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CIVIC BUSINESS.

The Hose Purchase--A Strange Way to do City Business.

An Alderman Says the Miscellaneous Licence Law is a Nuisance.

The regular meeting of the city council was held on Tuesday evening. Owing to the absence of His Worship the Mayor, Ald. Richey presided. The monthly accounts were submitted as follows :—

Roads and Streets	$245 80
Public Works	81 53
Fire Department	212 74
City Hall	85 57
Street Lamps	378 75
Old Burial Ground	72 00
Administration of Justice	56 00
Market	5 00
Sewerage and Water	277 48

Reports of Committees.

The fire committee reported that E J. Lawlor had completed his contract for sheathing No. 2 engine; that Henry Mackey had finished his job of painting inside and front of central hose station; that Mr. Josh. Limerick had about finished erecting the tower on No. 4 station.

The wharf committee reported that they had received two tenders for the repairs of Hill & Berry's wharf but asked for further time to consider the contract price for the same, before recommending an award. Report adopted.

Formal reports were received from other standing committees.

At this stage of the meeting Thomas Temple, M. P. appeared in the council chamber and was given a seat on the platform. Ex-ald. J. B. Gunter was given a seat inside of the rail.

Asks for Damages.

A communication was read from Mr. Henry Rainsford to the effect that a horse belonging to Dr. Coulthard was injured by falling upon a pile of tan bark that blocked King street, and demanding damages to the extent of $40 for the injuries sustained. On motion of Ald. Parker, the matter was referred to the water committee.

A Hose Purchase Blunder.

The matter of purchasing hose for the city was brought up by a communication from Mr Candee, agent for the Toronto company of hose manufacturers. The city council ordered 500 feet of the Maltese-cross hose at the last regular meeting. 1,000 feet of such hose had been forwarded by the company, accompanied by a bill for that amount.

It was moved and seconded that the council accept the 1,000 feet of hose.

Ald. McManus wanted to know when and by whom the 1,000 feet was ordered. It was the action of the council and not the action of a committee or an informal meeting that had effect.

Ald. Gilman rose for information. Were they to accept the hose at the station or only the amount they ordered.

Alds. Parker and Richey explained what transpired at an informal meeting of the council previous to the last regular meeting. Ald. Parker said that he believed the hose was ordered on the strength of a motion made by Ald. Gaunce after a number of the members of the council had left the room.

As the motion to accept the hose was about to be put, Mr. Candee who was in the room, asked permission to say a few words which was granted. He said that he visited Fredericton in the early part of June and learned from one of the members of the council that the city wanted to purchase 1,000 feet of hose. He was invited to attend an informal meeting of the council called to consider an appropriation for the jubilee fire works. He made a proposition to the meeting. It was finally decided at the meeting to purchase 1,000 feet of hose, and it was so recorded on the secretary's minutes.

At the conclusion of Mr. Candee's remarks the minutes of the meeting were produced with the order for the purchase of 1,000 feet of hose duly recorded.

Alds. Smith, Hazen and Tabor stated that they were not present when the question was considered, but were all of the opinion that as the blunder was made, and the agent had ordered the hose in good faith, they would support the motion to accept the hose.

The motion to accept the 1,000 feet of hose was carried, Ald. Gilman alone dissenting.

Miscellaneous License Law.

Ald. Parker presented a petition from Mr. R. A. Estey the substance of which was as follows: That on the 20th of July he employed three boiler makers from St. John to repair his boiler in the West End mill. Last Saturday Collector Roberts demanded six dollars from the men for the time they worked in the city as a license fee. As there were no boiler-makers in the city at present, and as a consequence, he was not taking money out of any the ratepayers' pockets, he could not see in any fair judgment that he ought to be compelled to pay the above mentioned fee. As he had been put to considerable expense by employing the men and as he had lost considerable time by having his mill stopped, he asked that his case be favorably considered and be relieved from paying the fee.

In presenting the petition Ald. Parker took occasion to say that he was and always had been opposed to this law, and that if he had the power he would

Stamp the Degrading Law

out of existence immediately. Not only was the law a nuisance to outside persons doing business in the city, but it was a nuisance to the citizens themselves. Other petitions setting forth grievances of a like nature had been received by the council. In this instance men were brought from St. John to repair a mill, which is of incalculable benefit to the city. They were pounced upon in order that a paltry sum may come into the treasury through the operations of as mean and contemptible a law as ever had an existence.

