

VOL. I., No. 16.

HOTELS.

QUEEN HOTEL, Fredericton, N. B.

THIS HOTEL has been REBUILT AND PAINTED IN THE MOST ATTRACTIVE MANNER... THE TABLE is always supplied with every delicacy available...

Wm. WILSON, Barrister, Attorney-at-Law, NOTARY PUBLIC, &c.

Office: CARLETON STREET.

RAILROADS.

NEW BRUNSWICK RAILWAY CO.

ALL RAIL LINE TO BOSTON, &c.

THE SHORT LINE TO MONTREAL, &c.

ARRANGEMENT OF TRAINS

In Effect December 30th, 1889.

LEAVE FREDERICTON.

7:00 A. M. - Express for St. John and intermediate points.

10:00 A. M. - For Fredericton Junction, St. John, and points west.

2:30 P. M. - For Fredericton Junction and St. John.

RETURNING TO FREDERICTON FROM ST. JOHN.

St. John, 8:45, 11:30 a.m., 4:15, 6 p.m.

Fredericton Junction, 11:30 a.m., 2:00 p.m., 5:00 p.m.

Arriving in Fredericton at 12:45, 2:10, 6:40, p.m.

LEAVE GIBSON.

7:15 A. M. - Mixed for Woodstock, and points north.

ARRIVE AT GIBSON.

4:15 P. M. - Mixed from Woodstock, and points south.

A. J. HEALE, P. W. CRAM, Gen'l Pass. and Ticket Agent.

INTERCOLONIAL RAILWAY.

1889 SUMMER ARRANGEMENT 1889

On and after Monday, June 10th, 1889, the trains of this railway will run daily.

TRAINS WILL LEAVE ST. JOHN.

Day Express for Halifax and Campbellton, 7:00

Accommodation for Fido, 11:30

Express for Halifax, 14:30

Fast Express for Quebec, 16:35

Express for Montreal, 18:35

Express from St. John, 8:30

Fast Express from Montreal and Quebec, 10:60

Day Express from Halifax and Campbellton, 14:50

Express from Halifax, Fido, and Miramichi, 20:30

Express from Halifax, Fido, and Miramichi, 20:30

Trains of the Intercolonial Railway to and from Montreal are lighted by electricity and heated by steam from the locomotive.

For Tickets and other information, apply at the office of JOHN RICHARDS, Agent, Fredericton.

NORTHERN & WESTERN RAILWAY.

WINTER ARRANGEMENT.

In Effect Nov. 25th, 1889.

TRAINS RUN ON EASTERN STANDARD TIME.

PASSENGER MAIL AND EXPRESS TRAIN

will leave Fredericton daily (Sunday excepted) for Chatham.

LEAVE FREDERICTON

7:40 p.m. - Chatham Junction, 7:00 Upper Nelson

8:30 a.m. - Chatham Junction, 7:00 Upper Nelson

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MAKE HENS LAY

NOTHING ON EARTH WILL MAKE HENS LAY LIKE SHERIDAN'S CONDITION POWDER.

WE SEND BY MAIL SHERIDAN'S CONDITION POWDER. A LARGE 2 1/2 POUND CAN FOR 1.20

SMALL PACKS 50 CENTS POST PAID. Sheridan's Condition Powder

is absolutely pure and highly concentrated. One ounce is worth a pound of any other kind.

Consumption SURELY CURED

TO THE EDITOR: Please inform your readers that I have a positive remedy for the above named disease.

HEALTH FOR ALL! HOLLOWAY'S PILLS AND OINTMENT.

THE PILLS

PURIFY THE BLOOD, correct all Disorders of the Liver, Stomach, Kidneys and Bowels.

THE OINTMENT

FOR SORE THROATS, BRONCHITIS, COUGHS, COLDS, Glandular Swellings, and all Skin Diseases.

Manufactured only at Professor HOLLOWAY'S Establishment, 78, NEW OXFORD STREET, (late 533, OXFORD STREET, LONDON

and are sold at 14, St. J. St. 4, 44, 118, 228, 281, 338, each Box of Pills and Ointment is sent by Mail

Purchasers should look to the label on the Pots and Boxes. If the address is not 78, New Oxford Street, London, they are spurious.

