The Tour of the World in Eighty Days.

CHAPTER XXX.—CONTINUED.

Mrs. Aouda retired into a sitting room of the station, and there, alone, she waited, thinking of Phileas Fogg, his simple and grand generosity, his quiet courage. Mr. Fogg had sacrificed his fortune, and now he was staking his life—and all this without hesitation from a sense of duty, without words. Phileas Fogg was a hero in her eyes.

The detective (Fix) was not thinking thus, and he could not restrain his agitation. He walked feverishly up and down the platform of the station, one moment vanquished, he became himself again. Fogg having gone, he comprehended his foolishness in letting him go. What! Had he consented to be separated from the man that he had just been following around the world! His natural disposition got the upper hand; he criminated and accused himself; he treated himself as if he had been the director of the Metropolitan police reproving an agent caught at a very green trick.

"I have been a silly fellow!" he thought. "The other will have told him who I was! He has gone; he will not return! Where can I capture him now? But how have I (Fix) so allow myself to be fascinated, when I have a warrant for his arrest in my pocket? I am decidedly only an ass!"

Thus reasoned the detective, while the hours slipped on too slowly for his liking. He did not know what to do. Sometimes, he felt like telling Mrs. Aouda everything. But he understood how he would be received by the young woman. What course would he take? He was tempted to go in pursuit of this Fogg across the immense white plains. It did not seem impossible for him to find him. The footprints of the detachment were still imprinted upon the snow! But, under a fresh covering, every track would soon be effaced.

Fix was discouraged. He felt an almost insurmountable desire to abandon the party. This very occasion of leaving Kearney station and of prosecuting the journey, so fruitful in mishaps, was opened to him. At two o'clock in the afternoon, while the snow was falling in large flakes, long whistles were heard coming from the east. An enormous shadow, preceded by a lurid light, slowly advanced, considerably increased by the mist, which gave it a fantastic appearance.

But no train was expected yet from the east. The help asked for by telegraph could not arrive so soon, and the train from Omaha to San Francisco would not pass until the next day. They were soon enlightened.

This locomotive, moving under a small head of steam, and whistling very loud, was the one which, after being detached from the train, had continued its course with such frightful speed, carrying the unconscious fireman and engineer. It had run on for several miles; then the fire had gone down for want of fuel; the steam had slackened, and an hour afterwards, relaxing its speed by degrees, the engine finally stopped twenty miles beyond Kearney station.

Neither the engineer nor the fireman were dead, and after a very long swoon they revived.

The engine had stopped. When he saw himself in the desert, and the locomotive without cars attached to it, the engineer understood what had happened. He could not guess how the locomotive had been detached from the train, but he did not doubt that the train, left behind, was in distress.

The engineer did not hesitate as to what he ought to do. To continue his course in the direction of Omaha was prudent, to return towards the train, which the Indians were perhaps yet robbing, was dangerous. No matter! Coal and wood were thrown into the furnace, the fire started up again, the head of steam increased again, and about two o'clock in the afternoon the engine returned, running backwards to Kearney station. This was the whistling they heard in the mist.

It was a great satisfaction for the travelers, when they saw the locomotive put at the head of the train. They were going to be able to continue their journey so unfortunately interrupted.

On the arrival of the engine, Mrs. Aouda came out of the station, and addressing the conductor, she asked:—

"You are going to start?"

"This very instant, madame."

"But the prisoners—our unfortunate companions——"

"I can not interrupt the trip," replied the conductor. "We are already three hours behind time."

"And when will the next train coming from San Francisco pass?"

"To-morrow evening, madame."

"To-morrow evening! But it will be too late. We must wait——"

"Impossible," replied the conductor. "If you are going, get aboard the car."

"I will not go," replied the young woman.

Fix heard this conversation. A few moments before, when every means of locomotion failed him, he had decided to quit Kearney, and now that the train was there, ready to continue its course, and he only had to seat himself again in the car, an irresistible force fixed him to the ground. The platform of the station burned his feet, and he could not tear himself away from it. The conflict within himself recommenced. His anger at his want of success choked him. He was going to struggle on to the end.

Meanwhile the passengers and some of the wounded—among others, Colonel Proctor, whose condition was very serious—had taken seats in the cars. The buzzing of the overheated boiler was heard; the steam escaped through the valves; the engineer whistled, the train started, and soon disappeared, mingling its white smoke with the whirling of the snow.

The detective Fix had remained.

Some hours passed. The weather was very bad, the cold very keen. Fix, seated on a bench in the station, was motionless. It might have been supposed that he was sleeping. Notwithstanding the storm, Mrs. Aouda left every moment the room which had been placed at her disposal. She went to the end of the platform, trying to look through the tempest of snow, wishing to pierce the mist which narrowed the horizon around her, listening if she could hear any sound. But there was nothing. She went in then, chilled though to return a few moments later, and always in vain.

Evening came. The little detachment had not returned. Where was it at this moment? Had it been able to overtake the Indians? Had there been a fight, or were these soilders, lost in the mist, wandering at a venture? The captain of Fort Kearney was very uneasy, although he did not wish to let his uneasiness appear.

Night came; the snow fell less heavily but the intensity of the cold increased. The most intrepid glance would not have looked at this vast, obscure space without terror. An absolute silence prevailed over the plain. Neither the flight of a bird nor the passage of a wild beast disturbed the unbroken quiet.

During the whole night, Mrs. Aouda, her mind full of dark presentiments, her heart filled with anguish, wandered on the border of the prairie. Her imagination carried her afar off and showed her a thousand dangers. What she suffered during those long hours could not be expressed.

Fix, still immovable in the same spot, did not sleep. At a certain moment, a man approached and spoke to him, but the detective sent him away, after replying to him by a negative sign.