On motion the petition was referred to the assessment appeal committee with power to act.

A Similar Petition

was received from J. Edgecombe & Sons for the purpose of finding the least possible charge, if a fee had to be exacted, that could be made for workmen they were compelled to employ from outside the city. The petitioners

Complained of a Gross Injustice

in one instance in the case of a blacksmith employed in their factory.

Michael Cummings, of Moncton, an employe in Cooper & Pinder's carriage factory, stated that he was paying $2 a week for a license to work in the city and petitioned the council to relieve him of the heavy burden in some way.

These petitions were also referred to assessment appeal committee with power to act.

Ald. Parker stated that besides these petitions, complaints had been received from various sources of the improper manner in which the officer approached men to wring the tax out of them, and of abusive language that he used.

A petition received from Mr. Brewer, of Woodstock, stating that he had commenced the erection of government stables here, and was compelled to bring men from Woodstock to complete the job. He wanted to do what was fair and asked the council to make his tax and that of his men as light as possible. Referred to the same committee with power to act.

General Business.

Moved by Ald. McNutt, seconded by Ald. Limerick, that an auctioneer's license be granted to Mr. E. H. Allen.

The salaries of the civic officials were ordered to be paid.

The resignation of Mr. Clark, alms house commissioner, was received and referred to the alms house committee.

Mr. Julius Inches asked for permission to lay a Sparham cement pavement in front of his residence on St. John street.

RAILWAY WORKSHOPS.

The City Council Make a Move in the Matter.

At the adjourned meeting of the council last night Ald. Hazen brought up the subject of the establishment of the C. P. R. works in the city. The subject was considered at length at a public meeting of the citizens last winter, and as the city then decided to hold out a number of inducements to the company to locate their works here, Mr. Hazen moved that the city clerk be instructed to correspond with the proper officials of the road, setting forth the numerous advantages the city afforded for the establishment of such works here, and reminding them of the inducements offered by the city. Free land, free water supply, exemption from taxes are among the bids made for the location of the works here. The land spoken of to be granted to the company is the old race course. There are many advantages and facilities, pointed out by the members of the board, which makes Fredericton a most desirable location for railway shops and which are unquestionably superior to the advantages afforded by any other place.

THUNDER AND LIGHTNING.

A Storm of Unusual Violence—The N. B. Railway Warehouse Struck by Lightning and Destroyed.

A violent storm of thunder, lightning and rain passed over the city at three o'clock yesterday morning. Water poured in torrents from the sky, which was almost continuously lighted with the vivid flashes of lightning, and the crash of the heavy thunder peals shook the city. The storm was of lengthened duration, and about everybody was awakened by the disturbed elements. There were two claps of thunder that were unusually prolonged and violent and which caused no little alarm. During the storm the lightning struck the New Brunswick railway warehouse at Gibson setting it on fire. It was fully forty minutes after the storm passed over before the fire was discovered in the warehouse and then the interior of the buildings was a mass of flames. The crash of the thunder shook a number of the houses in Gibson to such an extent that the occupants imagined the chimneys were falling. The railway warehouse were totally destroyed. Since the freshet of last spring the buildings have not been used, and nothing was stored in the buildings to be burned. The buildings are not likely to be re-built. Such a strong east wind was blowing at the time that large cinders from the burning building were carried across the river, falling on Queen street.

Wm. Redmund and Mrs. Thos. Barry.

The appearance of the Redmund-Barry dramatic company in the city will be one of the most pleasing events of the season. There are a few actors on the American stage who have a better or more thoroughly well deserved reputation than the leaders of this company. Their names have been among the most prominent for years in the leading theatres, and, with a company quite equal to any usually seen in the best houses of New York and Boston, the theatre going people of Fredericton will have an opportunity of witnessing some uncommonly good acting. Several Fredericton people who saw the company perform in Halifax, say it was the best acting and the most pleasing performance they ever saw in the provinces.

The company give two performances here. On Saturday night 13th inst., they produce the romantic drama "Rene." On Monday night 15th inst., a French-Historical melodrama, "The Midnight Marriage" will be given for the evening's enjoyment. Mrs. Barry is a charming and effective character in both of these plays. It may be of interest to the ladies to know that Mrs. Barry's trunk contains no less than seventy-two expensive costumes.

