

NEW ADVERTISEMENTS.

Telephone Notes.—W. E. Smith Co. No. 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

LOCAL NEWS.

BRICKMAKING.—Ryan's brickyard, above town, has started up again, and the bricks are being turned out pretty fast.

RETURNED.—Harry Chestnut has returned from Riverside, California where he has spent the past six months.

CONTRACT.—Messrs. Belyea and Cooney have been awarded the contract for supplying stone for street purposes.

FARM SOLD.—Hon. Mr. Bellamy has sold his farm at Canterbury to his neighbors who will enjoy a rest for a time.

CALLED AWAY.—Rev. Father O'Leary, of French Village, was called to W. John's Tuesday through the illness of his mother.

CHAIRMAN.—During Hon. A. F. Randolph's absence in Europe, Sheriff Sterling will take his place as chairman of the board of school trustees.

CATCHING THEM.—Sheriff Harding, of St. John, with a fishing party are whipping the Magallowanic and Ormoco lakes with success.

MUCH IMPROVED.—Judge Steadman who has been in Florida for his health is expected home in time next month. He is much improved.

THE CLANS.—Clan Gordon of this city and Clan Mackenzie of St. John are planning for a joint picnic on the river some day in July.

GIVING WEST.—Dr. Harrison, son of the Chancellor of the University, leaves on Tuesday for British Columbia to practice his profession.

NASHUAKE DRIVERS.—All of Gibson's logs are in close connection with the mill and have been well handled despite the extremely low water.

NO FOUNDATION.—A rumor is current that several men were drowned a few days since on Gilman's drive, but there does not appear to be any foundation for it.

T. V. RAILWAY.—Four of the civil engineering staff of the University will spend the vacation on the Tobique Valley railway locating and laying out the levels.

BONNET HOR.—The city fireman at a meeting on Monday evening decided on having a bonnet hop on the night of the 24th inst., at the rink. A good time is promised.

DRIVERS RETURNED.—John Morrison Jr., returned to the city on Thursday night with several of his men. He has his drive out safely, something about five millions, principally cedar.

SONS OF ENGLAND.—A branch society of the Sons of England is to be formed at Stanley in a few days. The roll of charter members has been filled and forwarded to headquarters.

FIRE.—John Berardo's dwelling in King's ward called out the firemen on Tuesday, there being a slight fire on the roof caused by a spark from an adjacent chimney. Little damage was done.

THE RIVER.—The river is falling, being the lowest for the season during the past fifteen years. All the bars and shores are lined with lumber and there will be much work unless the freshest comes.

FIELD SPORTS.—Mayor Beckwith has consented to take an active part in the formation of a lacrosse club and a meeting for that purpose as well as a consideration of other field sports will be called shortly.

BALLAST TRAINS.—Messrs. Michael Quigg and Thos. McGowan, baggage masters on the C. P. R., have been appointed conductors of the gravel trains which will run from Welsford and McAdam ballast pits.

NEW STREET.—H. B. Rainford has had a street opened from St. John to Regent streets by a continuation of Union street. This will be another pleasant drive way and will add to the building up of the city in that locality.

SO THEY DECIDED.—Geo. Kyle late of R. Chestnut and Sons left on Monday last for Nelson, British Columbia. A gentleman and lady who were to accompany him and who decided to get married and remain here and did so.

IN FULL BLAST.—Despite reports to the contrary, Mr. Gibson's mill at Blackville is turning out deals to the extent of sixty thousand daily. These are shipped over the C. E. R. to Gibson station and put aboard the scow fleet.

APPOINTMENT.—J. W. Hart, of the dairy commissioner's staff, Ottawa, has been appointed to take charge of the Kingsclear station. Butter making will be carried on principally, but cheese making will also receive attention.

PROHIBITION.—Rev. Dr. McLeod returned on Tuesday from Prince Edward Island where he had been engaged as a member of the prohibition commission investigating the legislation of that province respecting the liquor traffic.

EXCURSION.—A railway excursion for the Queen's birthday over the C. E. Railway to Doaktown has been planned. This will afford a good chance for a day's fishing along the line to those who do not care to go all the way through.

COMMITTEE.—The full committee of the county council has met on Monday last day to consider ways and means to lessen the expense of running the county institution. The result of their interview has not been made public.

TROUT FISHING.—Those who desire a good day's fishing should visit the Shogomoque lakes, as some good catches are reported. Several three pound trout have been received here from fishers on those waters and they are beautiful.