Thus the night passed. At dawn, the half-concealed disk of the sun rose from a misty horizon. Still the eye might reach as far as two miles. Phileas Fogg and the detachment had gone to the south. The south was entirely deserted. It was then seven o'clock in the morning.

The captain, extremely anxious, did not know what course to take. Ought he to send a second detachment to help the first? Ought he to sacrifice fresh men with so few chances of saving those who were sacrificed at first? But his hesitation did not last, and with a gesture calling one of his lieutenants, he gave him the order to throw out a reconnoissance to the south, when shots were heard. Was it a signal? The soldiers rushed out of the fort, and half a mile distant they perceived a small band returning in good order.

Phileas Fogg marched at the head, and near him Passepartout and the two passengers, rescued from the hands of the Sioux.

There was a fight ten miles south of Fort Kearney. Passepartout and his two companions were already struggling against their captors, and the Frenchman had knocked down three of them with his fist, when his master and the soldiers rushed to their rescue.

All—the delivers and the delivered—were received with cries of joy, and Phileas Fogg divided among the soldiers the reward he had promised them, whilst Passepartout repeated to himself, not without reason:

"I must confess that I am certainly costing my master very dearly."

Fix, without uttering a word, looked at Mr. Fogg, and it would have been difficult to analyze the impressions struggling within him. As for Mrs. Aouda, she took the gentleman's hand, and pressed it in hers, without being able to utter a word!

In the meantime Passepartout, upon his arrival, was looking for the train at the station. He thought he would find it there, ready to start for Omaha, and he hoped they could still make up the lost time.

"The train, the train!" he cried.

"Gone," replied Fix.

"And when will the next train pass?" asked Phileas Fogg.

"Not until this evening."

"Ah!" simply replied the impassibie gentleman.

CHAPTER XXXI.—IN WHICH THE DETECTIVE FIX TAKES SERIOUSLY IN CHARGE PHILEAS FOGG'S INTERESTS.

Phileas Fogg found himself twenty hours beyond time. Passepartout, the involuntary cause of this delay, was desperate. He had certainly ruined his master!

At this moment the detective approached Mr. Fogg, and looking closely in his face, asked:

"Very seriously sir, you are in a hurry?"

"Very seriously," replied Phileas Fogg.

"I insist," continued Fix. "It is very much to your interest to be in New York on the 11th, before nine o'clock in the evening, the time of departure of the Liverpool steamer."

"I have a very great interest."

"And if your journey had not been interrupted by this Indian attack, you would have arrived in New York on the morning of the 11th.

"Yes, twelve hours before the departure of the steamer."

"Well, you are now twenty hours behind time. The difference between twenty and twelve is eight. Eight hours are to be made up. Do you wish to try to do it?"

"On foot?" asked Mr. Fogg.

"No, on a sledge," replied Fix, "on a sledge with sails. A man has proposed this means of conveyance to me."

It was the man who had spoken to the detective during the night, and whose offer he had refused.

Phileas Fogg did not reply to Fix; but Fix having shown him the man in question, who was walking up and down before the station, the gentleman went to him. An instant after, Phileas Fogg and this American, named Mudge, entered a hut built at the foot of Fort Kearney.

There Mr. Fogg examined a very singular vehicle, a sort of frame laid on two long beams, a little raised in front, like the runners of a sledge, and upon which five or six persons could be seated. On the front of a frame was fastened a very high mast, to which an immense brigantine sail was attached. The mast, firmly held by metallic fastenings, held an iron stay, which served to hoist a large jib-sail. At the rear a sort of rudder allowed the apparatus to be steered.

As could be seen, it was a sledge sloop-rigged. During the winter, on the icy plains, when the trains are blocked up by the snow, these vehicles make extremely rapid trips from one station to another. They carry a tremendous press of sail, far more than a cutter and with the wind behind, they glide over the surface of the prairie with a speed equal to, if not greater than, that of an express train.

In a few moments, the bargain was concluded between Mr. Fogg and the owner of this land craft. The wind was good. It blew with a strong breeze from the west. The snow had hardened and Mudge was certain that he could take Mr. Fogg in a few hours to Omaha. There the trains are frequent, and the routs leading to Chicago and New York numerous. It was not impossible to make up the time lost. There should be no hesitation in making the attempt.

Mr. Fogg, not wishing to expose Mrs. Aouda to the discomforts of a trip in the open air, with the cold rendered more unbearable by the speed, proposed to her to remain under Passepartout's care at Kearney station. The honest fellow would undertake to bring her to Europe by a better route and under more acceptable conditions.

Mrs. Aouda refused to be separated from Mr. Fogg, and Passepertout felt very happy at this determination. Indeed, nothing in the world would have induced him to leave his master, since Fix was to accompany him.

As to what the detective then thought, it would be difficult to say. Had his convictions been shaken by Phileas Fogg's return, or rather did he consider him a very shrewd rogue, who, having accomplished his tour of the world, believed that he would be entirely safe in England? Perhaps Fix's opinion concerning Phileas Fogg was really modified. But he was none the less decided to do his duty, and more impatient than all of them to hasten with all his might the return to England.

At eight o'clock the sledge was ready to start. The travelers—we were tempted to say the passengers—took their places, and wrapped themselves closely in their travelling cloaks. The two immense sails were hoisted, and, under the pressure of the wind, the vehicle slipped over the hardened snow with a speed of forty miles an hour.

The distance between Fort Kearney and Omaha is, in a straight line—in a bee-line, as the Americans say—two hundred miles at the most. If the wind continued, this distance could be accomplished in five hours. If no accident happened, the sledge ought to reach Omaha at one o'clock in the afternoon.

