Miramichi and the North Shore etc.,

DON'T FORGET the sale and tea on the grounds of Dr. J. B. Benson, by the ladies of S. Mary's Guilds on Tuesday next.

WEDNESDAY NEXT is the date of the Millerton garden party. The party and excursion in connection with it will be well worth enjoying.

ST. JOHN'S Church social and sale in Chatham Curling rink on Thursday last was a great success, and the ladies in charge deserve much credit for the perfection of their arrangements for the event.

A LARGE LOBSTER :—Mr. T. W. Crocker brought up from Fox Island on Saturday an immense lobster. It was too big to get into any of the traps and was caught in a salmon net. It weighed 10½ lbs. It was purchased by Mr. Jas. O. Fish and sent to Mr. Joseph Bruce of Moncton.—[Advocate.

GARDEN PARTY :—Everybody seems to be thinking of spending some part of this afternoon or evening at the garden party in aid of St. Andrew's Church which is to be held on Hon. Mr. Tweedie's grounds. The committee in charge, and their assistants, have made ample preparations for the event and it promises to be most successful.

THEIR TWENTIETH CHILD :—A Richibucto village correspondent of the *Moniteur Acadien* says: "On the 18th of June Placide Boucher and his wife (*nee* Henriette McKay,) of that parish, baptized their twentieth child. Fourteen are living. Notwithstanding her English name, Mme. Boucher is pure French. Her late father, Jean B. McKay, was a native of St. Roche de Quebec.

OBITUARY :—The death is announced in another column of Mrs. Joanna Pope Street, widow of the late Rev. S. D. Lee Street, who was formerly rector of Woodstock. The deceased lady was the mother of E. Lee Street, Esq., of Newcastle and A. F. Street, Esq., of Fredericton, and was in her 83rd year at the time of her death. Her faculties were comparatively unimpaired until within a short time of her death. She was widely known and greatly esteemed.

PERSONAL :—Mayor Beckwith of Fredericton and family who have been rusticating for more than a week at Burnt Church, returned to Chatham on Tuesday evening and left for home by yesterday's train.

Alex Gibson, Esq., was in town on Tuesday.

Mr. A. D. Shirreff, of Cambridgeport, arrived in town Tuesday night and is the guest of his brother, the High Sheriff.

Miss Annie M. Shirreff accompanied her father and is the guest of Mr. D. T. Johnstone.

Rev. George Steel, the new pastor of St. Luke's, Chatham, conducted the services in that church for the first time since his appointment, on Sunday last, and made a very favorable impression.

Mr. James Carter of the New York Athletic Club and his wife are guests of Mr. Chesman, as are also Mrs. Carter's mother, Mrs. Matthew who is a daughter of B. Stapledon, Esq. Mrs. Matthew's youngest daughter is also with her.

Picnic at Burnt Church.

The R. C. congregation of St. Anne's church, Burnt Church, intend holding a picnic on Tuesday, Aug. 1st. This is the Indian congregation under Father Morrissey's charge, and as some improvements of the church were needed the sachems and braves and their squaws have come forward and undertaken to do their part in entertaining all who will partronise them on the day named. The Strs. Miramichi and St. Nicholas are to carry excursionists to and from the grand powwow and arrangements for the comfortable landing, amusement and general good treatment of all patrons are being perfected. Remember, therefore, that Tuesday, August 1st is to be a big day at St. Anne's, on the grounds of old Burnt Church.

Well Done, Mr. Neilson!

Mr. Jamie Neilson, who is doubtless well remembered by many of our readers, has apparently been turning his mechanical ingenuity to good account in Watertown, Mass., as the "Graphic" of Newton, in its issue of 7th inst., says:—

"Haddow & Bachelor have on exhibition at their machine shop on Galen street, a novel form of a rotary engine, made by James Neilson, a man 77 years of age, who has been an engineer all his life and is now living in Watertown. Its merits are its great simplicity, there being few parts to get out of order. which any machinist can make, its power and the ease with which it can be either stopped or reversed at full speed. The great trouble with rotary engines has been their complicated structure, but Mr. Neilson appears to have solved the problem. The engine does not take up two square feet of room, so that it can be easily moved and it runs without any vibrations. It is designed especially for use as a hoisting engine, and for use on small boats and the latter would secure a great rate of speed from this engine. It has been inspected with much interest by many engineers, and it can be made so cheaply that it promises to supersede all other engines of its kind."

Wild Storm on P. E. I.

CHARLOTTETOWN, P. E. I., July 14.—Thursday afternoon a tremendous wind and rain storm burst over a mile of the country around Nine Mile Creek, flooding the land for a time three inches deep. Fences were carried away. The water spout rose in the river. It was the wildest storm ever seen there.

About a Resignation.

Last week's ADVANCE contained the following paragraph:—

"Policeman Rankin has given notice of the resignation of his position on the Chatham police force to take effect at the end of the current month. He is now visiting St. John."

Saturday's World contained the following:—

"Policeman Rankin has returned from a holiday visit to St. John. The statement in a contemporary that he has resigned is not true."

