clock had announced that it was seven o'clock the bell on King Square began to toll, this being part of the ceremony attending O'Neil's death. It was struck once each minute for fifteen minutes. The early hour of the morning made the sound more solemn, and all who heard it must have been filled with awe. It was an indication that a human wretch was about being launched into eternity and that too at a moment when he might have been enjoying excellent health. It was a reminder that the person who was about to suffer death had taken away the life of another person, and that one his wife's mother. She had died without a moment's warning, and, perhaps, did not have time to say "God have mercy on my soul." It was different with him. He had been given time to repent; to reflect on his past life; to remember how happy he might have been had he not wasted his early life in laziness, and his more latter years in foolish games, drinking, etc. Had he endeavored to provide for his wife she would not have been obliged to seek food and shelter at her mother's, and as a consequence no quarrels between son-in-law and mother-in-law or father-in-law would have resulted. The position of the poor felon was indeed a great lesson to mankind, showing that those who lead a bad life must expect an untimely end. By the death of O'Neil another prophecy of Police Magistrate Gilbert has been fulfilled. It was he who years ago begged of O'Neil to leave off drinking and to amend his life in other respects. He pointed out how happy the poorest might be if they kept sober and lived as they should live, and assured O'Neil that a terrible death awaited him unless a great reform was made. The reform did not come, and to-day the sad consequence is made doubly apparent.

IN THE JAIL OFFICE AND YARD.

Among the visitors to the jail office and yard was R. J. Ritchie, Esq., who had defended the prisoner. The rest of the crowd was mostly made up of medical men, lawyers and newspaper representatives. Sheriff Harding seemed to be deeply affected. Deputy Sheriff Rankin bore himself up well.

WAITING FOR THE FATAL MOMENT.

The gentlemen in attendance as witnesses were gathered in groups, talking of the deed and the doomed in low tone, as though they were in the chamber of death itself. There was the hushed expectancy that is seen in the house where a soul has been summoned hence and is yet struggling with the messenger who seeks to bear it away to its eternal dwelling-place. The shadow of death draped every heart in gloom, and all seemed to stand on tiptoe as if to catch a passing glimpse into the awful mystery of life and death.

THE POLICE IN POSITION.

The Chief of Police was inside with fourteen of his men, and there was not, we believe, a single policeman outside. Two officers were on the roof of Mr. Roop's barn, and, it is said, refused to allow the owner of the property there. The Chief drew his tall guardians of the peace up in a semi-circle in front of the scaffold, directing the spectators to stand behind the line of batons. It looked as though Capt. Marshall feared an attempt at a rescue from the gentlemen present!

STONING SIGHTSEERS.

In the meantime the street arabs were climbing the high gate of the prison yard and perching like crows on the airy tops of the fences and the roofs of adjoining buildings on the east side. Deputy Sheriff Rankin cried, "Get out of that," and threw stones vigorously at the unbidden sightseers. Finally he directed Constables Hancock and McPherson to mount the wall with a ladder and drive the boys off, telling them that they must keep order if the police could not. The constables ascended the ladder, climbed the roof of the next building, and drove off the boys.

AT THE SCAFFOLD.

O'Neil held the crucifix still in his hand, and as he marched out towards the scaffold with the rope around his neck he and Father Michaud kept in close union of prayer, consisting of extemporaneous fervent aspirations such as "O Lord, forgive me my iniquities," "Into Thy hands, O Lord, I commend my soul," "In Thy mercies I rest my hopes," "In Thy precious blood, O Christ, wash my offences." When the door leading into the jail office was reached the procession made a halt. Then Father Michaud made an earnest exhortation to sentiments of contrition. Then he said the following portion of the Act of Contrition, which O'Neil repeated:

"Oh, my God, I am sorry for all my sins not only because by them I have deserved the flames of hell, but because they displease Thee, my God, who has suffered and died on the Cross for me."

As the Act of Contrition was being repeated Father Michaud held his hands over O'Neil's head, pronouncing in Latin the words of the Absolution. This was very solemn, O'Neil at the time holding his hand upraised in a devotional attitude.