What a journey! The travelers huddled up against each other, could not speak. The cold, increased by the speed, cut off their words. The sledge glided as lightly over the surface of the plain as a vessel over the surface of the water—with the swell at least. When the breeze came, skimming the earth, it seemed as if the sledge was lifted from the ground by its sails, which were like hug wings. Mudge, at the rudder, kept the straight line, and with a turn of the tiller he corrected the lurches which the apparatus had a tendency to make. All sail was carried. The jib had been arranged so that it no longer was screened by the brigantine. A top-mast was hoisted, and another jib stretched to the wind added its force to that of the other sails. It would not be exactly estimated, but certainly the speed of the sledge could not be less than forty miles an hour.

"If nothing breaks," said Mudge, "we shall arrive!"

It was Mudge's interest to arrive at the time agreed upon, for Mr Fogg adhearing to his plan, had stimulated him by the promise of a handsome reward.

The prairie, which the sledge was crossing in a straight line, was as flat as a sea. It might have been called a frozen pond. The railroad which ran through this section, ascended from southwest to northwest by Grand Island, Columbus, an important Nebraska town, Schuyler, Fremont, then Omaha. During its entire course, it followed the right bank of Platte river. The sledge, shortening this route, took the cord of the arc discribed by the railroad. Mudge did not fear being stopped by the Platte river, at the short bend in front of Fremont, as it was frozen over. The way was then entirely free of obstructions, and Phileas Fogg had only two things to fear:—an accident to the apparatus, a change or a calm of the wind.

But the breeze did not abate. On the contrary, it blew so hard that it bent the mast, which the iron fastenings kept firm. These metal fastenings, like the chords of an instrument, resounded as if a violin-bow had produced their vibrations. The sledge slid along in the midst of a plaintive harmony, of a very peculiar intensity.

"These cords give the fifth and the octave," said Mr. Fogg.

And these were the only words he uttered during this trip. Mrs. Aouda carefully wrapped in furs and cloaks, was preserved as much as possible from the attacks of the cold. Passepartout, his face as red as the solar disc when it sets in the mist, drew in the biting air. With the depth of unshaken confidence that he possessed, he was ready to hope again. Instead of arriving in New York in the morning, they would arrive there in the evening, but there might be some chances that it would be before the departure of the Liverpool steamer.

Passepartout even experienced a strong desire to grasp the hand of his ally Fix. He did not forget that it was the detective himself who had procured the sledge with sails, and consequently the only means there was to reach Omaha in good time. But by some unknown presentiment, he kept himself in his accustomed reserve.

At all events, one thing which Passepartont would never forget was the sacrifice which Mr. Fogg had unhesitatingly made to rescue him from the Sioux. As for that, Mr. Fogg had risked his fortune and his life—— No! his servant would not forget him!

Whilst each one of the travellers allowed himself to wander off in such various reflections the sledge flew over the immense carpet of snow. If it had passed over creeks, tributaries, or subtributaries of Little Blue river, they did not perceive it. The fields and the streams disappeared under a uniform whiteness.

The plain was absolutely deserted. Comprised between the Union Pacific Road and the branch uniting Kearney to St. Joseph, it formed as it were a large uninhabited island. Not a village, not a station, not even a fort. From time to time they saw passing like a flash some grimacing tree, whose white skeleton was twisted about by the wind. Sometimes flocks of white birds rose; sometimes, also, prairie wolves in large bands, gaunt, famished, urged by a ferocious demand of nature, vied with the sledge in swiftness. Then Passepartout, with revolver in hand, held himself ready to fire upon those that came nearest. If any accident had then stopped the sledge, the travelers, attacked by these ferocious carnivorous beasts, would have run the greatest risks. But the sledge kept on in its course, it was not long in getting ahead, and soon the whole howling band was left behind.

At noon, Mudge recognized by certain landmarks that he was crossing the frozen course of the Platte river. He said nothing, but he was sure that in twenty miles more he would reach Omaha.

And, indeed, one hour afterwards this skillful guide, abandoning the helm, hastened to the halyards of the sails and furled them, whilst the sledge, carried on by its irresistible force, accomplished another half mile under bare poles. Finally it stopped, and Mudge pointing out a mass of roofs white with snow, said:—

"We have arrived."

Arrived! Arrived indeed at the station which, by numerous trains is in daily communication with the eastern part of the United States!

Passepartout and Fix jumped to the ground and shook their stiffened limbs. They helped Mr. Fogg and the young woman to descend from the sledge. Phileas Fogg settled generously with Mudge, whose hand Passepartout shook like a friend's, and all hurried towards the depot in Omaha.

The Pacific Railroad, properly so called, has its terminus at this important city in Nebraska, placing the Mississippi basin in connection with the great ocean. To go from Omaha to Chicago, the Chicago, Rock Island and Pacific road is taken, running directly to the east, and passing fifty stations.

A through train was ready to start. Phileas Fogg and his companions only had time to hurry into a car. They had seen nothing of Omaha; but Passepartout acknowledged to himself that it was not to be regretted, as they were not on a sight-seeing tour.

The train passed with very great speed into the State of Iowa, through Council Bluffs, Des Moines, and Iowa City. During the night it crossed the Mississippi at Davenport, and entered Illinois at Rock Island. The next day, the 10th, at four o'clock in the afternoon, they arrived at Chicago, already risen from its ruins, and siting more proudly than ever on the shores of the beautiful Lake Michigan.

Nine hundred miles separate Chicago from New York. Trains are not wanting at Chicago. Mr. Fogg passed immediately from one to the other. The nimble locomotive of the Pittsburg, Fort Wayne, and Chicago Railway started at full speed, as if it understood that the honorable gentlemen "had no time to lose." It traversed Indiana and Ohio, passing by populous cities and over wide expanses of agricultural land, with but few pauses; and, sixteen hours after leaving Chicago, the Ohio was reached.