The company play in this city at prices lower than they ever played in any city or town before—25, 35, and 50 cents. This reduction in the rates is due to the local management, Mr. J. F. McMurray, who is determined that the above, once popular prices in the city, will prevail again and that all may have an opportunity of seeing this excellent company at a reasonable rate. The action of Mr. McMurray in this regard should meet with the hearty and practical approbation of all the theatre-going people in the city.

Auctioneer and Commission Merchant.

The attention of the public is directed today to the advertisement of Mr. E. H. Allen, auctioneer and commission merchant, who has recently opened a business on Regent Street, next to Cropley's bookstore. He is now prepared to receive goods of all descriptions, and sell them on commission. With his practical business abilities, and popularity with all classes of citizens, Mr. Allen is sure to succeed and to give satisfaction in his new business. The business is one that is much needed in our city at present, and no man in the city could be found better able to accommodate the public in this direction than auctioneer Allen.

Moonlight Excursion.

The first moonlight excursion of the season is to be given by the 71st Batt. band, on Monday evening next. The steamer David Weston has been chartered for the occasion and will leave her wharf at eight o'clock in the evening.

Good music for dancing will be furnished by the battalion band. An enjoyable excursion, and a merry time is promised all who attend.

Wilson's All Star Minstrels.

The Wilson All Star Minstrel Co., carrying 15 people, fine brass band and orchestra in connection with Prof. Burton's celebrated dog circus, will appear at the City Hall on Friday evening of next week.

The Merchants Bank of Halifax.

The Merchants Bank of Halifax has decided to open a branch office in Fredericton, and has secured Mr. A. S. Murray as manager. The bank is one of the strongest in Canada, and is very popular with all who have had business with it. It will do a large business in this city. The directors are to be congratulated on securing the services of Mr. Murray as its manager. He is one of the most competent bank managers in Canada, and is deservedly popular with our citizens. Under his management the bank is sure to do a large and profitable business.

Two Boys Drowned at Woodstock.

A sad drowning accident occurred at Woodstock Tuesday morning. Frank, a nine year old son of Mr. Amos S. Mott, formerly of Fredericton, and Mr. L. Ervine's son, went bathing in the river near the boathouse. Frank got in beyond his depth and Ervine leaped in to assist him. Being unable to swim they were both drowned. The bodies were recovered soon after but life was extinct.

Mount Allison.

The first term of the Collegiate year of Mount Allison institution begins on Sept. 1st. The matriculation examination will be held the following day. See advertisement elsewhere.

Victoria Hospital.

Work on the Victoria hospital is progressing. Mr. Josh. Limerick, contractor for the masonry work, expects to have his contract completed by the end of the week.

W. C. T. U.

Owing to unavoidable circumstances the Beechmont picnic is postponed for the present.

Astonishing Success.

It is the duty or every person who has used *Boschee's German Syrup* to let its wonderful qualities be known to their friends in curing Consumption, severe Coughs, Croup, Asthma, Pneumonia, and in fact all throat and lung diseases. No person can use it without immediate relief. Three doses will relieve any case, and we consider it the duty of all Druggists to recommend it to the poor dying consumptive, at least to try one rottle, as 80,000 dozen bottles were sold last bear, and not one case where it failed was reported. Such a medicine as the *German Syrup* cannot be too widely known. Ask your druggist about it. Sample bottles to try, sold at 10 cents. Regular size, 75 cents. Sold by all Druggists and Dealers, in the United States and Canada.

RIGHT OF WAY

For the Laying of a Railway Track in the Lower Part of the City.

The Council Cautiously Grant the Privilege under Conditions.

An adjourned meeting of the City Council was held last evening to consider the petition of the Fredericton railway and bridge companies for the right of way for a railway track along Sunbury street. In the absence of the mayor, Ald. Richey presided. Messrs. Wesley VanWart, solicitor of the Fredericton bridge company, Gillmor Brown C. E., and Thomas Temple M. P. were present on behalf of the company. The petition presented to the council for its consideration was as follows:

The petition of the Fredericton Railway Company and the Fredericton and St Mary's Railway Bridge Company humbly sheweth,

That the Fredericton and St. Mary's Railway Bridge Company are about constructing a steel railway bridge across the river St. John at the foot of Sunbury street in the City of Fredericton.

That the said Fredericton Railway Company are desirous of laying a railway track from their line of railway to the said railway bridge along Sunbury street in the said city under the provisions of Chap. 32 of the Acts of the General Assembly of New Brunswick, 31st Victoria.