What we stated was the exact truth. Before going to St. John, policeman Rankin handed a notice in writing to at least one member of the police committee, stating his intention to resign at the end of the current month—that is when the month he was then serving would expire, which would be the 10th August. The matter is not one of very great moment, but we cannot understand why the World should be so eager to pronounce our statement untrue.

Great Fishing on the Nepisiguit.

A special of 16th from Bathurst, to the St. John Telegraph says:

"Salmon fly fishing on the Nepisiguit this season has been good and sportsmen visiting the river have all had good catches. Sportsmen who have visited our river for the first time all pronounce it one of the most beautiful rivers in Canada. Mr. Samuel Street, of New York, and friend, are fishing on the waters of the local club here, viz., the Nepisiguit Angling Association. In six days they landed 37 salmon.

"On Wednesday a party consisting of Messrs. Thomas D. Adams, of Boston, Baron Von Hugel, of Montreal, and K. F. Burns, M. P., visited the same waters and in two and a half days killed and landed 38 salmon with two rods. An idea may be had of the sport and the beauty of fishing in these clear waters, from the statements made by the latter gentlemen. They assert that while standing on the bank of the river, watching another party fish they beheld three fish rise to the fly at once. This is something the average sportsman does not witness very often."

The gentleman of the Telegraph who edits its despatches will have to brighten himself up a little on North Shore geography, for we observe that he put the heading "Up the Restigouche" over the foregoing angling news. Bathurst and the Nepisiguit are not in Restigouche territory. The Nepisiguit is a big river having tributaries of its own and is not "Up the Restigouche". It is in Gloucester and Northumberland Counties and not in Restigouche County at all.

I. O. G. T.

Northumberland District Lodge, No. 15, I. O. G. T., held its annual meeting with White Birch Lodge, Black River, on the 12th inst., and the following were elected and installed for the ensuing year:—

H. Cameron, Black River, D. C. T.
J. W. McNaughton, " D. Coun.
Miss Katie McKnight, Napan, D. V. T.
Mrs. McKnight, Napan, D. S. J. T.
W. R. Gould, J P., Chatham, D. Secy.
D. Watling, Black River, D. Treas.
W. R. Robinson, Newcastle, D. Chap.
Miss B. Loggie. Pt. aux Car, D. M.
Miss Maggie McDonald, " D. G.
J. D. Noble, Hardwick, D. S.
Malcolm McNaughton, Black River, D. D. M.
Alex. Cameron, Black River, D. A. S.
James Godfrey, " P. D. C. T.

The next meeting will be held with Ever Onward Lodge, Napan, on the second Friday in September.

An Attractive Entertainment.

Miss Annie Louise White, who has the reputation of being the most versatile and gifted elocutionist before the public on this side of the Atlantic, is to appear in Masonic Hall, Chatham, on Thursday of next week in a very attractive programme which will include the exciting and difficult Chariot Race from Ben Hur. Referring to her second night in Moncton on 26th ult., the Times of that city says:—

"Miss White is by far the best elocutionist that ever visited this city. The *Times* representative says this not on his own responsibility, but the sentiment is voiced by all who attended the recital last night. The rendering of the 'Chariot Race' was simply grand. Her imitation of bird tones was very neatly done. Every piece rendered deserves the loudest praise.

The Richmond, Va., Times on 9th May last says:

"Miss White's reciting brought tears to the eyes of many of her hearers."

And the Waco, Texas, Day says:—

"Miss White's recitations of Winning Cup was better than going to a horse race, and was realistic to a degree that marks the young women as a clever portrayer. Her clever mimickey was also deserving of mention."

We hope the fair and gifted reciter will have a good house.

Races at Richibucto.

RICHIBUCTO, July 14.—This town was the scene of stir and bustle yesterday occasioned by the races in the Driving Park. A large number of persons from Moncton and the neighbouring districts were present who pronounced the races a grand success in every particular. The races consisted of a 2.38 class, a 2.50 class and a green race.

In the 2.38 class the entries were; Sir John, owned by D. Holland, Moncton; John M., Mr. Annan, Summerside. and Daring Dan, A. Nelson, Sackville, The race was won by Sir John, with John M. second and Daring Dan third; fastest time 2.44½.

In the 2.50 class Morris, owned by P. Delahunt, Moncton; John C., Mr. Johnson. Summerside; and Country Girl, J. Richardson, Sackville, Billy Wallace, C. Herbert, Richibucto, were the starters. The race was won by Morris, with Billy Wallace second and Country Girl third. Best time 2.58.

In the Green Race there were two starters-Sir William Wallace, owned by J. E. Girvan, Bouctouche, and Annie J., John McCoy, Richibucto.

The Canada Eastern Railway.

An important change has taken place in the affairs of the Canada Eastern railway, Senator Snowball of Chatham, who, up to last week, was owner of one-half of it, and its general manager, having sold out his interest to Alex. Gibson, Esq., the well-known lumber and cotton manufacturer of Marysville, who was his partner in its construction and had been its manager before Mr. Snowball took control some two years since. Pursuant to his becoming sole proprietor, Mr. Gibson took charge of the property and resumed its management on Saturday last.