This being finished O'Neil asked the Sheriff "Shall I go forward now?" meaning would he go to the outward end of the lever over the scaffold. He was answered in the affirmative, and then stepped under the beam. Deputy Sheriff Rankin was the last with whom he shook hands, and he whispered to Mr. Rankin, "Good-bye." In arranging the hook which was attached to the noose the evening before, the spring broke. It being impossible to get another spring yesterday morning, the hook was tied with a string. O'Neil having got under the lever, Mr. Rankin fastened the hook of the noose into the ring in the lever. The rope around the prisoner's neck was drawn more closely. Father Michaud was still by the side of the murderer, the latter having requested him to remain until the last moment. Then the cap was drawn over the prisoner's eyes and the rope was cut from the inside at exactly thirteen minutes past seven o'clock and O'Neil was jerked into the air, his feet being about 18 inches from the ground. He wore dark colored tweed pants, white shirt and white stockings.

Father Michaud retired to near the side door of the office and held in his hand the crucifix which O'Neil a moment before had kissed. Just as soon as the body was jerked up the priest engaged in new prayers, and while it was hanging he repeated the Psalms "Miserere Mei" and the "De Profundis Clamavi."

STRANGLING TO DEATH.

The rope was rather loose, and slipped forward of the ear as the drop fell, pulling up on the left jaw so much as to only partially obstruct the passage of air through the windpipe. The breath came and went with a noise like the groan of a lost soul in the lower regions, the blood rushed through the veins of the hands, the limbs twitched, and the body swung backward and forward.

One half minute, and the arms were lifted as high as the strap about them would allow.

One minute and a half, and every muscle of the hanging body quivered in a sickening manner.

Two minutes and a half,—the strain on the nerves of the spell-bound witnesses was growing terrible, Rev. Father Michaud having retired from view to master his emotions,—the arms and legs were lifted convulsively, and the air forced its way through the compressed windpipe with a sound that thrilled every hearer with horror. It was too much for Mr. R. J. Ritchie, his tortured sensibilities could endure no more, and he fell fainting in the arms of two policemen and was carried away.

Five minutes, and the sufferer began a desperate struggle for air, lifting himself up as though he grasped the air with spirit hands and found it tangible—up until the nightmare noise of gasping for breath again thrilled the spectators.

Six minutes and a slight spasm shook the body.

Seven minutes and the hands were lifted and the legs drawn up.

Eight minutes, and the legs were moved slowly backward and forward.

Then the hands began to blacken, the motion of the body to cease, the limbs hung down like weights, losing their tensely strained air as of the limbs of a man holding on for dear life while the dentist is extracting a tooth for him; and the sickening suspense of the spectators began to settle down into an assurance that death had really come to the miserable man. Long breaths were drawn, the tolling bell and other sounds became audible, and men looked at the reflection of their own horror in the pale faces of their companions.

Eleven minutes and a half and Dr. Christie, who had shown his anxiety to have the struggle cease by frequently feeling the wrist of the suspended man, found no sign of death remaining.

Twenty-seven minutes, and O'Neil was lowered to the platform.

AFTER DEATH

He was let down on his knees, and the rope unfastened from the beam. He presented a ghastly spectacle. His mouth and eyes were open, as if to catch the last glimpse of earth and breathe the most of God's air he could. The body was carried into the office, the strap that bound the arms loosened, and the legs freed from their bonds. The rope was so tight around the neck that it had to be cut. The white cap was again placed on the head, and the body lifted into the pine coffin half filled with straw.

The people gathered around the coffin with uncovered heads, and Father Michaud read prayers for the dead, making the sign of the cross at the end of each prayer. The rev. gentleman was much affected.

Loading Time in the different Dominion Ports.

