

HOTELS.

QUEEN HOTEL,

Queen Street, Fredericton, N. B.

THIS HOTEL has been REBUILT AND PAINTED IN THE MOST ATTRACTIVE MANNER. THE GUESTS' ROOMS ARE SPACIOUS, OFFICE, AND BEAUTIFULLY DECORATED. DINING ROOM ON GROUND FLOOR; PERFECT VENTILATION AND GROUND FLOOR THROUGHOUT. LARGE AND AIRY BEDROOMS; COMFORTABLE BATHS AND CLOSETS on each floor; and is capable of accommodating ONE HUNDRED GUESTS. It is rapidly growing in popularity, and is today one of the most desirable, well and MOST COMFORTABLE HOTELS IN THE DOMINION. The Table is always supplied with every delicacy available. The Cooking is highly commended, and the Staff of Attendants are ever ready to oblige. There are two of the largest and most conveniently situated SAMPLE ROOMS IN CANADA, having street entrance and also connecting with Hotel Office. BUSES and CARRIAGES of every style are to be had at the LIVERY STABLE of the Proprietor, immediately adjacent to the Hotel. The "QUEEN" is centrally located, directly opposite the Steamboat and Queen Ferry Landings, and is a minute's walk of the Parliament Buildings, City Registrar's Office and Cathedral. A FIRST-CLASS BARBER SHOP IN CONNECTION.

W. M. WILSON,

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

100, Victoria Street,
Registrar of Upper New Brunswick,
Agent Glasgow and London Insurance Co's.

Office: CARLETON STREET.

RAILROADS.

CANADIAN PACIFIC RAILWAY.

New Brunswick Division.

ALL TO BOSTON, &c.
RAIL THE SHORT LINE
LINE TO MONTREAL, &c.

ARRANGEMENT OF TRAINS

In Effect October 12th, 1890.

LEAVE FREDERICTON.

EASTERN STANDARD TIME.

6.30 A. M.—Express for St. John and Intermediate points; Vanoversburg, Bangor, and points West; St. Fredericton, St. John, and Woodstock, and points North; 10.30 a. m. for Fredericton Junction, St. John, and points East.

8.15 P. M.—For Fredericton Junction and St. John.

RETURNING TO FREDERICTON FROM

St. John, 4.30, 7.30 a. m.; 4.30, 6.30 p. m. Fredericton Junction, 4.15, 7.15 a. m.; 4.15, 6.15 p. m. Woodstock, 10.47 a. m.; 2.15, 5.15 p. m. Vanoversburg, 10.52 a. m.; 2.20, 5.20 p. m. Bangor, 7.45, 10.45 a. m.; 8.15, 11.15 a. m.

Arriving in Fredericton at 9.30 a. m., 1.30, 7.30 p. m.

LEAVE GIBSON.

6.30 A. M.—Mixed for Woodstock, and points north.

ARRIVE AT GIBSON.

8.10 P. M.—Mixed from Woodstock, and points north.

C. E. McPHERSON, H. P. TIMMERMAN,
Dist. Pass. Agent. Gen'l Supt.

INTERCOLONIAL RAILWAY.

1889 SUMMER ARRANGEMENT 1889

On and after Monday, June 10th, 1889, the Train (which will run daily (Sundays excepted)) as follows:

TRAINS WILL LEAVE ST. JOHN:
Day Express for Halifax and Campbellton..... 7.00
Accommodation for Point du Chene..... 11.10
Fast Express for Halifax..... 14.30
Express for Sussex..... 16.35
Fast Express for Quebec and Campbellton..... 18.35

A parlor car runs each way daily on express runs leaving Halifax at 8.30 o'clock and St. John at 10.00 o'clock. Passengers from St. John to Quebec and Montreal leave St. John at 16.35 and take leaving car at Montreal.

