General Business.

IN STOCK

and ARRIVING at the

Fish Warehouse,

PUBLIC WHARF,

NEWCASTLE.

50 Brls. Heavy Mess Pork;
50 " Plate and Extra Mess Beef;
50 Tubs Lard;
50 Brls. and boxes Rankine's Biscuits;
100 Brls. Refined Sugars;
100 Boxes Raisins;
100 " Soap;
100 Kegs Nails;
100 Dozen Brooms;
100 Boxes and caddies McDonald and Adams' TOBACCOS, Mariners, Imperial, Napoleon, Little Sargeant, Black Bird, Prince of Wales, Bird's Eye, and Brunette;
150 Half-chests TEA;
50 Caddies "
20 Tubs BUTTER;
20 Puncheons MOLASSES;
20 Kegs SODA;

CHOICE BRANDS.

Superior Extra Strong.

BAKERS AND

PATENT FLOUR,

CORNMEAL & OATMEAL,

—AT—

Lowest Wholesale Rates.

JOHN McLAGGAN.

July 11, 1883.

FINE

CHAMPAGNE,

BRAND "MIRAMICHI."

PERSONALLY SELECTED.

WHOLESALE ONLY.

T. WILLIAM BELL & CO.
Ferguson Building
Dock St.,
St. John, N. B

THE KEY TO HEALTH.

BURDOCK BLOOD BITTERS

Unlocks all the clogged avenues of the Bowels, Kidneys and Liver, carrying off gradually without weakening the system, all the impurities and foul humors of the secretions; at the same time Correcting Acidity of the Stomach, curing Biliousness, Dyspepsia, Headaches, Dizziness, Heartburn, Constipation, Dryness of the Skin, Dropsy, Dimness of Vision, Jaundice, Salt Rheum, Erysipelas, Scrofula, Fluttering of the Heart, Nervousness, and General Debility; all these and many other similar Complaints yield to the happy influence of BURDOCK BLOOD BITTERS.

T. MILBURN & CO., Proprietors, Toronto.

PORK,

Beans and Beef.

200 barrels Pork and Beef.
200 sacks Beans.
150 tubs Lard.
500 boxes V. Raisins.
210 barrels Sugar.
600 packages Tea.
850 packages Tobacco.
250 cases Canned Goods.
100 boxes Cheese.

Baking Soda, Hops, Rice, Pickles, Spices, Cream Tartar, Pails, Brooms, Matches, Washboards and Brushes.

—For sale by—

C. M. BOSTWICK & CO.,
7, Water Street, St. John.

Dry Goods, Cheap.

THE Subscribers are now offering the Stock of D. M. Loggie & Co., in the Store lately occupied by them, at very low prices to clear, in anticipation of the early arrival of

SPRING GOODS.

On some lines to clear, large reductions will be made.

It will be to the advantage of intending purchasers to examine our Stock before purchasing elsewhere.

By strict attention to business and a well assorted Stock at reasonable prices they hope to merit a share of public patronage.

PATTERSON, LOGGIE & CO.
In the Store lately occupied by D. M. Loggie & Co
Opposite Golden Ball.

SHINGLES, CLAPBOARDS.

A lot of GOOD HEMLOCK BOARDS and other Lumber for Sale low for Cash.

GEO. BURCHILL & SONS,
Nelson

Miramichi Advance.

CHATHAM, - - - - - AUGUST 16, 1883.

Trade of the Port of Chatham.

Following is a summary of the trade of Chatham for the fiscal year ended June 30th, 1883,—

	Value.
Imports	$66,155.00
Consumption	97,619.00
Exports	589,360.00
Duties	19,380.33

SAVINGS' BANK.

Balance due depositors 1st July, 1882,	$197,817.95
Deposited during year	62,052.00
Interest added	7,679.47
	267,549.42
Withdrawals	51,480.59
Balance due 1st July, 1883,	216,068.83

Newcastle Trade Returns.

The following are the returns showing value of goods imported, and duty paid at the port of Newcastle during year ending 30th June, 1883,—

Imported.	Home Consumption.	Duty.
63,874	65,493	10,438.63

Value of goods exported during year,—

Produce of the Mine	$2,460
" " Fisheries	55,829
" " Forest	711,141
Animals and their produce	561
Manufactures	67,942
	$837,873

SAVINGS' BANK.

Balance due depositors 1st July, 1882,	$134,587.21
Deposited during year	$43,976.00
Withdrawn " "	41,234.72
Balance due depositors 1st July, 1883,	142,457.20

Kent Trade Returns.

Following are the trade returns for the port of Richibucto and outports of Buctouche and Cocagne for the fiscal year ended 30th June, 1883,—

IMPORTS.

Direct	$28,810.00
Entered for Home Consumption	28,992.00
Duty	6,387.01

COLLECTIONS.