At thirty-five minutes after nine, on the evening of the 11th, the train entered the great depot at Jersy City, the walls of which are washed by the Hudson river. From this station, the eastern terminus of a railroad system of great magnitude, fifty-one passenger and eighty-one freight trains depart every twenty-four hours, and an equal number arrive. Steamers and sailing vessels lined the miles of docks extending on both sides of the station, and the mighty river was filled with craft of all kinds engaged in the commerce of New York, which rose in front of the travelers as they emerged upon the board covered way running in front of the depot, where the gigantic ferry-boats of the railroad company receive and land their myriads of travelers, pausing not in their work day or night.

At thirty-five minutes after nine at night, the train stopped in the depot, near the very pier of the Cunard line of steamers, otherwise called The British and North American Royal Mail Steam Packet Company.

The China, bound for Liverpool, left thirty-five minutes before!

[To be continued.]

Spring Hill KOAL!

Traveler's Column.

ANCHOR LINE

Atlantic Service.

REGULAR & DIRECT

STEAM COMMUNICATION

BETWEEN

GLASGOW, LONDON, LIVERPOOL, Halifax, N. S, & St. John, N. B.

IMPORTERS will please note that steamships of this Line will sail as under:—

FROM GLASGOW	FROM LIVERPOOL
OLYMPIA	
Saturday, 12th Aug.	Wednesday, 16th Aug.
CASTALIA	
Saturday, 26th Aug.	Wednesday, 30th Aug.
ACADIA	

From London—Saturday, 19th August.

AUSTRALIA

From London, for Halifax only—Saturday, 2nd September.

FREIGHT taken upon as favorable terms as by any other first-class trans-Atlantic line. Coarse and heavy freight by special arrangement which can be made with the Agents in Glasgow, London, or Liverpool.

To parties desirous of bringing out their friends we will grant certificates of Passage from any place in England, Ireland, Scotland, or the Continent to St. John, N. B., which are good for twelve months.

Drafts issued, payable upon presentation, in sums from £1 upwards.

No Bill of Lading will be signed for a less sum than half a guinea, and through Bills Lading will be granted to all points on the Intercolonial Railway, St. Stephen, Fredericton Woodstock, Yarmouth, N. S., &c., &c.

For further information, apply to

Henderson Brothers	Glasgow.
Henderson Brothers	London.
Henderson Brothers	Liverpool,
T. A. S. DeWolf & Son	Halifax,
Scammell Brothers	St. John,

or to D. G. SMITH, Chatham.

INTERCOLONIAL RAILWAY.

Quebec, Halifax & St. John.

1876. Summer Arrangement. 1876.

ON and after MONDAY, 3rd July, Trains will run as follows:—

DAY EXPRESS TRAINS

Will leave Halifax for St. John, at 8.25 a. m., and St. John for Halifax at 8.40 a. m.

NIGHT EXPRESS TRAINS,

With Pullman Sleeping Cars attached, will leave Halifax for St. John, Quebec and intermediate Stations at 7.10 p. m.; St. John for Halifax, Quebec and intermediate Stations at 10.30 p. m.; and Riviere du Loup for Halifax, St. John and intermediate points at 12.55 p. m.

LOCAL EXPRESS TRAINS

Will leave Pictou for Halifax at 9.45 a. m., and 2.55 p. m.; Halifax for Pictou at 8.25 a. m., and 4.45 p. m.; and Halifax for Truro at 5.50 p. m.; St. John for Sussex at 5.00 p. m.; Sussex for St. John at 7.05 a. m.; Point du Chene for Painsec at 12.25 p. m., and 3.05 p. m.; Painsec for Point du Chene at 1.10 p. m., and 3.55 p. m.

ACCOMMODATION TRAINS

Will leave Point du Chene for St. John at 6.15 a m., and St. John for Point du Chene at 11.00 a. m.

ACCOMMODATION TRAINS

Will leave Moncton for Miramichi, Campbellton, River du Loup and Way Stations at 12.15 p. m., and River du Loup for Moncton at 1.45 p. m., connecting with Trains to and from Halifax and St. John.

C. J. BRYDGES,
General Supt. of Gov't Railways.

RAILWAY OFFICE,
Moncton, 7th June, 1876.

P. S.—The Night Express Trains from Halifax and St. John, on Saturday night, do not connect at Moncton with Trains for Riviere du Loup.

These Trains leave Halifax and St. John, on Sunday night, and connect at Moncton for Quebec as per Time Table.

STM'R "NEW ERA,"

THE Steamer "NEW ERA" will, on and after TUESDAY, 2nd day of MAY, and until further notice, run as follows:—

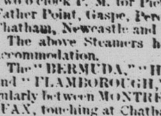
Leave Newcastle for Douglastown and Chatham at 8.30 a. m., 12.30—4.30 and 7 p. m.

Leave Chatham for Douglastown, Newcastle and Nelson at 10 a. m., and 2.15 p m—and Leave Chatham for Douglastown and Newcastle only at 5.30 and 8 p m.

CALL & MILLER,
OWNERS.

Quebec and Gulf Ports Steamship Co.

ROYAL MAIL LINE.



STEAM COMMUNICATION between Montreal, Quebec, Father Point, Gaspe, Perce, Paspebiac, Dalhousie, Chatham, Newcastle, Point du Chene, Charlottetown and Pictou, and by Railway and Steamboat connection with St. John, N. B., Halifax, N. S., Portland and Boston.