Your petitioners therefore pray that permission may be given the said Fredericton Railway Company to lay a railway track connecting with said Fredericton railway and said bridge down Sunbury street in the said city under the provisions of said act.

JOHN RICHARDS,
Secretary Fredericton R'y. Co.
WESLEY VANWART,
Sec. Fredericton and St. Mary's Bridge Co.

A petition was also presented from Wm Wilson and G T Whelpley, residents of Waterloo Row and Sunbury street as follows:—

That from the present conditions and information supplied, it is evident that the proposed location of the railway bridge at Sunbury street, and the railway approach thereto, on the corner of Sunbury and Queen streets, which will be placed upon an embankment five feet high, will inconvenience your petitioners, and to a great extent injure their property.

Therefore your petitioners humbly pray that before the right of way for the construction of the said bridge and the approach thereto be granted, a guarantee be required to be given by the company to compensate your petitioners for any damages they may sustain by the construction of said road and approach.

On motion, Mr. Wesley VanWart, solicitor of the Railway Bridge Company, was heard before the council. Mr. VanWart asked leave to have the petition of the railway and bridge companies asking for right of way withdrawn. In asking the council for the right of way, Mr. VanWart explained the provisions of the dominion act incorporating the Fredericton Railway Bridge Company. He also referred to the provincial act incorporating the Fredericton Railway Company. He read several sections of the incorporation act of the latter company, and pointed out that by the provisions of this act the company could not build the road without permission from the council. Under the provisions of the Dominion act incorporating the Fredericton Bridge Company, however, he submitted that the company had the right to lay the track without permission. He read as follows from the incorporation act, Sec. 8, chap. 26:—

The company are hereby authorized to work trains by steam for passengers and freight and general traffic between Fredericton and St Mary's and to connect the said trains with other railways already constructed or to be hereafter constructed; and if necessary to construct such branch line or lines of railway as may be necessary to effect the junction or connection of such bridge with any railway constructed to be hereafter constructed, either in the said city of Fredericton or across the said river St John, between the parish of Kingsclear and the parish of Douglas; provided that no such branch line shall be undertaken or built until the plans thereof have been submitted to and approved of by the Governor in council.

By this act he continued, they had the right to take the land and indemnify the owners. The bridge company could lay their track without permission being granted. They preferred, however, to work in harmony with the city council and citizens in this matter. With this in view and with the hope of satisfying public sentiment, they asked the council to work in harmony with them by granting the permission asked for. It would be better for all concerned.

Mr. Brown, who was present, was called upon and submitted the plans and map of the surveys made to the council.

It was moved and carried that leave be granted to the company to withdraw the petition.

The question was formally laid before the council by a resolution moved by Ald. Hazen, that the permission for right of way be granted, provided that the permission should in no way make the city responsible or liable for damages of property. In moving the resolution, Ald. Hazen said he did so to get the views of the council and the advice of their legal adviser.

City Clerk Beckwith preferred not to give his opinion on such an important matter without further consideration. He would remark, however, with regard to the main statement made by Mr. VanWart concerning the power of the company to build the road, that certain conditions were implied in the railway act which the company had not fulfilled. Under the Dominion railway act, which has been enacted since the act incorporating the Fredericton bridge company, provision is made that the plans and surveys of the road and district should be deposited with the clerk of the municipality. This the company had not done. Again, under the act relating to the building of bridges, it is set forth that a bridge shall not be carried along any highway. According to the plan submitted, the bridge in question extended beyond George street along Sunbury street. With these conditions implied, he contended that the company could not carry on their operations along Sunbury street without leave of the municipality. He would be glad, however, if the leave was granted and any risks of damages to property be avoided by the city.

Ald. McManus said that he thought that no one wanted to throw any obstacle in the way of these operations, but as custodians of the people's rights, it was their duty to consider the question in all its bearings before jumping at hasty conclusions. There were certain conditions to be complied with. It might detail the city in some litigation and he did not care to take the responsibility without further time to consider the matter.

Mr. VanWart stated that it was very important that the work should proceed at once. The contract had been awarded and the work was to be done at a specified time. Even two or three days of delay meant at present a loss to the contractors and company.

In answer to Ald McManus, regarding compensation to owners of property, Mr. VanWart stated that the railway act provided fully for compensation for damages done to property.

Alds. Limerick, Parker and Gilman thought it would not be wise for the council to move hastily in the matter.

Mr. VanWart said that the contractor expected to bring the granite for the piers by rail and that a temporary track would suffice for the present. Any damages done would be fully provided for by the company. He thought a resolution could be passed at the present meeting of the council to meet the demand for the present.