Imports	6,387.01
Other collections	954.44
Total	7,341.45

EXPORTS.

Produce of the forest	$145,655
" " fisheries	71,642
Agricultural products	125
Total	$217,422

TONNAGE RETURNS.

	No.	Tons.
Vessels inwards from sea	80	14,714
" outwards for sea	42	17,609
Coastwise in and out	637	29,990
Total	759	62,313

SAVINGS BANK RETURNS.

Balance due depositors, June 30th, '82,		$67,200.91
Deposited	$11,957.00	
Interest added	2,914.30	
" paid	52.44	14,923.74
		82,124.65
Withdrawn	12,111.37	
Interest paid	52.44	12,163.81
Balance due depositors 30th June, '83,		69,960.84

In addition to the above the sum of $8,900 is invested in 5% Dominion Stock.

Our Staples in Great Britain.

Messrs. Farnworth & Jardine, in their circular of 2nd inst., which did not reach us until Monday last say,—

The import for the month [July] of both Hewn and Sawn Lumber, especially of the latter, shows a considerable falling off, but this is partly accounted for by the unusually long passages many vessels are making from Canada and New Brunswick, so that the aggregate import for July and August will probably fully equal last year. The consumption has been fairly satisfactory and stocks are moderate; still the general tone of the market is not buoyant, buyers shewing great want of confidence in the future, therefore it is much to be desired that supplies for the remainder of the season should be very moderate.

Under the head of Canadian wood the circular contains the following,—

Of pine timber there has been a fair import and a moderate consumption; the demand is confined chiefly to first-class wood, which sells slowly at present high prices; for the commoner qualities there is but little demand. In red pine, elm, and ash there is very little enquiry, and stocks are light. Oak has been imported moderately, and the consumption has been on about the same scale; prices for prime wood are steady. Pine deals have been arriving freely and the consumption has hardly kept pace with the import; stocks, however, are not excessive; prices are rather easier.

The import of New Brunswick and Nova Scotia pine deals shews a considerable falling off from the like time last year, and with an increased demand; prices have improved 5/- per standard from the lowest point; stocks are moderate, but it is evident that to maintain prices the import for the remainder of the season must be kept within a very moderate compass. Of lower port pine deals few sales have taken place, but prices have been relatively about the same as spruce. Birch has been in good demand at fair prices, and the stock is light.

Although the state of the market is not reported as of good tone, it is fair to assume that shippers on this side may proceed with confidence to put their lumber on the market, provided fair freights are obtainable. Sailing tonnage has not come forward as readily as the general freight market for its class would seem to have warranted, and it is not, therefore, to be wondered at that seeking steamers have found business here on margins which were certain, but not satisfactory to the sailing bottoms usually engaged in our carrying business. Norwegian tonnage appears to have speculated on an idea of greater Miramichi necessity and demand than has been justified, so that steam engagements will, in future, be more encouraged than they have been heretofore. There is nothing in the freight market to warrant the holding out for high prices of Norwegian or other sailing tonnage and as the necessity for engaging it will be always decreasing, it seems to me that it should be held back, simply because those who control it have been taught to believe that it can be managed in idleness at a smaller rate for loss and depreciation than will accrue to tonnage under other flags. Sailing vessels seem to have been placed in such an attitude towards Miramichi trade this year as to render the engagement of more certain tonnage imperative in the future.

Silly Tactics.

The patrons of the *World* on Saturday last, read, with mixed sensations of amusement and disgust, a silly attack on one of the leading business men of the County, in connection with the Miramichi Valley Railway. That paper has, from the first, given its support in this matter to Mr. Call, the president of its Publishing Company, who now seems to think that by abusing Mr. Snowball and misrepresenting his position as a promoter of the Railway, he will succeed in arousing prejudices in the minds of such men as Senator Muirhead and Alex. Morrison, Esq., by which they may be led to withdraw their effective support from the scheme. The *World* and its President imagine, no doubt, that because Mr. Snowball has not agreed in Dominion politics with several of the most prominent Miramichi gentlemen with whom he is now associated for the purpose of building the Valley Railway, it will not be impossible to introduce the element of political discord and, thus, weaken the Northern and Western Railway Company. Mr. Call, however, has played that game among the leading men of Miramichi about as long as it will work and if he and the *World* do not wish to do permanent injury to their party they will do well to conceal their silly tactics until there is a better prospect for their successful employment. Unless we are very much mistaken it is not possible for either the *World* or Mr. Call to disunite the gentlemen composing the Northern and Western Railway Company. What Mr. Call or the *World* may say or do will make no difference as regards their purpose of building the railway and the more any one man connected with the enterprise is abused by or for Mr. Call, the greater will be the loyalty of the others towards him. Each of these men know that the others are engaged with him in the promotion of a work that is to be of great benefit to the County, a work requiring their united efforts for its accomplishment—and they are not going to be turned aside by any silly personal considerations which may be suggested by Mr. Call or his Chatham organ. So far as Mr. Snowball is concerned he occupies an unassailable business position. He is a man with whom any of his fellow citizens may confidently join in promoting any public enterprise and we fancy that Senator Muirhead, Mr. Morrison, Mr. Sadler and others who have put up for eight years with Mr. Call's mock presidency and childish pretensions in connection with the Valley Railway, feel more at home, as business men, with Mr. Snowball, who has so materially aided in securing the active and earnest co-operation of Mr. Gibson. If the *World* or Mr. Call had any adequate sense of the ridiculous figure they are cutting in this railway business they would give their attention to something they know more about. They may be quite competent as props of the grand order of moonshiners or capable of making a fair show where tinsel and noise are important adjuncts to the business in hand. Beyond that, however, is out of their depth and that is just about where they are now floundering.