CURE FITS! THOUSANDS OF DOLLARS GIVEN AWAY YEARLY.

When I say Cure I do not mean a temporary relief, but a permanent cure.

STEAMSHIPS.

ALLAN LINE.

Under Contract with the Government of Canada and Newfoundland for the conveyance of Canadian and United States Mails.

1890. Winter Arrangements, 1890.

This Company's Lines are composed of distinguished, 1 1/2-decked LEON STEAMERS.

WEEKLY MAIL LINE.

From Liverpool on THURSDAYS, and from Glasgow on SATURDAYS, calling at London, Folkestone, Southampton, and London.

Rates of Passage to Liverpool.

ALMON (According to accommodation) \$10 to \$60

RETURN \$10 to \$50

STEERAGE \$10 to \$50

Rates of Passage to St. John's, N. F.

St. John's, 20; Intermediate, 25; Steerage, 25.

Storage Tickets issued to and from the principal ports in Great Britain and the Continent at cheap rates.

For Steamers, Tickets, or further information apply to Wm. Thomson & Co., Agents, ST. JOHN'S, N. B.

INTERNATIONAL S. S. CO.

FALL ARRANGEMENT.

Four Trips a Week.

FOR BOSTON.

On and after MONDAY, Aug. 12th, the Steamers of this Company will leave St. John's, N. B.

Returning will leave Boston every MONDAY, WEDNESDAY and FRIDAY morning at 12:30.

Convoys are made at Chatham Junction with the I. C. Railway for all points East and West, and at Fredericton with the N. B. Railway for all points West and at Chatham Junction for all points East and West.

All Trains will Leave and Arrive at Fredericton Station, West End of Bridge, instead of Gibson as heretofore.

All Freight to and from Fredericton will be received at Fredericton Station. Freight to and from Gibson will be received at Gibson Station.

For Tickets and other information, apply to THOMAS HOBEN, Superintendent, Gibson, N. B., May 15th, 1889.

The New Drill Book.

INFANTRY DRILL, 1889. PRICE 35 CENTS.

HORSES AND HORSEMEN.

OF INTEREST TO OUR READERS.

In accordance with the general advance of speed, the free-for-all class was never so strong in numbers as now.

likely to start this year include nearly a score of brilliant performers, any one of whom has sufficient reputation to draw as an exhibition horse.

Of those that won their way to the class of classes, Rosaline Wilkes, 2:41, failed to figure prominently in 1889.

She started the campaign with good prospects, but caught a severe cold on the boat between Detroit and Cleveland after being defeated by Gene Smith.

She retired for the season, and reports say is now ready for the grand preparation.

Patron made two essays against time, as did the stallion Edgemark, when he equaled the four-year-old record of 2:16. Oliver K. sustained two defeats, trotting the best of two winning heats in 2:16.

Graylight burst into the free-for-all division at Buffalo, after showing very fast in his race at Cleveland.

He won two races, lowering his record to 2:16. Thomas had with him an exciting two defeats by Gene Smith in the Grand Circuit.

He won three straight heats, putting in his best mile in 2:16 at Cleveland.

Susie S. made her five-year-old debut in the Grand Circuit at Cleveland, and scored a victorious one in 2:18.

Four-year-old two races, the 2:19 and 2:22 classes, in Kentucky, and made a fruitless attempt against time at Cincinnati.

In her race at Lexington she made her present record of 2:17. Artzell was the bright particular star of the Rockies.

He won three times, and scored a record of 2:14. Four-year-old two races, the 2:19 and 2:22 classes, in Kentucky, and made a fruitless attempt against time at Cincinnati.

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A RAILROAD STORY.

A Tramp Saves a Conductor's Life by His Prompt Action.

"No, we don't bounce the tramps who ride on the numbers of our freight train," said a freight conductor who has a run to the west.

"I presume that we carry an average of a dozen each trip, but if they remain between the cars we pretend not to see them."

"But it is against orders," was urged.