Ald. Hazen asked leave to withdraw his former resolution with the view of presenting another.

City Engineer Beckwith was called upon and made a few remarks.

Mr. Temple spoke of the importance of the work and hoped that the council would fix up something or other in order that the work might go on.

Ald. McManus—Is it the intention of the company to build a passenger way on the bridge?

Mr. Temple—I had some talk with Mr. Abbott about that when he was here. I asked him to make out a statement of the costs, but he had not the time to submit them during his short stay here. I do not know whether the company would be willing to have the walk.

After some delay and a number of changes, the following resolution was moved and carried unanimously:

Resolved, That permission be and is hereby given to the Fredericton and St Mary's Railway Bridge Company to construct a railway from the terminus of the bridge (to be constructed) along Sunbury street to the new Fredericton railway,

Provided, That this permission shall in no way make the city of Fredericton responsible or liable for any damages to property; and

Provided, That the said Fredericton and St. Mary's railway bridge company before proceeding with the construction of the said railway indemnify the city against any damage or loss to which the said city may be liable in consequences of this permission being granted before plans have been filed under the railway act, and that the said Fredericton and St. Mary's bridge company shall within two weeks from this date file in the office of the city clerk or the clerk of the peace, a copy of the map or plan and book of reference deposited in the office of the minister of railways as provided by the railway act and further

Provided, That the said indemnification shall be a bond from the said company to be approved of by the mayor and city clerk.

After the disposal of some other business the council adjourned.

Personal.

Dr. Owens has returned from New York, having completed his medical studies.

Mr. G. Fred Fisher and two daughters arrived from England via New York on Saturday last. Mrs. Fisher and two sons also returned from Georgia at the same time.

J. C. Risteen, of Amesbury, Mass., returned from a fishing tour on the south west Miramichi yesterday and proceeded west this morning.

Canon Ellegood, of Montreal, registered at the Queen yesterday.

Mrs. Geo. Taylor returned home from New York, on Tuesday, after a six weeks pleasant sojourn with her friends in that city.

Provincial Secretary McLellan, W. J. Harding and Jas. Hamilton, of St. John, left the city this morning on a fishing tour to the south west Miramichi. They went up the N. B. railway and will strike the headwaters of the river via Kent Station and Glassville.

Alms House Commissioner.

The alms house committee met yesterday afternoon to consider the resignation of Mr. E. Clark, alms house commissioner. The committee reported at the meeting of the council last night that Mr. Clark had withdrawn his resignation.

Woman and Her Diseases

is the title of a large illustrated treatise, by Dr. R. V. Pierce, Buffalo, N. Y., sent to any address for ten cents in stamps. It teaches successful self-treatment.

See the card of Dr. McAllister, dentist, in another column.

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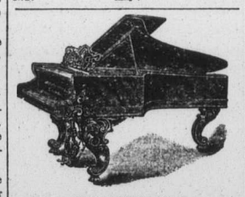
This powder never varies. A marvel of purity, strength and wholesomeness. More economical than the ordinary kinds, and cannot be sold in competition with the multitude of low test, short weight alum or phosphate powders. *Sold only in cans.* ROYAL BAKING POWDER CO., 106 Wall St., N.Y. may 7



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Best Canadian Instrument Made!

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We would respectfully ask an inspection of the Tone, Finish and Quality of the

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from intending purchasers. Our terms and prices can not fail to suit you.

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BEST ON EARTH

SURPRISE SOAP

THE GREAT SELF WASHER TRY IT

A marvel of efficiency and economy. Quality never varies. The purest and best for all household purposes; washing and cleaning, without injury to hands or fabric. No boiling, scalding or hard rubbing necessary. The saving of fuel alone pays for the soap. Makes white goods whiter, softens woolen goods and makes colored goods brighter. One soap for all purposes. Toilet, Bath, Laundry, Scrubbing, &c. Read the directions plainly given on each wrapper and learn the new "Surprise" way of washing clothes, saving time, money, labor and worry of the old way. Wash day is made a pleasure by the use of SURPRISE SOAP and joy and smiles take the place of tired looks. Save 25 Surprise wrappers, send to the manufacturers with your address and get a handsome picture for them. Ask your grocer to show you the picture. SURPRISE SOAP is sold by all leading grocers. If not obtainable at your home send 6 cents in stamps to us for sample bar.