After the above was in type the *World* of yesterday came to hand with the following as "An explanation,"—

"During my absence, last week, two articles appeared editorially in THE WORLD which I take the first opportunity of repudiating. "An Edifying Spectacle" is not in harmony with what THE WORLD has had to say about the members of the Government, and "The Valley Railway" article stultifies its position on the railway question. The writer of it must have known that he was most outrageously abusing the trust I reposed in him, as he could not have imagined that I would insert such an article editorially. I repudiate it, and ask that it be regarded as correspondence that found its way into the columns of the paper without editorial supervision. As I am the editor of THE WORLD, in reality as well as in name, and permit no interference, by directors of THE WORLD Publishing Company or anybody else, with its policy on the railway or any other question, the false position in which I have been placed calls for this personal explanation."—J. L. STEWART.

It was therefore, the editor's "wicked partner" who did all the mischief, said partner being, it is alleged, a young man of Newcastle who is encouraged to express what he believes to be "President" Call's sentiments. What the people among whom the *World* is published would like to know is whether it has any opinion on the subject of the Railway and, if not, why not?

The Valley Railway.

The *Advocate* continues to claim that the "Tickle" combination, the head of which is "President" Call, is a Railway Company and is, in fact, *one* of the Northern and Western Railway Companies. It ignores the Supreme Court injunction issued against Mr. Call and his associates forbidding them under pain of fine and imprisonment, from attempting to exercise the functions of a Railway Company. If those gentlemen, with three able barristers to help them, could not convince a Judge of the Supreme Court that they were not a bogus organization it will be difficult for the *Advocate* to impress the general public with a more favorable opinion of them.

It is amusing to find the *Advocate* going into the resurrectionist business in connection with this subject. It digs up what the poor little Fredericton *Reporter* said in 1875, viz—"The route which York prefers is known as No. 1 of Mr. Buck's survey." It is reasonable to believe that Alex. Gibson, John Pickard and the other York capitalists who are putting their money into the enterprise are in a better position to speak for York than the *Reporter*. But, then, if the *Advocate* can muster the effrontery to claim that it speaks for Northumberland in the matter, why should the *Reporter* not be accepted as authorized to speak for York. Mr. Call and his organs in York and Northumberland may, however, be safely allowed to do the "speaking"—the blowing—while Mr. Gibson and his associates do the railway building.

The *Advocate* also quotes from the *Telegraph* of 1875, which really favored the Gibson promoters and still favors them—so much so that within a fortnight it advised Mr. Call and his friends as follows,—

"If the people of Miramichi want a railway, they had better sink all differences and work in harmony with Mr. Gibson, and friends. For several years the Miramichi people have been endeavoring to enlist the co-operation of leading capitalist in the construction of their railway and during the spring of 1882 they were quite jubilant over the prospect that Mr. Gibson might take the matter in hand. They felt then, as everybody feels now, that his endorsement of the project would be enough to give it a financial standing, and that his energy and means were a guarantee that what he undertook he would carry out. The public are interested in having the road built, and the general opinion appears to be that the gentlemen who met at Newcastle are standing in their own light by not joining hands with Mr. Gibson's company."

A paper or "President" who knows so little as to argue that the *Telegraph* favors the "Tickle" combination ought not to be hard to please. Somebody ought to buy and present to them a tin toy railway to play with.

The *Advocate* intimates that the Tickle concern only propose to make the Valley Railway a kind of siding for the Intercolonial for the special purpose of carrying grindstones from Messrs. Read's Southwest quarries and extract from Messrs. Miller's factory.

It puts this Derby traffic forward as if it was of far greater consequence than the trade of Chatham and Newcastle, which it does not even condescend to take into account. When did ever Mr. Call and his associates before show such a disposition to exalt and magnify Derby at the expense of Newcastle? It is best to be reasonable, we think, and while acknowledging the importance of the Extract Factory and Messrs. Read's quarries, not to lose sight of equally important and much larger interests. The Railway promoter whose horizon is bounded by the lines of a parish is not fit to be in the business.