The Consul of Sweden and Norway, Mr. Schwartz, has prepared a tabulated comparative statement for his Government, showing the movements of Norwegian shipping at Canadian ports, with the mean duration of their voyages and detention in port, in discharging ballast and loading wood goods, in days per Norwegian *Commerschlasts*, equal to about 205 or 210 tons of our register—that is to say, the statement is calculated upon this scale. On reference to it, we find that among all the timber exporting ports of the Dominion Quebec, in reality, holds the post of honor in points of dispatch. From an average of 12.33 days taken in 1861 to discharge the ballast from and load each one of 116 Norwegian vessels, the detention has annually diminished until in 1875 it only averaged 5.31 days for each of 183 vessels, and we understand from Mr. Schwartz that the indications are, so far, that the average time will be still less this year. The following are given as the average periods of detention in discharging and loading at the places named, during 1875:—Quebec, 5.31 days; Three Rivers, 7.70; St. Thomas, Cap St. Ignace and River Ouelle, 7.83; Saguenay, 7.00; Tadousac, 12.16; Sault au Cochon, 7.00; Rimouski, 11.70; Matane, 8.60; Dalhousie, 8.40; Bathurst, 7.90; Miramichi, 8.67; Richibucto, 13.90; Buctouche, 20.00; Shediac, 11.00; Pugwash, 14.44; St. John, N. B., 9.40.—*Quebec Mercury.*

NEW PATENTS.—We clip the following notice of patents from the *Scientific American* of July 29;

Improved Boot Lace Fastener.—James McDonald, Campbellton, Province of New Brunswick, Canada, and T. A. McDonald, Durham, Province of Nova Scotia, Canada. This invention relates to the ready, secure and convenient fastening of lace boot strings by means of two plates, one being on each side, and the string being passed through as well as between the plates, before being clamped, so that escape is almost impossible.

AGRICULTURAL.—For the information of the farming community it may be well to state that the Local Government has ordered that the final clause of the 11th Rule and Regulation for the government of Agriculture under the 2nd section of the Act relating to Agriculture, "but in no case shall animals other than imported be purchased or hired which are already in the County in which the Society is located, or the adjoining County," be rescinded. This change will remove an objection strongly presented by experienced agriculturalists in several sections of the Province.—*News.*

ARCHBISHOP CONNOLLY'S WILL.—The will of the late Archbishop Connolly has been placed on file. It is dated August 13, 1875, and appoints Messrs. William Stoker and Jeremiah Kenny executors. After giving general directions as to the property of the Diocese, which is to be transmitted to his successor in trust, he directs that moneys be invested sufficient to give Mary Dunphy and Thos. Grace $100 a year each, and $50 to Michael Berrigan, being three of his servants. He directs that $100 be given to each servant who may be in his employ in any capacity at the time of his decease. He bequeaths $4000 to the Sisters of Charity in this city, and $1000 to Mr. William Stoker, his faithful friend and business man.—*Reporter.*

McLEOD VS. CAMPBELL.—This case so long before the Court here, is, now, we learn, about to come before the Privy Council in England, on appeal, prominent council having been retained on the part of the plaintiff to that purpose. The question originally involved was whether a deed held by defendant was intended as such, or meant only for a mortgage, as contended by the original plaintiff, who could neither read nor write when the same was executed. The Court has found against the defendant on this point, and the original plaintiff having died, his daughter, the present plaintiff is pursuing the matter to recover the possession of her property which defendant had sold to a third party under his pretended deed. She intends to go to England, to watch over her interests there in person, and deserves great credit for her indomitable perseverance in the matter. She desires to return thanks to the people of Nova Scotia and New Brunswick for their assistance they have given her during her recent travels through the two provinces. Miss McLeod is the woman belonging to Cape Briton, whose house, it will be remembered, was torn to the ground, having been taken possession of unlawfully (so she claims in the lawsuit referred to;) in consequence of which she and her father—an old man—were compelled to live in a barn during extreme cold weather, the exposure resulting in his death. The people of the two provinces having given her valuable financial aid to enable her to proceed to England, where the case is to be tried in a superior court, she intends very soon to proceed to England and is pretty confident of having her wrongs righted.—*Halifax Reporter.*

Miss McLeod is at present in Chatham.