The St. Croix Soap M'f'g Co., ST. STEPHEN, N. B.

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A LARGE ASSORTMENT AT PRICES TO SUIT THE TIMES.

We sell a good Regatta or White Shirt

at 75 cts. or $1.00.

C H, THOMAS & CO.

Apr 30

TOWN AND COUNTRY.

News From All Round Gleaned By "Gleaner" Correspondents.

Harvey Station, Blackville, Keswick Ridge and Other Places.

HARVEY STATION.

A Correspondent Tells of a Trip to the White Mountains—Observations and Impressions at the Tourists Favorite Resort.

HARVEY STATION, Aug. 1.—As many of THE GLEANER readers are at this season, no doubt, thinking about a holiday trip to some of the many attractive places on this continent of ours, and as the White Mountains of New Hampshire is one of the most attractive points in America, I thought a description of a visit to the Granite State would afford interest and information to those who may purpose a visit, as well as to those who may not be so inclined. With this object in view, I called on John Taylor, Esq., who has lately returned from that romantic spot, and here set before you the substance of what he kindly told me.

He said, "I left St. John on the International Line steamer, State of Maine, at 8 a. m. for Boston. The fare to Boston was four dollars and fifty cents and two dollars for stateroom. Good meals are provided at fifty cents each for supper and breakfast and seventy-five for dinner. The staterooms are finely furnished, clean and tidy and the meals are bountiful and well served. The morning was pleasant and a grand trip we had down the harbor and the bay and at noon were at Eastport, where many of the passengers went on shore. After a wait of one hour "all aboard" was the cry and we steamed down the coast to Portland, where we arrived at 6 the next morning. Here, as at Eastport, we waited an hour and then sailed for Boston where we arrived at 3 in the afternoon. I cannot speak too highly of the courtesy and kindness displayed both by officers and men on board to the passengers. The weather was all that could be desired, just breeze enough to cool the decks, and something noteworthy for the Bay of Funday none of the passengers were sea sick.

Passengers going west to the mountains may take the street cars a few steps from the landing stage, which will convey them to the Boston and Lowell depot, and a ride of five hours over this magnificent road takes us to Plymouth, just at the entrance of one of the beautiful valleys which intersect the mountains. This fine little town or village, as it is called—their towns corresponding with our parishes and their villages with our towns—has a population of about 2000, and is situated at the confluence of the Baker and Pemigewashett rivers. The most important industries are the manufacturing of buckskin gloves and camphor.

Like many of our own towns the people do not think alike in religious matters and here we see several large churches, Congregationalist, Baptist and Methodist. This town is a favorite resort of tourists from Boston and New York. Its streets are clean and well gravelled, and being level are much frequented by the lovers of a drive, while the chestnut elms and rockmaple, with which the roads are bordered, meet overhead and keep off the hot rays of the sun. I noticed many fine private residences surrounded with beautiful grounds. The principal hotel is known as the Pemigewashett House, and is almost as large and commodious as that at Goat Island, Niagara. It is situated close to the station and is well patronized.

About six miles further up the mountains on the Baker river is situated another resort called Rumney. The valley is here two miles wide, and on either side the mountains rise abruptly. At Rumney I attended divine service in a Baptist church and heard a stranger from New York read a sermon, an unusual practice I thought with this denomination. The church was of wood, and was well supplied with music, having an organ in the gallery and another near the pulpit. The sermon and singing were both very good. The principal occupation followed is that of agriculture. I visited a park with a large fountain and beautiful flower beds. One peculiar feature of this town is that very few, if any, fences are to be seen along the highways. The orchards, vineries and gardens are left open. I think the law with regard to cattle running at large must be enforced. I also visited a Sabbath school for the old as well as young, and enjoyed it very much. I have not time to tell you about the U. S. Observatory on Mount Washington or the winding railway, by which access is had to the top of that mountain. New Hampshire has well been named the granite state. It forms the mountains and seemed to aim at occupying all the lowland possible. Every where the farmers were at work splitting the boulders, and if not good enough for market were used in the fences. It is of a finer texture than our Spoon island stone, but I think not so pretty. The Baker valley yields great crops of hay. Apples grow in abundance, and the shores of the stream are covered with the small wild grapes. I must tell you of a public meeting I visited. It was called by the road committee. A millionaire who had lately bought property there offered to pay $2,500 if the town would give $1,000 to be spent on the roads. The chairman is called moderator. After much talk pro and con it was carried that the town put on an extra tax to make the $1,000. I thought at the time we want some fellows like that in New Brunswick. They use a machine on the roads called the Lamborn road machine which runs on four wheels and carries a driver and a helmsman. It is hauled by four horses, and clears the gutters and puts the earth in the middle of the road perfectly. It makes the best roads I ever saw. Great attention is paid to the cultivation of the potato, but they admit that the down easters are ahead in that esculent, both in quality and quantity. There are many other things I might speak about, but perhaps I have said enough. I came all the way back by rail, thus making the round trip, and spent some time in Concord, Manchester, Nashua, Lowell and several other cities of which I may tell you at a future time.