We knew it! The *Advocate* imagines that Messrs. Read have only the quarries on the South West. It charges the ADVANCE with ignorance because we referred to the Northwest quarries owned by the same firm, as if they could not own and run half a dozen quarries! As a matter of fact they do so, having also quarries in Gloucester and elsewhere. We, however, accept the *Advocate's* abandonment of the route via Crocker's Lake to the Northwest.

In connection with the railway question the *Advocate* bitterly attacks such men as Messrs. Gibson, Snowball, Muirhead, Richards, Whitney, Swim and others as lumber lords, and claims that they spend money corruptly at elections in order to influence the Government for their own purposes. The *Advocate* has, in its time, done a good many silly things, but this is about the silliest. In the first place, it is untrue, and in the next it is hard to understand what good purpose is to be served by such a gross attack upon as honorable a body of business men as any in the Dominion. If Mr. Call, who is not an inactive man at election times, or a very modest one in his claims for subsidies and other Government pickings, cannot succeed in his railway and other plans by more legitimate means than this kind of mud-slinging, he ought to be above resorting to it.

PILING.—The *World* indirectly censures the late Surveyor-General by finding fault with the small stumpage tax on piling. It may be assured that the new Government will deal with the matter in good time. There is so much to reform, however, in connection with the late Government's mal-administration that we must not expect everything to be done in a day or even a year.

The Marquis of Lansdowne.

A virulent little sheet in Montreal, which like the insect, which in the words of the satirist, hides itself in the blankets of society, and feeds on better flesh than its own, has taken pains to work up a miserable story about the Marquis of Lansdowne, who is to succeed Lord Lorne as Governor-General of Canada. This paper has spread, within the limited confines of its circulation, a scandal concerning Lord Lansdowne's treatment of the tenants on his Irish estate. Those who know anything about the facts of the case, know well how untrue all these stories are, but in this connection it may not be amiss to print here the words of Father Neligan, a priest of the diocese of Kerry, Ireland, who is at present visiting the Dominion. Mr. Neligan is just now in Winnipeg, and the other day he told a reporter of the *Sun* that he knew the Marquis exceedingly well, and that he was a very extensive landowner and a very good landlord. The remainder of the interview is as follows:—

"Then," said the reporter, "you have never heard any complaints about him from the tenants?"

"Tenants of a certain class," said Father Neligan, "complain all the time, and would complain no matter how they were treated. Lord Lansdowne's land is in Kerry, is bad and the holdings are small, and in some places if the tenants had it for nothing they would hardly be able to make ends meet. I know Lord Lansdowne personally; he is a kind, welldisposed man, and I am sure will give every satisfaction as Governor-General of Canada. He is by no means a proud man. He has that much sense that he will carry himself through Canada all right."

We print the above, of course, as a mere matter of general interest. With Lord Lansdowne's private affairs, how he manages his estates, what income he derives from his property, &c, the public have nothing whatever to do. We are only concerned in his career as Governor-General of Canada. The Imperial Government never sends us an inferior man. The best in the Empire have been appointed to this high and important office, the third in value within the gift of the Government. After such superior administrators as Lords Dufferin and Lorne, we may be sure that there will be no falling off in the character and calibre of Her Majesty's representatives on this side of the Atlantic. Lord Lansdowne will be well received in Canada, and our people will greet him with a hearty welcome.—Quebec *Chronicle*.

The London and Westminster Investment Company.

The prospectus of this Company, the head office of which is at London, Ontario, and which is also to have an office in England, has been issued. The authorized capital is $2,500,000, divided into $2,000,000 preference stock intended for Great Britain and $500,000 ordinary stock intended for Canada. It is provided that as regards the capital paid in on the shares, both the preference and ordinary are to rank on the same terms, the ordinary neither yielding to nor guaranteeing the preference capital, but both standing as if they formed part of one and the same kind of stock. As regards dividends, the preference has a first claim on the profits to the extent of two and a-half per cent. per half year (five per cent. per annum), and, in case less than this should be paid for any half year, it is to be made up out of the profits of subsequent half years, before the ordinary can participate in them; at the end of any half year after the preference dividend has thus been provided for, and five per cent. per annum for such half year has been set aside for the ordinary stock, two-fifths of the balance appropriated for the payment of dividends is to go to the preference and three-fifths to the ordinary. It is explained that inasmuch as *four-fifths* of the capital consists of preference, and it is to receive only *two-fifths* of the amount set aside for the payment of dividends in excess of five per cent. per annum, the addition to its dividend will therefore be one-half of one per cent. for each one per cent. over five, whereas the ordinary, consisting of *one-fifth* of the capital, and receiving *three-fifths* of such surplus, will receive an addition of *three per cent.* for each one per cent over five. Net profits of six per cent. per annum would, therefore, give the preference 5½ per cent. and the ordinary 8 per cent., while 7 per cent would give the preference 6 per cent. and the ordinary 11 per cent., and so on for each one per cent. additional.