"Oh, yes, but there is a higher power than general orders even from railroad men. Five or six years ago I used to be hard on the railroad tramp."

He looked over at the tramp and he caught a glimpse of a pair of eyes that were staring at him.

"What happened to change your mind?"

"Oh, a little incident of no interest to the public, but a great deal to me. I was married in December of the year ago. On the third night I got an order to run out with an extra. There was a cold rain, which froze as it fell, and one of my crew got hurt at our very first stop. This left us short handed, and as we could not supply his place I had to act for him."

We were in the mountains, and I was strong to make time, when the engine whistled brakes for a grade. I climbed out of the caboose with the brakemen, and had set two brakes and was after the third, when a lurch of the cars threw me down, and fell between two of them. I had just one glimpse of the redoubtable grade at home, just one swift thought of her in widow's weeds and her heart-breaking, when a hand grabbed me. I was going down head first, but the strong clutch turned me over and my feet struck the bumper. I have never been there until the train reached its stop, and then helped me, for the sudden fright had taken all my strength and nerve away. But for him I should have been ground up under the wheels. This is the reason I keep a soft spot in my heart for the genus tramp, and why, when I sometimes walk the length of every train and find every bumper occupied, I look skyward and pretend not to see such an old fur cap."

GUM CHEWING IN ENGLAND.

One of the worst habits of American women is gum chewing. The habit seems so innocent and harmless that nothing can be said against it from outside appearance; but according to the medical men of America it destroys the teeth, invites dyspepsia, and brings many small evils in its train, that grow to being distinctly inconvenient and unhealthy.

The practice of gum chewing is being introduced into England by the American Confectionery Company, and of course they claim to be in full advantage. A representative called at their establishment in Regent street to see if the habit had made any headway here.

"What smoking is to men gum chewing is to women in our country," said Miss Pope among the American customers of the day. "In the streets, in the train-cars, anywhere, they're never without their bit of gum. Some women have actually had their jaws paralyzed through working them too hard."

"Do you think you will ever make gum chewing fashionable in London?" "Why not?" There's a demand for it already among the men. We're introducing it to our customers by putting a small stick into every box of sweets. This kindles their curiosity. Of course the sale of gum among our American customers is getting to be a good thing. They are delighted at being able to get it in Europe. They are as ravenous after their favorite luxury as a prisoner after a pipe of tobacco or a good meal."

"How many sorts of chewing-gum are there?" "About fifteen. There are lots of flavors—American, licorice and spring-gum are the favorites. But I think Adams' tutti frutti is really the most popular flavor. We sell a great deal of tasteless gum, too."

"Some of the flavors are more costly than others." "Yes, the spring-gum is a trifle expensive. It is sold in 6-penny packets. The ordinary flavors can be bought in half-penny and penny sticks. They will stand about four days' hard chewing. Candy chewers will make a stick last a month. The gum never wears out, it gets sticky after a time and sticks to the teeth."

"Is there more than one way of chewing gum?" "Well, you must be careful to start right. The gum ought to be allowed to get warm in the mouth before it comes in contact with the teeth, otherwise it is liable to become instead of growing soft, a hard mass which some of our customers buy as a tonic. It is very bitter. But none of the gums are detrimental to health; they promote the saliva, cleanse the teeth and help the digestion."

By the way, there is another thing that American women are fond of chewing—be careful it whitens their teeth," the manager advised.

FRANK LESLIE'S MONTHLY.

The current (April) number of FRANK LESLIE'S POPULAR MONTHLY contains fully a dozen elaborately illustrated articles, any of which is worth buying the magazine for.

"The Senate and its Leaders" is discussed in bright, gossip style by Frederick Daniel, and nearly a score of portraits and views accompany the text. "Wm. H. Ballou describes the Tennessee Blue-Grass region and its thoroughbred horses, together with the historic homes of Presidents Polk and Andrew Jackson. The wonders of Edison's perfected phonograph and graphophone are brilliantly set forth in Arthur V. Abbott's paper entitled "A Voice from the Past," with the best pictures that have ever been published in connection with this subject. An excellent account of the Union League Club of Chicago, with its palatial new home, is furnished by Lieutenant Bassett. Alfred H. Guernsey's series of historical papers on Frederick the Great is continued; Sophie Worthington gives picturesque "Notes on Nuremberg." Andrew S. Fuller studies "The Domestic Life of Pederistic Americans" in their pottery-ware; the celebration of the new Constitution of Japan is illustrated and described in an interesting letter; and the history of "The Umbrella" is as interesting as it is reasonable. The best short stories and poems of the number are by favorite magazine writers, including Lucy Hooper, Ella Wheeler Wilcox, Charles Henry Webb, Frances B. Currie and others.