YORK MILLS.

Carding Mill Operations—The Crops—The New School House.

YORK MILLS, Aug. 1.—The farmers have all commenced haying. The hay crop will be considerably better this year than last.

The potato crop looks promissory and the potato bugs are very numerous.

Since the rain, Mr. James Lester has been very busy carding. The mill was literally blocked up with wool previous to the rain, the water being low and could not card.

A new school house is building here and the contractors have it nearly finished.

Mr. George Brown is building a large house but had to stop till he got his paying done. He intends to have it finished this fall.

MILLVILLE.

Death of a Respected Resident—Haying Very Backward.

MILLVILLE, Aug. 1.—Mr. S. J. Murphy, of this place, died on Friday last and was buried yesterday at 3 p. m. In his younger days he was a resident of Petersville, Queens Co., where he has a father and other relations living at present. The funeral sermon was preached by Rev. B. Trafton to one of the largest congregations ever seen in this place. Mr. Murphy was one of the faithful and has gone to his reward.

Dr. Connell, of Woodstock, was in attendance on Mr. Murphy a few hours before he died, but too late to save life.

This is a very backward haying season on account of so much rain. This has been a very fine day throughout with a better outlook.

BLACKVILLE.

Inspecting the Indiantown Branch Extension—Business and Improvements at Blackville—General Notes.

BLACKVILLE, Aug. 1.—On Thursday last Thos. Rideout, Esq., inspector of railways for the dominion government, accompanied by Mrs. Rideout, J. B. Snowball, Esq., president of the N. & W. railway, Scott Fairley, Esq., and H. E. Balkam, C. E., left Chatham at 8 o'clock on board a special train in charge of A. Alcorn, superintendent of the Chatham branch railroad, for the purpose of inspecting the extension of the Indiantown branch and the N. & W. railway from Blackville to Doaktown. The party arrived at Blackville at 9, and after a short delay proceeded to Indiantown, making a thorough examination of the road-bed and bridges. They then returned to Blackville and proceeded to Doaktown, making a stop at the Doaktown railroad bridge to inspect the recent improvements made on that structure. Dinner was taken at Murray's hotel, and the party returned to Chatham. Inspector Rideout expressed himself as highly pleased with the condition of the road.

Among the visitors who arrived here last week was noticed Mrs. John Fairley and family, Fredericton, Miss Alice Donald, Marysville, and Mr. Grant, buyer of ties, etc. for the M. C. & B. & A. railways.

Mr. Robert Boyce, a former employee of Mr. Scott Fairley, is back again at his old vocation.

E. C. Cole & Co. of Moncton are shipping large quantities of railway ties via. the N. & W. Ry. There are prospects of quite a large business being done in the getting out and shipping of sleepers to the American markets.

Fairley's mill had to suspend operations on Saturday, owing to an accident to his head gang man, who had his foot badly jammed.

Owing to the recent rains there is quite a freshet in the Miramichi and Bartholomew rivers.

The crops in general are looking very well, especially a large field of wheat on the farm of W. A. McLaggan, one of our most "go ahead" farmers. He recently imported two thoroughbred polled Norfolks—a yearling bull and a two year old heifer. Three of the finest colts we know of are to be found in his stable. They are from the famous Theriault mare. One was sired by Island Chief, one by Abdallah Messenger and the other is a Hambletonian.

The Messrs. Doolan and many others, who have been away west for the last few years, have returned with the intention of remaining. This is a noticeable contrast to the exodus from other counties of New Brunswick, and must be owing to the overwhelming majority the liberal candidate received at last general election.

Mr. Bernard McCormick is plowing the famous Doctor's Island, much neglected of late, and expects to have the whole of it under crop next year. It derives its name from an old eccentric bachelor doctor, who at one time long ago owned and resided on it with his seven dogs. He weighed about 300 lbs avoirdupois.