After the opening of navigation the Steamship "SECRET" or "MIRAMICHI" is intended to leave Pictou every TUESDAY at Seven o'clock A. M. for Quebec; and Quebec every TUESDAY at Two o'clock P. M. for Pictou, calling each way at Father Point, Gaspe, Perce, Paspebiac, Dalhousie, Chatham, Newcastle and Point du Chene.

The above Steamers have very superior Cabin accommodation.

The "BERMUDA," "HADJI," "ALHAMBRA," and "FLAMBOROUGH," are intended to run regularly between MONTREAL, QUEBEC and HALIFAX, touching at Chatham, Newcastle, Point du Chene, Charlottetown and Pictou, as business may offer.

The "HADJI" has been fitted during the winter with superior accommodation for passengers, and with the "BERMUDA" and "ALHAMBRA" will form a weekly passenger line from Montreal.

Through Bills of Lading for St. John, Halifax and Stations on the Intercolonial and Windsor and Annapolis Railways, Richibucto, Summerside, Georgetown, and Port Hawkesbury.

Apply to
WM. MUIRHEAD, Agt., Chatham.
or R. R. CALL, Agt., Newcastle.

Consolidated European and North American Railway,

B. E. SMITH, TRUSTEE.

SUMMER ARRANGEMENT.

ON and after June 5th, the EXPRESS TRAIN will leave St. John (ferry landing) at 8.15 a. m., for Fredericton, St. Stephen, Bangor, Boston, &c. FREIGHT at 1.15 p. m., and Local Express for Fredericton Junction at 4.30.

Express from Fredericton Junction will be due in St. John at 10.15 a. m., and from Bangor and Fredericton at 6.30. p. m.

SALMON,

Iced in Boxes, will be taken from St. John on Express Train, leaving at 8.15 a. m., and will be due in BOSTON following morning at 6.30. The fish in Boston, will be delivered from the Boston Passenger Station, convenient to all the markets and Railroad lines, and teams can commence to move them on the immediate arrival of train.

Through rates, All Rail to Boston, to include transfer charges and customs entry, will be given by agents of I. C. Railway, and further information given on application.

H. D. M'LEOD,
Asst. Supt., St. John.

F. W. CRAM, Supt. Bangor.
St. John, N. B., May 29, 1876.

1876.

INTERNATIONAL STEAMSHIP COMPANY.

SHIPPERS OF FISH FROM MIRAMICHI are hereby notified, that Steamers of this Line will make

Three Trips A Week,

from JUNE 15th until Sept. 30, MONDAYS, WEDNESDAYS and FRIDAYS, arriving in Boston early the following day, and oftener should Business require it.

FRESH FISH

by our Line will receive every attention and be forwarded with despatch.

Parties before making any arrangements, would do well to confer with the undersigned by whom all information can be given.

H. W. CHISHOLM,
AGENT I. S. S. C'y

Law.

M. ADAMS.

Barrister and Attorney-at-Law

NOTARY PUBLIC, &C.

SOLICITOR IN BANKRUPTCY,

Agent for "Scottish Amicable Life Assurance Society."

Agent for "Imperial," "Ætna," & "Hartford" Fire Insurance Companies.

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BATHURST OFFICE:—two doors from store of K. F. Burns, Esq.

L. J. TWEEDIE,

Barrister & Attorney-at-Law,

NOTARY PUBLIC, CONVEYANCER,

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Attorney-at-Law, Solicitor,

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ATTORNEY-AT-LAW,

Notary Public, Conveyancer, &c.,

OFFICE OVER ENGINE HOUSE,

Newcastle, Miramichi, N. B.

11-tf

Law Notices, etc.

Sheriff's Sale.

TO BE SOLD AT PUBLIC AUCTION, in front of the Registry Office, in Newcastle, on

WEDNESDAY, 30TH DAY OF AUGUST NEXT

between the hours of 12 noon and 5 o'clock p. m

All the Share, right, title and interest of John Russell, of, in and to all that Lot or Tract of Land situate on the North side of the Miramichi River, in the Parish of Newcastle, known as Lot No. 51 granted to the late William Russell. Also the Lot on the second concession immediately in rear of the above described lot, also granted to the said William Russell, being the two lots of land lately owned and occupied by the late James Russell, deceased. Also all that lot of land containing sixty acres, granted to the said John Russell, situate on both sides of the Little Bartibogue River in the said Parish, immediately in rear of the lot in the said second concession, granted to William Gordon, and bound Southerly thereby.

Also, all right, title and interest of the said John Russell of, in, and to all other lands and Real Estate situate in the County of Northumberland, the same having been seized by me under and by virtue of an Execution issued out of the Northumberland County Court against the said John Russe at the suit of Matthew Carruthers.

SHERIFF'S OFFICE,
Newcastle, 21st Feb., 1876.

JOHN SHIRREFF,
Sheriff of North'ld

NOTICE.

ALL persons having any legal claims or demands against the Estate of MATTHEW CARRUTHERS, Esq., Deputy Surveyor, Lower Newcastle, in the Co. of Northumberland, deceased, are requested to present the same, duly attested, to the undersigned, within THREE MONTHS from the date hereof; and all persons indebted to the said Estate are requested to pay the same forthwith to the undersigned.

RICHD. HUTCHISON,
REV. W. M WILSON,
Executors.

Miramichi, April 17, 1876. aug 11

NOTICE.

I HEREBY give notice that I will not be responsible for any debts contracted in my name without a written order from me.

W. C. SMYTHE.

Chatham, 3rd July, 1876. Oct.5

PATENTS obtained in the United States Canada, and Europe. Terms as low as those of any other reliable house. Correspondence invited in the English and foreign languages with inventors, Attorneys at Law and other Solicitors, especially with those who have had their cases rejected in the hands of other attorneys. In rejected cases our fees are reasonable and no charge is made unless we are successful.