TRAINS WILL ARRIVE AT ST. JOHN:
Express from Sussex..... 8.30
Fast Express from Montreal and Campbellton..... 10.50
Fast Express from Halifax..... 14.50
Day Express from Halifax and Campbellton..... 20.10
Express from Halifax, Point du Chene and Mulgrave..... 23.30

Connections are made at St. John with the C. P. Railway for all points East and West, and at Montreal with the C. P. Railway for all Western points and at St. John and at Cross Creek with Stage for Stanley.

Freight cars are procured at F. B. Edgcombe's dry goods store.

THOMAS HOBBS,
Superintendent.

COOKED CODFISH.

Ask your Grocer for
COOKED SHREDDED CODFISH,
And Try It.

Per S. S. Nova Scotian.

1 1/2 TONS assorted sizes of CABLE
1 1/2 CHAINS, from 3-16 to 7-16 of
inch. dia. received.

R. CHESTNUT & SONS.

HEALTH FOR ALL!

HOLLOWAY'S PILLS AND OINTMENT.

THE PILLS

PURIFY THE BLOOD, correct all Disorders of the Liver, Stomach, Kidneys and all Complaints incidental to Female of all ages. For Children and the Aged they are priceless.

THE OINTMENT

Is an infallible remedy for Bad Legs, Bad Breasts, Old Wounds, Sores and Ulcers. It is famous in Canada and throughout the Dominion. For disorders of the Chest it has no equal.

FOR SORE THROATS, BRONCHITIS, COUGHS, COLDS,
Glandular Swellings, and all Skin Diseases, it has no rival; and for Contracted and Stiff Joints it acts like a charm.

Manufactured only at Professor Holloway's Establishment,
78, NEW OXFORD STREET, (late 533, OXFORD STREET), LONDON

and are sold at No. 14, St. J., No. 44, 111, 224, and 234, each Box of Pills or Pot and may be had of all Medicine Vendors throughout the World.

Purchasers should look to the label on the Pots and Boxes. If the address is not 533, Oxford Street, London, they are spurious.

11-10-43

STEAMSHIPS.

ALLAN LINE.

Order Contract with the Government of Canada and Newfoundland for the conveyance of Canadian and United States Mail.

1891. Winter Arrangement, 1891.

This Company's Line are composed of double-ended, City-built Iron Steamships. They are built in steel-plating, are unexcelled for strength, speed and comfort, are fitted up with all the modern improvements, and are under the expert management of the most experienced officers on sea, and have made the fastest time on record.

The Steamers of the

MAIL LINE TO LIVERPOOL

Leave for Liverpool on THURSDAYS, and from Liverpool on SATURDAYS, calling at Long Point, Toronto, and Montreal, and returning to Fredericton on board and land Mail and Passengers to and from Liverpool and Scotland, are intended to be despatched as follows:

LIVERPOOL AND HALIFAX.

From Liverpool. From Halifax.
10th March.....PARISIAN..... 18th April
20th April.....POLYBESIAN..... 2nd May

These steamers sail from Halifax about 1 p. m., Saturdays, or as soon as possible after the arrival of the International Railway train, due at Halifax at noon.

Liverpool, Rimonsal and Quebec Mail Service.

From Liverpool. From Halifax.
14th April.....NOVA SCOTIA..... 11th May
18th May.....CANTONIAN..... 15th June
12th June.....CAPTAIN..... 9 June

And regular sailings thereafter.

Liverpool, St. John and Halifax Mail Service.

From Liverpool. From Halifax.
14th April.....NOVA SCOTIA..... 11th May
18th May.....CANTONIAN..... 15th June
12th June.....CAPTAIN..... 9 June

And fortnightly thereafter.

Rates of Passage to Liverpool.

Saloon (according to accommodation) \$40 to \$60
Second Class Cabin on Paragon.....\$20 to \$30
Extra Class Cabin on Paragon.....\$10 to \$15
Children, in season between 2 and 12 years, half fare; under 2 years, free.

Children and their families are allowed a reduction of ten per cent. from these rates.

LYVERMOUTH—Outward, \$25; Inward, \$20; Return, \$45.

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

Saloon, \$20; Intermediate, \$15; Steerage, \$5.

GLASGOW LINE.

Direct sailings from Glasgow to Halifax.