Some of the ordinary stock, which can be paid up in full or by instalments, is offered for subscription at par, and it is stated the prospectus and forms of application may be had personally or by post on application to Mr. Le Ruey, the Managing Director, London, Canada.

The advantages belonging to each class of stock appear to be remarkably well balanced, the ordinary being quite an attractive investment from the standpoint of Canadian investors, while the preference appears equally well adapted to meet the views of British capitalists.—*London Free Press.*

Praying Against Time.

Talking against time is common in Congress, but praying against time is the device of a clever Brooklyn child, who will know how to get her rights when she comes in sight of them.

The fire burned low in the Franklin stove, the cat was asleep on the rug, and not a mouse stirred behind the wainscot as the mother wrote by a shaded lamp with a noiseless pen. All the house put on slippers of velvet when little Rose went to bed, for sleep and she were enemies, and she fought him to the last eyelash. Her voice came from the bedroom now with no sound of surrender in it. It was better to be at prayer than to be asleep, and of course no one could reprove her for praying.

"O Lord," said she, "make me good, and let me go in the omnibus to see Aunt Margaret and all the aunts and nieces and mothers. Keep me safe, for I want to go and see Aunt Margaret, and see what I can see. Don't let it hail, or snow, or rain, for I want to go in the omnibus to see Aunt Margaret very much indeed, and all the aunts and nieces and mothers. Make me well so that I can go in the omnibus; please do. Bless grandpa and grandma, Aunt Kate and Aunt Sophia and Mr. Charles Swan. Bless papa and mamma, and make us all good, so that we can go to heaven at last for Jesus' sake. Amen."

There was a short pause, and then the wide-awake defiant voice went on:

"Keep grandma from dying before she gets here. Don't let anything happen to her. Don't let any bears or wild beasts eat me up. Bless grandpa and grandma and Mr. Charles Swan, and Aunt Kate and Aunt Sophia."

Another pause, a little longer than the first, and the unconquered began again:

"I long for apples. I long for milk. I long for pie. I long to be good. I wish I had not that cold. I long for some water. I long for some wine. I long for some brown bread. I long for some molasses. I long for some white bread. I long to be a woman. I thank Thee that it did not rain or snow. Give me a clean spirit. Let me be good when papa is here, for it grieves him to have me naughty, and he buys me things—playthings. I have prayed that I should go to sleep. That makes three prayers."

A yawn, a long-drawn breath, and then silence presently announced that the last prayer was answered, and sleep reigned.—EDITOR'S DRAWER, in *Harper's Magazine for September.*

Speed of the City of Rome.

The steamship City of Rome, of the Anchor Line, which arrived yesterday from Livorpool and Queenstown, made a remarkably quick passage. Her corrected time from Queenstown to Sandy Hook was 7 days 2 hours and 57 minutes. Capt. Munro reports that the City of Rome left Liverpool on Aug. 1, and sailed from Queenstown the following day at noon. At 3 50 p. m. she passed Fastnet, and at noon on Aug. 3, she had placed 406 miles between her and Queenstown. Although a strong breeze and a chopping sea prevailed, her run for the next day was 400 miles. On Aug. 5 and 6 she made almost unprecedented runs, the log showing 429 miles on the first day, 425 on the second. On Aug. 7, although a strong breeze was blowing from westward, 408 miles were traveled. The next day's run was 392 miles, and from noon that day until 10.35 yesterday morning, when the Rome passed Sandy Hook, she made 340 miles. The Anchor Line people count the Rome's voyage as from Fastnet to Fire Island, and they figure her time as about 6 days and 22 hours. *N. Y. Times 10th.*

Always as Sure as Sunshine.

On Tuesday, July 10th, the (158th) Drawing of The Louisiana State Lottery at New Orleans, Gen'ls G. T. Beauregard of La., and Jubal A. Early of Va. (whose integrity and veracity are unassailable), had, as usual, the entire management, and announce over their own signatures the result. Ticket No. 37,348 drew the first capital prize—Lieut. Josiah Chance (a good name, by the way, to win) of the U. S. Army, at Fort A. Lincoln, Dak., drew $30,000, two-fifths, at cost of $2, and he was paid by the Bismarck Nat. Bank; Messrs. A. T. De Baun & Co., of Cairo, Ill., took another $15,000, costing $1; Messrs. Gus Botte, of Cairo, Ill., and A. B. Gibson, of Carmi, Ill., another $1 worth, or $15,000. Ticket No. 95,297 drew the second prize of $25,000, and one-fifth, or $5,000, went to Theodore Voigt, 25 Avery st., Boston, Mass., another to J. T. Moore, of Burgin, Ky.. through the Farmers' Nat. Bank, Danville, Ky., and others in Toronto, Canada, Gainesville, Texas, and elsewhere. Ticket No. 6,763 drew the third prize of $10,000, held by Mr. Chas. D. Thompson, of No. 22 East 13th st., New York city. Any one applying to M. A. Dauphin, New Orleans, La., can hear all about the honest workings of this institution, which gives $1,000,000 to the Charity Hospital of New Orleans alone, and has distributed millions of dollars. The next (the 160th) drawing takes place Tuesday, Sept. 11.