When the Chicago girls hang up their stockings for Christmas they are the envy of the rest of the world; but they bankrupt Santa Claus.

STUMPAGE.

A Great Speech by the Attorney General.

THE OPPOSITION CASE DISSECTED AND ITS FALLACIES EXPOSED.

How the Sectarian Cry was Worked and What the Opponents of the Government Proposed to Concede to the Lumbermen.

HON. MR. BLAIR

on rising to close the debate on the stumpage question, said: Perhaps it would be well that I should emulate the example which some of my friends opposite have set and dispose of one or two questions, on preliminary matters, before entering upon the general subject under discussion.

There appeared to be on the part of the gentleman opposite, a disposition rather to depreciate any allusions to the nature of the contest which arose in the city and county of St. John. I can very well understand why they should desire that there should not be any reference made to that subject, and whatever reference I shall hereafter make or whatever reference I have heretofore made with respect to the contest that was waged in St. John, have been drawn from me for a different purpose from that which was attributed to me. I would be sorry to make any remarks in this house that would tend to excite religious strife or to give rise to feelings of religious animosity. I would, sir, be the last man in this house or in this country to array any man against his neighbor on religious grounds. The interests of the community in which we live and of the people as a whole can be best served by forgetting there is any difference of religious belief among us and these matters should not be imputed at all or permitted to be mentioned in connection with the discussion of our public questions. I think that it will be conceded by the gentleman opposite that the charge had been frequently during the debate that the government was on its trial and that the judgment of the people of the country was against it. I think it is not only my privilege in my place as a member of the assembly, but my duty, to myself and to the gentleman who are associated with me in the government of the country to put fairly and to put boldly before the house what were the issues before the country. I think it is my privilege following the hon. member opposite, to tell the gentleman in my place on the floor of the house and to say that the government was on its trial and that the judgment of the people of the country was against it.

Deny Emphatically.

As I now do, that this government was tried on its merits in the city and county of St. John. Surely, sir, when it is charged that the government were condemned by the country I have a right to rise in my place and tell the gentleman assembled what question it was that brought the hon. gentleman from St. John before me and behind me into this legislature. Surely none are so sensitive as to object, none are so open to influences of the kind that these gentlemen should fear to mention. I am glad to stand in my place and to say that the government was on its trial and that the judgment of the people of the country was against it.

Any of the Views Maintained that were now raised by the gentleman opposite in his hearing and it is within my power by reference to documentary evidence to establish that it was not the gentleman who were running in the interests of the government in that constituency but our friends opposite who sought to set aside the mind of the constituency—a constituency I would admit that this government had appealed to with success—but there was interposed between the people, and their consideration of the acts and conduct of this administration, a cry, the consequences of which were the effects of which the future may not readily efface. I tell them I have some documentary proof at my hand. I ask these hon. gentlemen if this is not an extract from the paper by which they appended their names and gave circulation to in the city and county—a document in which they stated that they were opposed "to the granting of special privileges to any religious sect on the ground of their religion," and would ask them was not that document circulated among the constituency to which I now refer.

Mr. Blair:—That is the first time I have heard of it. If my name was appended to any such document it was done without my authority and without my having any knowledge whatever of it.

Dr. Stockton:—I wish to state the same. Mr. Smith:—I also wish to disclaim any connection with such a document as that referred to by the hon. Attorney General.

Mr. McKewen:—I must also disclaim any knowledge of or connection with the circular referred to by the hon. Attorney General.

Mr. Bourke:—I also deny that I had any connection with that paper referred to or signed by me.