DANGER DECKED.—During the heavy fog of Wednesday evening the grange at York Mills was destroyed by fire. The building was new and well finished, the stock which was also destroyed being heavy. Loss about three thousand, insured for \$1800.

RAILWAY ACCIDENT.—Cond. Hagerman's train on Saturday last met with a mishap at Fredericton Junction. The engine and one car got off the track delaying the Boston train about an hour and a half. The accident was caused by a broken link. Little damage was done.

CAMP HOTEL.—The Fredericton boom company have completed their camp hotel at Douglas. It is a very large building capable of accommodating two hundred men comfortably. Every facility for culinary purposes will be put in and the men will have all the accommodations of a hotel.

LEASERS.—There is considerable stirring round among the heirs of the late George A. Torrens, of San Francisco. The property four years since was assessed at \$80,000 but has increased in value considerably. The property has been divided, the beneficiaries in this city including Geo. Hart, sr. and family, Dr. B. H. Torrens, James and D. Dunlap and Mrs. Torrens. There are heirs also in other countries, several being in Maine.

RIVER SPORT.

The only appearance of the opening of the boating season is a new boat house at the county court house landing. It appears that the love of boating has entirely died out in this city. No other city on the continent has better facilities for either rowing or sailing. A few years since the boys of Fredericton did not fail to measure their oars with crews from any of the provincial towns, and in all cases that took place in which they were contestants they showed that they were fully able to hold their own. All will remember the regatta of a few years since, when St. Ann's club flourished and had several members who looked without doubt to the possession of the New Brunswick championship if not that of the Dominion. It is difficult to say why the love for these sports has passed away, yet a racing boat is never seen on the river and but very few pleasure boats. There have been no accidents to cause the decline, but sporting in all its phases has died out, the only form of sport that is yet alive is that of horse racing.

Park Races.

The following is the program of races to take place on the Fredericton association track on the afternoon of the 24th inst.

RISE RACE.
Half-mile heats—3 in 5—road cart.
Ch. G. Columbus, Jr. Ch. m., Kitty G. G. Frank B. m., Nellie H. B. G. Morris (pacer) B. m., Nellie Morris.

ALL SORTS RACE.
Half-mile heats—3 in 5—road cart.
Ch. G. Snowball B. m., Nellie B. s., Claymo.

TRIAL RACE.
Half-mile heats—3 in 5.
Br. G. Farrell pacer B. m., Sybil.

Races will be started at 2 o'clock, admission twenty-five cents for gentlemen, ladies free. Other events are spoken of but have not as yet been decided.

Extra Good Roads.

At the late meeting of the county council during the discussion on the distribution of the bye road money, reference was made to the back roads of certain parishes. It was seen that the best as to the quality of a road would be in driving over it. Is there any man who will say that the Allandale or lower Potlog roads are not as good as any they have driven over, and extra good considering that the traffic is not so large and outlay not so necessary as on the river. The roads in Southampton are fine, especially those leading to Pinder's mill. There has been much fault found with the roads which some one specifies a particular part of the road there, but perhaps it may not come into effect.

TRAMP STEAMER.—A tramp steamer, mentioned in a former article is playing between this city and St. John. Meantime many of those who wish to visit points along the river are for taking a team. It is thought the present arrangement will not last long and it is to be hoped that such will be the case. There is talk of putting the May Queen on this route but as she has a route of her own it is found to be impracticable. The present boat is not large enough to carry the freight which is to be a rush and also slow. It appears to be the general opinion that the Fredericton will be put on as the river is falling and she will not make many more trips up river. She is fast and has good passenger accommodation.

RAFTING.
All along the river, from Eel river to this city raftsmen are busy. Tuesday last was an exciting time for them as the wind blew a hurricane, the strongest breeze, so they said, during the past fifteen years. Rafts that were not carefully handled came to grief on the various islands, those that escaped the late running on the shore near Long's creek. Many tied up but some were deceived as they had built their rafts in some sheltered creek and did not feel the wind till well out on the river. The logs are coming in fast and are of a better quality than for several years. It is thought that all the drivers will get out through news from the upper river is meagre.

THE BARK BUSINESS.
There seems little prospect of the bark business showing any tendency to an increase in price. The Boston tanners have shut down for six days owing to the leather market being overstocked. The tanneries carried on by the Shaw trustees are doing little or nothing; the extract works at Poqueo are idle. There is much bark at Long's creek. Many tied up but some were deceived as they had built their rafts in some sheltered creek and did not feel the wind till well out on the river. The logs are coming in fast and are of a better quality than for several years. It is thought that all the drivers will get out through news from the upper river is meagre.