How to Drive.

SOME GENTLE HINTS THAT MAY MAKE A HORSE GENTLE.

(Stock Journal.)

Young man, I see you are about to take a drive this morning, and will offer you some advice. Your horse is restive and wants to be off before you are ready; you may as well break him of this now as at any other time, and hereafter you will find it has been a half hour well spent. Just give me the reins, while you put your foot on the step as if to get in; the horse makes a move to go; I tighten the reins and say "whoa." Now put your foot on the step again; the horse makes another move; I hold the reins and speak to him again. The horse is getting excited. Pat him a little on the neck, and talk to him soothingly. Put your foot on the step again, and repeat this process until the horse will stand still for you to get in, and adjust yourself in your seat, and tell him to go. A few such lessons will train him so that he will always wait for orders before starting.

Now, as your horse has just been fed, drive him at a very gentle pace for the first two or three miles, until he warms up and his body becomes lighter. But before you start, let me show you how to hold the reins. Take them in your left hand, have them of equal length from the bit, and to cross each other in your hand, the off side one resting on your first finger, the other on the fourth finger, the back of the hand upwards. Now, in guiding the horse, you have only to use the wrist joint, which will direct him either right or left, as you wish. Keep your hand steady, with a gentle pressure on the bit—no jerking or switching of the reins. If more speed is wanted, take the whip in your right hand, to be gently used for that purpose; be careful not to apply it any harder than is necessary to bring him up to the required speed.

Speak to him soothingly, and intimate, in the most gentle manner, what you want him to do, and he will try to do it. So noble an animal should not be handled roughly, nor over-driven.

When you return, have the harness removed at once, and the horse rubbed down with a wisp of straw or hay. Give him a bite of straw or hay, and let him cool off before being watered or fed. Every one who handles a horse, or has anything to do with one, should, in the first place, cultivate his acquaintance; let him know that you are his friend, and prove it to him by your kind treatment; he needs this to inspire confidence, and when that is gained, he is your humble servant.

If your horse gets frightened at any unusual sight or noise, do not whip him, for if you do he will connect the whipping with the object that alarmed him, and be afraid of it ever after. If he merely shies at an object, give him time to examine it, which, with some encouraging words from the driver, will persuade him to pass it. You get frightened, too, sometimes, and would not like to be whipped for it.

Are They Genuine?

THE DECALOGUE FROM THE LATELY DISCOVERED MANUSCRIPTS.

(London Despatch to the N. Y. Sun.)

A Mr. Shapira, of Jerusalem, a bookseller and dealer in antiquities, has just deposited in the British Museum fifteen slips of black sheepskin leather, on which are written, in characters similar to those on the celebrated Moabite stone, portions of the Book of Deuteronomy differing materially from the received version. The date of the slips is in the ninth century before Christ, or sixteen centuries older than any authentic manuscript of any part of the Old Testament. Mr. Shapira bought them from an Arab, and he asks for them $5,000,000 from the British Museum. If genuine, the interest and importance of the discovery cannot be overrated and, so far as variations in the sacred text are concerned, there is promise of one of the greatest controversies that scholars have ever entered upon. The decalogue furnishes a good example for comparison with the received version. I quote from the Shapira record—

I am God, thy God, which liberated thee from the land of Egypt and from the house of bondage. You shall have no other Gods. Ye shall not make to yourselves any graven image nor any likeness that is in Heaven above, or that is in the earth beneath, or that is in the waters under the earth. Ye shall not bow down to them nor serve them.

I am God, your God, sanctify. In six days I have made the Heaven and the earth, and all that is therein, and rested on the seventh day. Therefore rest thou also, thou and thy cattle, and all that thou hast.

I am God, thy God. Honour thy father and thy mother.

I am God, thy God. Thou shalt not kill the person of thy brother.

I am God, thy God Thou shalt not commit adultery with the wife of thy neighbor.

I am God, thy God. Thou shalt not steal the property of thy brother.

I am God, thy God. Thou shalt not swear by my name falsely, for I visit the iniquity of the fathers upon the children unto the third and fourth generation of those who take my name in vain.

I am God, thy God. Thou shalt not bear false witness against thy brother.

I am God, thy God. Thou shalt not covet his wife, or his man servant, or his maid servant or anything that is his.

I am God, thy God. Thou shalt not hate thy brother in thy heart.