INVENTORS. If you want a Patent, send us a model or sketch and a full description of your invention. We will make an examination at the Patent Office, and if we think it patentable, will send you papers and advice, and prosecute your case.

ADVICE Oral or written in all matters relating to Patents, Patent Law and inventions. **FREE**

References: Hon. M. D. Leggett, Ex-Commissioner of Patents, Cleveland, Ohio; O. H. Kelley, Esq., Sec'y National Grange, Louisville, Ky.

☞ Send Stamp for our "Guide for obtaining Patents."

Address:—LOUIS BAGGER & CO.,
Solicitor of Patents.
Washington, D. C.

COW FOUND.

A STRAY COW found at MR. Cooper's, Middle Island, may be had by the owner on proving property and paying expenses.

Apply to the Subscriber.

THOS. M'MASTER,
at MR. JOHN ENGLAND'S Chatham.

Aug.10

NEW GOODS!

NEW GOODS!

Ex. "Mary E. Chapman," Steamers from Quebec and Montreal.

5 CASES and Bales Dry Goods, (general assortment.)
4 Crates Crockery (consisting of Cups & Saucers, White and Granite.)
1 Crate Chamber Sets, Sets Vases, Brown Teapots, Flower Pots, Glassware and Brandy Glasses.
500 Pieces Earthenware, (consisting of Milk Dishes, Butter Crocks, covered and uncovered.)
22 Chests, Half do. and Qr. do. Tea, Retail Price 45, 50, 60 and 65cts. per lb.
1 Chest GREEN TEA—$1.50 per lb.
2 Doz. Griffins Scythes, (42 ins.)
1 Case Guns, Price 6 to 18 Dollars, each.
4 Casks Hardware, in all its kinds.
50,000 Waterproof Gun Caps, (in 100's and 250's packages.)
50 Sets Knives and Forks, and Forks without Knives.
12 Cases Crosse and Blackwell's Pickles, (in Walnut, Chow Chow and mixtures.
100 Cans London Lead, in White, Green, Yellow, Red, and Crome Yellow.
207 Bladders Putty.
½ Ton Whiting.
10 Gls. Copal Varnish (splendid.)
60 Bags Shot, A., B. B., B., 1, 2, 3, 4, 5, 6, 7 and 8.
2 Bdls. Shovels, Square 10x14, handled.
6 Casks Wrot. Nails, 4, 6 and 10dy.
2 Cases Dundee Marmalade, Splendid.
2 do. Preserved Ginger.
1 Tin Lined Cask Scotch Confec'y mixtures } real
1 do. do. do. do. do. Thick mint. } stuff
100 gross Taper Corks, in 5 gross bags;

ORDERS WANTED

— FOR —

1000 Dozen Fresh Canned Lobsters.
100 " " " Salmon.
100 " " " Codfish.
100 " " " Mackerel.
100 " " " Game.
20 " Smoked Salmon.

WM. WYSE.

Chatham, July 9, 1876.

Alcohol and Rye.

120 BBLS. 50% and 65% Spirits. } Walker's and
50 Bbls. Rye. } Gooderham & Wort's

DANIEL PATTON.
SAINT JOHN.

July 18, 1876.

Brokerage, etc.

Robertson & McAndrews.

SHIP CHANDLERS,

COMMISSION MERCHANTS,

Dealers in Mill Supplies, etc.

Keep constantly on hand a good assortment of SHIP CHANDLERY GOODS, MILL SUPPLIES, GROCERIES, PROVISIONS, &c. &c., which they will dispose of on reasonable terms.

FRASER BUILDING,
WATER STREET, CHATHAM, N. B

June 24th, 1876.

MACLELLAN & CO.,

BANKERS & BROKERS,

ST. JOHN, N. B.

EVERY kind of legitimate Banking done, and all the facilities of an Incorporated Bank afforded to Depositors and Customers. Jan.23

D. T. JOHNSTONE,

Water Street, Chatham,

Auctioneer, Commission Merchant,

AND GENERAL AGENT.

Consignments Respectfully Solicited.

Good references given.

LUKE STEWART,

SHIP BROKER & COMMISSION MERCHANT

SAINT JOHN.

NEW BRUNSWICK.

1-52

WILLIAM J. FRASER,

COMMISSION MERCHANT,

IMPORTER AND DEALER IN

TEAS, SUGARS MOLASSES, &C

HEAD OF TOBIN'S SOUTH WHARF,

UPPER WATER STREET,

HALIFAX. N. S.

CONSIGNMENTS PROMPTLY ATTENDED TO.

R. R. CALL,

General Agent

SHIP BROKER,

AND COMMISSION MERCHANT,

Newcastle, Miramichi, N. B.

2-tf

W. & R. Brodie,

GENERAL

Commission Merchants

AND

DEALERS IN

FLOUR, PRODUCE AND PROVISIONS,

No. 16, ARTHUR STREET,

Next the Bank of Montreal.

QUEBEC.

Medical.

APOTHECARIES' HALL,

CHATHAM.

THE SUBSCRIBER has just received one of the largest assortments of

DRUGS,
MEDICINES,
PATENT MEDICINES,
DYE-STUFFS, & FANCY & TOILET ARTICLES,

EVER IMPORTED TO THE MIRAMICHI,

Which will be sold low for cash.

Orders Solicited and Promptly Shipped.

Physicians prescriptions carefully compounded.

J. V. BENSON.

JOHN M'CURDY, M. D.,

PHYSICIAN AND SURGEON,

CHATHAM, N. B.

NEW DRUG STORE.