Although on the completion of the Northern & Western Railway a number of men were thrown out of work, at present there is not an idle man in the place, as Mr. Fairley finds it difficult to get men to raft deals. Blackville is not by any means a "finished town" as the number of new buildings now going up will attest. Among the new buildings we may mention dwelling houses by Messrs. Cooney and Vickers. A new horse barn by B. O. T. Underhill, improvements on barns, etc., by W. A. McLaggan, and extensive improvements by John McConnell on his hotel at Blackville Station.

Mr. Fairley has bought the stock now in the station store, or the "Grab All" so called and will move it over this week.

KESWICK RIDGE.

Public Opening of the Superior School in the New School House—The Programme of Exercises.

KESWICK RIDGE, Aug. 2.—Here is a brief sketch of the way we endure our trials and our taxes here, having had two school houses burnt, and been called upon to build again. Yesterday being the regular commencement day, Mr. Murchie, our faithful and industrious teacher of the past, again assembled his flock for work, commencing his labors by a public opening. A large portion of the parents and friends met to celebrate the occasion and to cheer the teacher on in his labors. All were rejoicing to see that their children once more had such fine large and commodious school house suitable for the requirements of a first-class school. The following is the programme of the day, which was thoroughly rendered in a first-class manner much to the enjoyment and instruction of all; especially the last exercise which I am positively safe in saying was thoroughly appreciated and highly enjoyed by all, both young and old. After the picnic, a committee was appointed who proceeded to name the trees planted on arbor day, fifty of which are living, and are now named after our great and good men of the past and the present.

PROGRAMME.

1—Music;
2—Opening Address, W Murchie;
3—Recitation, A S. Estey;
4—Essay on Shakespeare, Lucinda Jewett;
5—Music;
6—Recitation, Tyler Coburn;
7—Improvement in school accommodation during the last few years, Rev. T. A. Blackadar;
8—Music;
9—Recitation, Martha Jewett;
10—Essay on Dr. Johnson, David Coburn;
11—Recitation, William Long;
12—Reign of Queen Victoria, Rev. W. LeB. McKiel;
13—Music;
14—Recitation, Mabel Coburn;
15—Recitation, Annie McKiel;
16—Essay on D. L. Moody, A. S. Estey;
17—Higher Education, Rev. J. B. Hawes;
18—Music;
19—Speeches by visitors;
20—Picnic, etc.

The chairman of the entertainment was Dr. B. Coburn. The choir was composed of the following: Sarah A Key, Lucinda Jewett, Mrs. Thina Jewett, Mrs. N. Estey, Mrs. Dr. Coburn, Annie Barker, Sarah Coburn and Lily Key.

CAMPBELL SETTLEMENT.

Loss of Hay—A Missing Man—Matrimonial.

CAMPBELL SETTLEMENT, July 30.—Since our last report the weather has been bad for hay. A great many of the farmers complain that they have lost a good deal of hay owing to the broken weather.

Mr. Oscar Chase and Miss Hattan were joined in the bonds of holy matrimony not long since.

A man living in this place has disappeared very mysteriously.

A young man, Mr. A. Dragdon, residing in this district, cut his foot very badly last week.

The ministers, Messrs. Grey and Grant, intended having service in the new meeting house last evening, but were disappointed, the appointment not having been sent to the deacons and members.

The weather is fine this morning.

DOAKTOWN.

The Northern and Western Railway Bridge—The Work Almost Completed.

DOAKTOWN, Aug. 1.—Wet weather for haying. A great deal of hay is spoiled. The weather promises better now.

There is great difficulty in keeping potato bugs down on account of wet weather.

Mr. H. Doak has the improvements about completed on his mill.

Rev. W. M. Edwards and Rev. Mr. Allan preached here last Sunday.

The work is done on the Northern and Western railway bridge. C. W. Betts, the master builder of the arches, has received a call from the Joggins railway company on Mann river for important work. The dominion inspector of bridges was here with J. B. Snowball. The work was highly approved of on the Doaktown railway bridge. It is the strongest of its kind on the line.

UNIVERSITY OF MOUNT ALLISON COLLEGE.

J. R. INCH, LL. D. - PRESIDENT.

The first term of Collegiate year 1887-8 will begin on Thursday, Sept. 1st. Matriculation examinations will begin at 9 o'clock, A. M., Sept. 2nd. For particulars apply to the President.

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