I am God, thy God. These ten words God spake.

Dr. Ginsberg, the eminent simitic scholar to whom Mr. Gladstone has just given £50 toward the production of his work on the Masorah, has deciphered the above, and is busy completing a translation and determining on behalf of the museum the genuineness of the fragments.

OTHER DESPATCHES ABOUT THEM.

To the Times:—A supposed Moabite manuscript of Deuteronomy on leather leaves, copied 700 years B. C., has been found. It has been submitted to the scrutiny of Dr. Ginsberg and other eminent Hebraist experts. The balance of opinion is in favor of its genuineness. The owner, Shapira, a dealer of Jerusalem, asks the British Museum $5,000,000 for the manuscript.

To the Tribune:—Dr. Ginsberg and other experts examining the Moabite manuscript sheepskins containing portions of Deuteronomy, including the commandments, have not yet given their opinion. Mr. Chenery, of the *Times*, insinuates that they are forgeries.

The Wimbledon Meeting.

"Wimbledon teaches nothing directly, and is not intended, as we apprehend, to teach anything. But it is the university of rifle shooting, where those who have studied the art at home can come to be examined and show what they really can do against all-comers. The rewards offered are not really great, as we have often pointed out. 'Pot-hunters,' if they ever existed, do not exist now, and we doubt if they ever existed in very large numbers. We ourselves never knew but one man against whom such a charge could be brought with any show of reason, and he brought his 'pots' to an uncommonly bad market in the end. Of course we except those who act fraudulently. But they have been pretty well frightened away from Wimbledon at least, and we conceive from all other ranges, and were probably at the very worst always few in numbers. Wimbledon brings out annually an increasing number of enthusiastic riflemen, almost all volunteers, who have taken to competitive rifle shooting, as a part of their military training, and as a most fascinating and instructive pastime. At Wimbledon they find a clear field and no favor, and the opportunity of showing themselves to all their comrades and fellow-riflemen as really good shots in the most difficult arena. It has often been said, and it is perfectly true, that a man who once wins a £5 prize at Wimbledon, we might say a £2 prize, is a enthusiastic marksman for the rest of his life. He has, at least, the University stamp on him, though he may not have taken very high honors. We are quite alive, as we have often shown, to the deficiencies in the musketry instruction of the volunteers; even were it made perfect, Wimbledon (or, *absit omen*, its successor) would be still required as the great field of examination for those who wish to pass as masters of the craft of rifle shooting."—*Volunteer Service Gazette.*

Dominion Population at Four last Censuses.

	1851	1861	1871	1881
Ontario	952,004	1,396,091	1,620,851	1,913,460
Quebec	890,261	1,111,566	1,191,516	1,358,469
N. Brunswick	193,800	252,047	285,594	321,129
Nova Scotia	276,854	330,857	387,800	440,685
P. E. Island	.....	.....	.....	107,781
Manitoba	.....	.....	.....	49,509
B. Columbia & N. W. Terr.	.....	.....	.....	160,000
	2,312,919	3,090,561	3,485,761	4,350,933

A Modern Sampson.

[From an old New York paper.]

Thomas, or Tom Gardner, as he was familiarly called, was born on the river St. John, one mile above the mouth of the Mactaquack stream, in the year 1798. Viewed casually, Gardner gave no evidence of unusual power, but when stripped his muscular development was tremendous, and it is affirmed that instead of the ordinary ribs he possessed a solid bony wall on either side and that there was no separation whatever. He stood five feet ten and half inches, erect and full-chested, and never exceeded one hundred and nine pounds in weight.

The late Charles Long informed us that at one time he saw Gardner lift from a towboat a puncheon of corn, containing at least twelve bushels, and, swinging around, deposit it on the sand. In so doing he tore off the sole of his boot. On another occasion a number of men were trying to lift a stick of timber. In all the crowd only one man could raise it about two inches from the skids. Gardner told four men to sit upon it and then lifted it so high that the men jumped off to save themselves from the fall. Mr. McKeen has frequently known him, in lifting, to break boom-poles six inches thick. He has known him also, with one hand, to lift, by the rung of a chair, the chair itself and a man weighing nearly two hundred weight. Once, in attempting to lift a very heavy man, he wrenched the rung entirely from the chair.

Gardner at one time was possessed of a balky horse, with which he exercised great patience, but when patience ceased to be a virtue, he would fell him to the ground with his clenched fist, striking him behind the ear. It is related of Gardner's sister that on one occasion a famous wrestler travelled all the way from Miramichi to Tom's home in order to "try a fall with him." Tom was absent, but the sister, looking contemptuously upon the intruder, declared she could throw him herself, and, suiting the action of the word, in a fair trial, threw him fairly three times in succession. The stranger's experience with the sister was sufficient; he never sought a future interview with the brother.