THE SUBSCRIBER respectfully announces to the people of

Newcastle and Vicinity,

that he has commenced Business in

WILLISTON'S BRICK STORE

near the Post Office, and has now open, his Stock of

DRUGS,
PATENT MEDICINES,
TOILET ARTICLES,
ANILINE AND OTHER DYES
PERFUMERY, &c.

— ALSO —

PRIME CIGARS, and the Best Brands of Chewing and Smoking Tobaccos. ALSO

SCOTCH & CANADIAN CONFECTIONERY,

Spices & Essences of all kinds, and a variety of other articles usually kept in a Drug Establishment.

☞ Prescriptions carefully prepared.

E. LEE STREET.

Newcastle, May 15, 1876

Manufrs., Builders, etc.

STEAM BOILERS

—AND—

ROTARY ENGINE

FOR SALE

AT THE

MIRAMICHI FOUNDRY,

Water St. Chatham, N. B.

ONE new Rotary Steam Engine, Cylinder 7x9, with One new Upright Steam Boiler 7½ feet long, 3½ diameter, containing 62 2 inch tubes.

ONE Second-Hand Horizontal Steam Boiler, 16½ feet long 5 feet 8 inches diameter, with Steam Dome and containing 196 iron tubes, in good order.

☞ WE OFFER LOW. ☜

APPLY TO

J. W. FRASER,

Chatham, February 1876.

I. MATHESON & Co.

Engineers & Boiler Makers

New Glasgow, N. S.,

Estimates Furnished for Engines and Boilers, Mill and other Machinery.

20

Manufrs., Builders, etc.

MIRAMICHI FOUNDRY.

Water St. Chatham, N. B.,

GENERAL IRON & BRASS FOUNDERS,

MANUFACTURERS OF

STEAM-ENGINES, BOILERS, AND MILL MACHINERY.

Ship, Plough, Stove, Cemetery and every description of Castings.

CONSTANTLY ON HAND

AN ASSORTMENT OF

COOKING,
HALL AND
PARLOUR STOVES.

Orders may be addressed to Jas. W. FRASER,

W. J. Fraser,
Proprietor.

W. H. OLIVE,

Custom House, Forwarding, Commission, Railroad & Steamboat Agent.

AGENT for the Waterous Engine Works Company;
" " Leffell's Double Turbine Water Wheel;
" " Wood and Iron Working Machinery;
" " Fire King Extinguisher;
" " Dynamite or Giant Powder;
" " 'Inman' Steamship Company;
" " Intercolonial Railway.

2-52.

Lumber Cheaper Than Ever

WE have in operation one of the famous WATROUS ROTARY SAW MILLS, of the best quality, at Pleasant Valley, Barnaby River, on the line of the Intercolonial Railway, and are prepared to contract at

REASONABLE PRICES

for Pine, Spruce, Hardwood and Hemlock LUMBER of any dimensions; also, Pine and Cedar SHINGLES.

☞ Orders promptly attended to.

PERLEY & LOGGIE,
PLEASANT VALLEY.

PHILIP PERLEY. GEO. W. LOGGIE.

2-93.

JOHN BELL,

Carriage, Sleigh, House & Sign Painter.

SHOP ON HENDERSON ST.,

CHATHAM.

☞ ORDERS PROMPTLY ATTENDED TO—Charges Moderate.

2-26

FIRE WOOD.

ORDERS for MILL FIREWOOD left at my office or with ISAAC COPPING, at my Mill, will receive prompt attention.

J. B. SNOWBALL.

aug11.

Kitchen & other Household

UTENSILS,

TINWARE, &C.

The best place to purchase HOUSE-KEEPER'S REQUISITES for the Kitchen or the Dining Room is at the well-stocked Establishment of James Gray, George Street, Chatham, who being both an

IMPORTER AND MANUFACTURER

in the above line, is prepared to furnish almost anything that may be required by those who favor him with their patronage.

ANGLERS AND OTHER SPORTSMEN

will find all the utensils they require for

CAMP OUTFIT

at this Establishment,

JAMES GRAY,
George Street.

CARD!

THE UNDERSIGNED would beg leave to inform his Patrons and the Public generally that he is now prepared to furnish

PLANS, DESIGNS

—AND—

SPECIFICATIONS

For any description of Building required.

☞ PRICES REASONABLE! ☜

GEORGE CASSADY,
Architect

Chatham, N. B. 4th April, 1876

THRESHING MACHINES
AND
WOOD CUTTERS
SEND FOR CATALOGUE
SMALL & FISHER.
WOODSTOCK, N. B.

Saws! Saws!!

MR. THOMAS B. PEACE, a Practical SAW MAKER, has opened a SAW MANUFACTORY in Chatham, and is now prepared to execute all kinds of work in that line of business. Satisfaction guaranteed.

THOS. B. PEACE,
WATER ST., CHATHAM.

March 25 -tf

CARRIAGE & SLEIGH FACTORY

WM. SIMPSON.

Henderson St., - - - - Chatham.

THE Subscriber is prepared to Execute all Orders for CARRIAGES, Light and Heavy Driving WAGGONS, Lumber and Express WAGGONS, &c.

REPAIRING Performed in a satisfactory manner. All WORK guaranteed to give satisfaction.

☞ Charges Moderate.

Feb. 12—2-44-b

Patent Freezer!

PERSONS acquiring the right to use Shirreff's Patent Freezer for preserving

FISH, MEATS, ETC.,

can have the apparatus erected by the undersigned.

JOHN McDONALD,
CHATHAM,

GASPEREAUX NETS.

JUST RECEIVED:

1 BALE TWINE FOR NETS.

W. H. THORNE & CO.,
St. John, N. B.

Manufr's., Builders, etc.

E. PEILER & BROTHER,

34 PRINCE WILLIAM ST.

ST. JOHN, N. B.