No cable of any description carried on Mail Steamships. Passengers are to be informed of the latest rates and conditions of the Company's steamships, tickets, or further information apply to

W. M. THOMSON & CO., Agents,
ST. JOHN N. B.

NEW YORK STEAMSHIP CO.

THE REGULAR LINE.

THE IRON STEAMSHIP

VALENCIA,

1600 tons, (Capt. F. C. Miller), will leave COMPANY'S WHARF, Rear of Custom House, ST. JOHN FOR NEW YORK via Boston, Me., Rockland, Me., and Cottage City, Eastport, Me., Rockland, Me., and Cottage City, N. B., on

FRIDAY AT 3 P. M.

(Standard Time). Returning, steamer will leave Pier 40, East River, Foot of Pike Street, New York, EVERY TUESDAY AT 5 P. M.

For Cottage City, Me., Rockland, Me., Eastport, Me., and Cottage City, N. B.

Freight on through bills of lading to and from all ports south and west of New York, and from New York to all ports in the Maritime Provinces.

CHEAPEST FARES AND LOWEST RATES.

Shippers and importers save time and money by ordering goods forwarded by the New York Steamship Company.

Through tickets for sale at all Stations on the International Railway.

For further information address

N. L. NEWCOMB,
General Manager, 63 Broadway, New York
Or FRANK BOWEN, Agent,
N. Y. & C.'s wharf, rear of Custom House, St. John, N. B.

INTERNATIONAL S. S. CO.

SUMMER ARRANGEMENT.

Three Trips a Week.

FOR BOSTON

On and after MONDAY, May 13th, the Steamers of this Company will leave St. John for Boston, Portland, and Boston, every MONDAY, WEDNESDAY and FRIDAY morning at 6.30 a. m.

Wednesday's Steamer will not touch at Portland. Returning will leave Boston same days at 8.30 a. m., and reach Portland at 5.00 p. m., for St. John at 6.30 a. m.

Connections are made at Chatham Junction with the C. P. Railway for all points East and West, and at Boston with the C. P. Railway for all Western points and at St. John and at Cross Creek with Stage for Stanley.

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inch. dia. received.

R. CHESTNUT & SONS.

THE CHARGE AT BALAKLAVA.

The Scots' Greys, the Inniskillens, and the Royals—One of the most Remarkable Scenes in the World's Warfare.

Aroused before sunrise one morning in October, 1855, by the bang of field pieces that the rattle of musketry far out on the Caucassian heights, both brigades had been lightly spurred to work, added their excited charges and donned their own uniforms and equipments. It was the fashion on those days for everybody to wear what we would call full dress in going into battle. And hence the nearest camp—that of the "Heavies"—the men were now "standing to horse" in their scarlet coats, white leather belts and heavy glistening brass helmets—all except one famous corps, the "Scots' Greys," a dragoon guard regiment that had long been permitted to wear the bearskin shako as a distinctive badge. Indeed, there were three famous regiments in the heavy brigade, "The Royals," all Englishmen, the Inniskillens, all Irish, and the Scots' Greys, all "Irish lads" from north of the Clyde. It was the famous "Union brigade" that fought under Ponsonby at Waterloo, but strengthened now by the addition of the Fourth and Fifth dragoon guards. There were only ten small squadrons in all, for many gallant fellows had succumbed to cholera and dysentery and the regiments were greatly reduced in strength, but there wasn't a man in the compact little force that did not long for the signal to mount and away, when the news came that the Turks had been driven back and that Campbell's Ninety-third stood firm between Balaklava and the Russian bear. At six o'clock the high crest behind the cavalry camp was covered with French and English staff officers who had heard the news of battle over in the Balaklava valley and had mounted in hot haste to see what was going on. And presently Lord Raglan himself appeared, and then it was that Lucan got his orders to go to the support of the Highlanders. The Heavies were nearest, so leaving Lord Cardigan and the light brigade sitting in the saddle in front of the camp, Lord Lucan trotted over to Gen. Scarlett and bade him move by his right in the direction of the distant tent.

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