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HUM DYING OUT.
The following official statement, issued from Ottawa, respecting industries, shows that the promised hum has failed to realize:

Table with 4 columns: 1871, 1881, No. Hands, No. Hands.

LARGEST CIRCULATION.
THE HERALD has now by far the largest circulation of any newspaper published in central New Brunswick. Its readers include many of the wealthiest people of the neighboring counties, people who buy in this city and are in touch with our merchants. Advertisers should bear in mind the fact that a paper which reaches the people is the one that should be the medium through which they can make their wants known most widely and thus get most value for the expense. We have the people and they read THE HERALD.

FARMERS TRADING COMPANY.
A company consisting of farmers of Harvey station has been incorporated by the local legislature for the purpose of buying and selling of farm produce, farming utensils and general merchandise to be known as the Harvey farmers' trading company, with a capital of four thousand dollars. The following constitute the company: Thomas R. Spey, Robert Little, Geo. T. Piercy, Harvey Nesbit, Alex. Hay and John D. Little.

ALL NOSE.—There was a big stir at the residence of Henry Williams on Monday, some of the inmates being overloaded with tangle foot. A gun shot called the police, and Vandine, Phillips and Wright soon took charge. Gandy and Charley were taken before Mr. Marsh who fined the former ten dollars and let the latter go with a caution. It was thought for a time that murder had been committed, but there was more noise than bloodshed.

TO WAIT.—Depositors who suffered through the failure of the maritime bank are eagerly enquiring whether there is a prospect of their getting a further payment. The case of the bank vs. the N. B. government had not at latest advice come on for trial. The result of this trial will go far toward settling the question whether depositors will get anything or not. The only thing therefore for them is to wait patiently.

CIVIL SERVICE.—John Cameron, of this city, visited St. John during the week to stand the civil service examination for first-class papers.

DEPARTED.

Those Summoned by Death During the Week.
Mrs. Rebecca Scott, of Benton, Sun. Co., died at that place on the 19th inst. after a prolonged illness. She was well known in the neighboring county and much sorrow is expressed.

F. H. Hayes, city superintendent, of the St. John schools, died at St. John at three o'clock on Friday morning. He was a well known and popular teacher and had many friends in this city.

Marcus McGuire, an old resident of the parish of Prince William, was laid away to rest at the French Village on Monday last. He had been ill but short time. Deceased had been for many years a resident of the river and was known to most.

On Saturday evening last Mrs. John Scott, of Burden, died after a short illness and was buried on Monday. She was a daughter of Robert Chartres, and leaves a husband and six little boys to mourn the loss of a wife and mother. Much sorrow is expressed in the district.

John Kirk, a well known resident of New Maryland, died Wednesday morning at that place. He was well known here having removed to the city from near Morfousville, N. B., prior to his going to New Maryland. He was buried yesterday at the old burying ground at one o'clock, the Rev. Mr. MacDonald officiating.

On Wednesday afternoon about five o'clock, Andrew Guter died at his residence, Queensbury. He was a brother of the late Rev. Jacob Guter, and father of F. B. Guter, of this city. Deceased was known as one of the sterling men of the river parishes and had the respect of a large circle. His funeral took place this morning at ten o'clock, many from this city and various parishes attending. He was in his 78th year and was born in Waterborough, Queen's county. He was a deacon of the P. E. Baptist church and had held that position for the past twenty years. He leaves a widow and seven children.

BIG MONEY INVOLVED.—A New York concern, after getting into debt over \$200,000, by buying greatly in excess of the needs of its business, made an assignment. Hon. John J. Adams, in behalf of judgment creditors, attacked the assignment as fraudulent and has succeeded in having it set aside. A Chatham lawyer says Mr. Adams' fee ought to be \$50,000, considering the large sum at stake.—World.

RAILWAY CHANGE.—It appears to be the understanding that the station of the C. P. R., will be removed altogether from Gibson, the work being done at St. Marys and Fredericton. The cars will cross the bridge, the Gibson yard being used alone for freight cars. This, if it takes place, will make quite a change in railway circles there, but perhaps it may not come into effect.

FRED MOORE'S HEIR.—A despatch from Woodstock conveys the intelligence that Fred Moore while driving on Thursday with his son, Miles, near Connell's foundry, that town, was carried away by a horse and severely injured. Paralysis was at first feared, but latest reports are that he is doing as well as possible and it is thought will come out all right.

ACCIDENT.—Thos. Large, while working in the mill at Poqueo on Friday, 13th inst., was struck by a horse. He went under the mill to clear away a stone when an edging was thrown down, the end of it striking him on the leg and making a severe wound. He was attended by Dr. Mott and is recovering rapidly.