SOLE AGENTS FOR

STEINWAY & SONS,
CHICKERING & SONS,
HAINES BROS

PIANOS,

GEO E. WOODS & CO.
TAYLOR & FARLEY,

ORGANS.

Music, Music Books, and Musical Merchandise of all descriptions.

Address
E. PEILER & BROTHER,
ST. JOHN, N. B.

Patronise Home MANUFACTURE.

I am now prepared to supply the Public with Superior Quality of

Doors, Windows, Blinds,

HOUSE FINISHING,

For Inside or Outside. First Quality Pine or Cedar Shingles, and to

Plane and Match Lumber, and Plane and Butt Clapboards.

Scroll Sawing to any Pattern, TURNING, &c.

Having a Moulding Machine I am prepared to supply mouldings of different patterns, and to do joiner work generally, at reasonable rates, guaranteeing satisfaction.

☞ ORDERS SOLICITED AND ATTENDED TO. ☜

CALL AT THE

Sash and Door Factory.

PUBLIC WHARF, - - - - - CHATHAM.

PETER LOGGIE.

Liberal Prices will be given for Pine and Cedar wood suitable for making Sawn Shingles P. L.

46-4

General Business.

NEW GOODS.

The Subscriber has now received his Spring Stock of British, American and Canadian

including Handsome Gilt Window Cornices (something new); also a fresh Supply of

IRON & STEEL, Cut & Wrought NAILS, PAINTS.

Olive,
Lard,
Wool,
Engine,
Lubricating & Paint

OILS.

Tar, Pitch, Resin, Rope, Canvas. Also, the usual Stock of

Staple Dry Goods, Clothing,

&c., at the lowest market prices.

Family Flour, Meal, &c.

THE CHEAPEST YET.

F. J. LETSON,
Water St., Chatham.

June 2nd, 1875.

Irish Whiskey.

20 BARRELS,
40 Quarter Casks,
275 Cases (Pints and Quarts.

Cork Distillery Co. and Dunville Whiskey.

DANIEL PATTON,
SAINT JOHN.

July 20, 1876.

MONEY! MONEY!

Get the most for it You can.

This may be done by purchasing at the

CHEAP CASH STORE

IN NEWCASTLE.

New Staple and Fancy DRY GOODS, Splendid Value,

Clothing, Hats and Caps, Boots & Shoes; an immense Stock and Cheap. ALSO,—Groceries, Wines, Glass and Hardware.

JAMES BROWN.

June 23rd, 1876.

A. & R. Loggie,

BLACK BROOK,

Have now opened

A FULL LINE of STAPLE AND FANCY DRY GOODS, SMALLWARES, &C. &c.

A large Stock of

READY MADE CLOTHING.

—consisting in part of—

Mens' Pants and Vests, in Tweed and Cloth, Mens' Tweed and Cloth Coats, Mens' Tweed and Cloth Suits, Overalls, Jumpers, &c.

A large variety of Regatta, Wincey, White and Flannel Shirts, Woollen and Cotton Under Shirts and Pants.

Seamen's Oil Jackets Coats, Trousers & Sou'westers.

Cases Hats & Caps.

Cases Mens' Womens' Youths' Childrens' and Infants' Boots & Shoes, in Leather, Serge and Kid.

Cases Shelf Hardware, Kegs Cut Nails and Spikes, Shovels, and Grain Scoops, Cases Castor Oil, Hops, Mustard, Pickles, Syrups, &c., &c.

Boxes Valencia and Layer Raisins, Boxes Toilet, Bro. Windsor, Pale Olive, Steam Refined, No 1 Family and Demi-palm SOAPS; Boxes Tobacco, of Perfection and Jenny Lind Brands; Caddies Tobacco, of A. Solace, Our Own, Pilot and Crown Jewel Brands.

Jars Vinegar, Chests and half-chests FINE TEAS.

—ALSO—

2 and 4lb. Cans Tea, (a choice article for family use. Brooms, Pails, Nests Tubs, Brushes, &c.

CONFECTIONERY.

Albert, Fruit, Soda, Champion, Wine, Tea, Lemon, Sugar, Cinnamon and Queens Biscuits.

BARRELS PILOT AND SHIP BREAD.

Starch, Cream Tartar, Aniline Dyes, Bicarb Soda, &c., &c. Flour, Meal, Pork, Sugar, Butter, Lard, Cheese, and a full assortment of Groceries which the Subscribers will sell low for Cash.

—DAILY EXPECTED—

A large assortment of GLASS & EARTHENWARE.

☞ Country produce of all kinds bought and sold.

A. & R. LOGGIE,
Black Brook.

June 21st, 1876.

ESTABLISHED 1812.

L. H. DeVeber & Son,

WHOLESALE IMPORTERS OF

Dry Goods and Groceries,

St. JOHN, N. B.,

Would call the attention of purchasers to their Stock of Dry Goods and Groceries, which they can offer on terms as favorable as if imported direct.

Sheffield House IMPORTATIONS

ENGLISH French and German FANCY GOODS SOLID SILVEWARE;R

ELECTRO PLATED GOODS, quality warranted;

Ladies' and Gent's Fine Gold and Gem set JEWELRY:

English and Swiss WATCHES, in fine gold cases with the latest improvements. Warranted correct time keepers.

Parian and Bronze Figures and Groups.

Bronze Statuettes and Marble Voliute CLOCKS, in suits, etc.

Further importations to arrive via Portland and Halifax, N. S.

Manufactured to order at the premises.

Ladies' and Gent's Fine GOLD JEWELRY, from London and Paris designs.

RICHARD THOMPSON.

☞ An Inspection of the Stock respectfully solicited.