The greatest feat which Gardner was ever known to perform, was on one of the wharves in St. John. Mr. McKeen saw him lift and carry an anchor weighing 1,200 pounds, numbers of other witnesses standing by, some of whom are yet alive. Frequently he has seen him carrying a barrel of pork under each arm, and once he saw him shoulder a barrel of pork while standing in an ordinary brandy-box. When about forty years of age, Gardner removed to the United States, and never returned to his native province.

It is commonly reported and believed that he met with a sad adventure on board a Mississippi steamer. A heavy bell was on board as a portion of the freight, and the captain, a great, powerful fellow, was concerned as to how he should remove it from its place in order to make more room on deck. While captain and passengers were at dinner, Tom, in the presence of the crew, to their utter amazement, lifted the bell, and carried it to the opposite side of the boat. When the captain returned, he asked how that had been accomplished, and, when Gardner laughingly remarked that he carried it there, the former gave him the lie, and, as one word brought on another, he presently struck Tom in the face. This was too much, and for the first time in his life the strong man gave blow for blow; but one buffet was sufficient. The captain never spoke again—killed dead on the instant. Tom made his escape, went west, and has never been heard of since.

Every Spring.

HOW AN AFFLICTING ANNUAL VISITOR WAS DRIVEN FROM A WEARY WOMAN.

Plain and simple mechanics are not liable to get out of order. Complicated watches, intended not only to keep the time of day, but to mark the movements of the moon and stars, are certain to need frequent repairs. Husbands and fathers often fail to see that their wives and daughters are more delicately organized than themselves, requiring corresponding care when they are well and assistance when they are ill. Yet much better for woman's fine system is a trustworthy medicine, ready at all times for use, than a deal of tinkering by semi-educated local practitioners.

"Every spring," said the wife a well known employee of the Grand Trunk Railway, Montreal, "I have been for some years past troubled with nervous debility and weakness. It was the burden which so many women are called upon to bear, although none the lighter for that.

"Advice and dosing, to be sure, I had in plenty; still, on each returning spring my sickness came as regularly as the buds and blossoms.

"You seem better now."

"Oh yes; I consider myself almost or quite well, and it came about in this way: A lady living on St. Catherine street this city, commended to my attention *Sulphur and Iron Bitters*. It gave me strength and life. My sister, living in Brockville, whose disease was nearly the same as mine, was equally benefitted by the same thing."

Sulphur and Iron Bitters, prepared by the Climax Chemical Co., Montreal, is for sale by all druggists. Price, 50 cents.

As the wintry frosts disappear before the rising sun, so do Kidney Diseases leave the body when **Dr. Van Buren's Kidney Cure** is faithfully taken according to directions. Ask your Druggist for it. Sold by J. D. B. F. Mackenzie, Chatham, N. B.

Reader, if you suffer from any disorder of the Liver, Stomach, Bowels, Kidneys, Skin or Blood, try Burdock Blood Bitters, Nature's specific medicine for acting on those organs for the outlet of disease. 25,000 bottles sold in the last three months.

As the frosts of winter vanish under the caloric influence of the sun's rays so does Bright's Disease, Dropsy, Stone in the Kidneys and Bladder, and Inflamation of the Kidneys, leave the body upon the administration of **Dr. Van Buren's Kidney Cure**. Sold by J. D. B. F. McKenzie.

SAYS DRYDEN:

"She knows her man, and when you rant and swear.
Can draw you to her with a single hair."

But it must be beautiful hair to have such power; and beautiful hair can be ensured by the use of **Cingalese Hair Renewer**. Sold at 50 cts. by J. D. B. F. Mackenzie.

SPIRITS AND RYE WHISKEY.—Arrived from Toronto: 15 barrels Goderham Worts' Pure Spirits, 65 per cent o. p.; 35 barrs Goderham & Worts' finest Rye Whiskey.

JOHN W. NICHOLSON.
St. John.

A MAN

WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY WILL BE BENEFITED BY EXAMINING THIS MAP THAT THE

CHICAGO, ROCK ISLAND & PACIFIC R'Y

By the central position of its line, connects the East and the West by the shortest route, and carries passengers, without change of cars, between Chicago and Kansas City, Council Bluffs, Leavenworth, Atchison, Minneapolis and St. Paul. It connects in Union Depots with all the principal lines of road between the Atlantic and the Pacific Oceans. Its equipment is unrivaled and magnificent, being composed of Most Comfortable and Beautiful Day Coaches, Magnificent Horton Reclining Chair Cars, Pullman's Pretticst Palace Sleeping Cars, and the Best Line of Dining Cars in the World. Three Trains between Chicago and Missouri River Points. Two Trains between Chicago and Minneapolis and St. Paul, via the Famous

"ALBERT LEA ROUTE."

A New and Direct Line, via Seneca and Kankakee, has recently been opened between Richmond, Norfolk, Newport News, Ch