MARRIED.—On Monday last Thos. Chapman, of this city, and Miss Sloat, of the post office stamp department, were married and went on a tour to Boston. The ceremony was performed at St. Ann's by the rev. Canon Roberts. They have many friends in the city and Bright who wish them all success.

UNIVERSITY CONCERT.—There was a full house at the hall on Tuesday night, the occasion of the concert for the benefit of the university students' piano fund. Miss Sharp and Miss Lizzie Gilmer of Woodstock, took part and gave universal pleasure. F. O. M. W. orchestra furnished some choice music.

THE CREAMERY.—The Kingsclear creamery building has been roofed in and the outside about completed. The object being a good one and looks well. Some of the project was put in on Friday. The project is meeting with much favor from the farmers, and it appears that the difficulties are about surmounted.

QUEEN'S BIRTHDAY.—The twenty-fourth will be duly observed here. The infantry school will parade in the officers square in the forenoon when the usual feu de joie will take place. In the afternoon there will be another military tournament, at the park and the grand finale at the rink in the evening.

ELECTRIC LIGHTING.—Mr. Oskin of the Brush electric light system had a conference with the City council with respect to the lighting of the city, submitting proposals and estimates. The matter was deferred to the next meeting of the council when it is probable a contract will be made.

ANGELIC.—Several Anglican clergymen arrived here on Wednesday at Sabbath meeting called in connection with Sabbath school work. A public meeting was held on Thursday evening which was largely attended. The Choral Service in the Cathedral on Wednesday night was also well attended.

STIR AT THE BARBERS.—Private Duplais after just getting out of jail, created a disturbance in the barbers yard on Tuesday and was sent up for ten days. Two others who were painting the town red will be tried by court martial and will likely visit jailer Hawthorne for a month or two.

THEY DIE HARD.—There are still a few farmers in this county who believe the theory of a prosopon. One bases his theory on the fact that he has purchased five farms from those who found that they could do better in the States. He made his money lumbering for American firms.

BRIDGE BUILDING.—Solomon McFarlane has a crew at work putting a bridge across Kelly's creek on the Fredericton-Woodstock road. The structure will be put alongside the old one so that traffic will not be impeded. This will be another of the fine bridges on that piece of road.

RAMPANT.—There was more drunkenness and rowdiness on Sunday last than there has been for any one day within the history of the Scott act. Four carriages smashed on the road showed that the drivers were pretty reckless. It was hardly safe for ladies to be driving alone.

LARGE TANK.—Some improvements are soon to be made on the C. P. R. at Fredericton Junction. About fourteen miles of railway property in that vicinity will be fenced, and a new water tank capable of holding 40,000 gallons, is to be placed just west of the station.

TEACHER GONE.—Principal Rodgers of the Model school was summoned to his home, King's County, on the 16th, by a despatch announcing the illness of his mother. Mr. Jones of the senior class, Normal school, will carry on the school during his absence.

CHANGE OF TIME.—A new time table on the Atlantic division of the Canadian Pacific railway comes into effect on Monday, May 28th. The morning train will leave Fredericton at 6 a. m., returning at 7.20 p. m., standard time.

NEW CHURCH.—The Reformed Baptists of Southampton have completed a neat little church on the river front at that place. It is now ready for occupancy and large congregations attend.

B. and A. Railway.

Messrs. Ross, Fitzpatrick and Harris, railroad contractors from Boston and Montreal, are stopping at Phil's Hotel, Presque Isle, and are looking that section over, preparatory to making bids for the construction of the Bangor & Aroostook railroad.

It is asserted by one in the confidence of the Bangor & Aroostook road that work will begin at Brownville and Houlton inside of three weeks, and that by June 20 50 men will be at work grading the new road.

The line that has been surveyed is very level and inexpensive in comparison with other roads, it is probable that the whole road from Houlton to Brownville will be built on such a grade so that trains may be run from Old Town to Houlton by Jan. 1, 1882.

The estimated cost of this line as far as Houlton, is between \$1,000,000 and \$2,000,000, with charges favoring its reaching nearer the latter figure.

Meanwhile, on or before July 1, 1882, work will be begun at Presque Isle and other places south of Houlton and a good portion of the road will be completed this year.

Every department of the town's industries is as busy as possible and there appears to be plenty for all to do.

Thomas Wheeler had to shoot one of his horses on the 10th inst. as he had become lame. All efforts to replace the bones had proved unavailing.

Chief Supt. Inch addressed the Epworth league of this