This railway which runs from deep water at Chatham to Gibson, opposite Fredericton is one hundred and nineteen miles long and forms an important connecting link between the North Shore and western points. Under Mr. Snowball's management, it did a large proportion of the fish, pulp, shingle, bark and other carrying business from the Miramichi and north shore to Boston, New York and other United States points, had a large coal traffic and was, in every way a great advantage to the business people of the country. The possibilities of its usefulness were, however, not fully realised, because of antagonistic influences which were directed against it at its western end. It is hoped, however, that the new management will have a fairer field and that the road will continue to be, as it has in the past—so far as intelligent and well directed effort on Mr. Snowball's part could make it—a great aid in developing the part of the country through which it runs.

We observe that Fredericton and St. John correspondents of some of the leading dailies intimate that when Mr. Snowball took charge of the road some two years ago, he discharged some of the leading officials and replaced them with other men. It is only fair to say that he did not discharge a man, nor did he lower the rank or pay of any In some instances, he promoted men whom he found in the service of the road. No man was discharged for a year or more, and then one was dismissed for intoxication and neglect of duty and one or two others have been similarly dealt with since for good cause. In the management of so large an interest discipline and methodical system should prevail, and whoever controls the Canada Eastern will find their enforcement as necessary in its affairs as they are in those of other railways. It is the duty of all to aid, rather than retard the efforts of men who put capital in and devote their time and talents to the working of such great public enterprises, and newspapers—especially city dailies, which are supposed to be conducted on a plane above that of village gossip—ought to find something of greater breadth than the imaginary dismissal of a man or two some years ago to note in connection with the purchase by Mr. Gibson of so large an interest as that which became his on Saturday last. Chatham station has furnished more than one half of the freight traffic of the road in the past, and we, therefore, feel that the interests of the town may be largely affected by the change that has taken place. There is no good reason, however, why the same friendly feeling and recognition of mutual interests that have existed heretofore between our people and the railway management should not continue.

We are glad to hear that Mr. Watters continues to control the administration of the road's affairs here, and that Mr. Johnston remains at his post at the station. Mr. Shaw—the efficient auditor—goes to the new headquarters at Gibson and we are sorry to part with him. Mr. McLoon, who was paymaster, is still with us, having accepted a position with Mr. Snowball, as has, also, Mr. Alcorn, late Mechanical Superintendent, who takes charge of Mr. Snowball's machine shop.

The Blackville-Indiantown Branch.

The matter of the Queen *vs.* the Canada Eastern Railway, in which application was made for an order to commit the president and manager of the railway for not opening the branch line between Blackville and Indiantown, came up at Ottawa on 15th inst., when counsel for the railway, instructed by Mr. Snowball, attended at the court and informed the registrar that he had material to meet the Crown's application to commit. In the absence of Crown counsel and the judge, however, the whole application lapsed. It, therefore, appears that the Crown—should it think fit—will have to begin *de novo*, but, in the meantime, Mr. Snowball has made such efforts to get the road in position to be opened for traffic that the cars will probably be running under the new management in a few days, rendering further proceedings at Ottawa unnecessary.

Yachting.

The Halifax yacht, Wym, with her owner—Mr. Wm. Young—on board, arrived at Chatham last Wednesday. Mr. Young, assisted by one man only, has sailed the trim little craft all the way from Halifax, calling at a number of intermediate harbors. The Wym appears to be a small craft to make so long a voyage, but as she is non-capsizable, and both her owner and his assistant are thoroughly experienced yachtmen, the trip has had just about enough of the element of danger in it, to test their qualities as seamen and make the outing a healthful and interesting one.

The Wym was designed by the famous Fyfe of Fairlie, Scotland and somewhat resembles our own commodore Miller's Maude, although she is more rakish-looking and is deeper, drawing seven feet of water. She has a four-ton lead keel, iron and elm frame, pitch pine planking, British Columbia cedar ceiling and cabin finishing. Her dimensions are, 35 ft over all; 26 ft. water line; 7 ft. 4 in. beam; 6 ft. 6 in. hold and she measures 5.75 tons.

The exceedingly rough weather in the straits caused the yacht to leak, and Mr. Hutchison kindly placed his haul-up slip at Douglastown at Mr. Young's disposal, and she was hauled out on Saturday. The planking and other seams, however, did not appear to be disturbed or strained in any way, although Mr. Jas. Henderson, the veteran yacht-builder, went over the bottom and did some calking, wherever an opportunity to do so presented itself. The leaking was, doubtless, by way of the lead keel bolts and will occur again in a heavy "sea way." Miramichi yachtsmen are glad to welcome Mr. Young and his yacht, which, on Thursday last, beat the whole fleet of our local club in the ten-mile race of that day.

The second Miramichi yacht club race of the season took place last Thursday over the Newcastle-Chatham course. The start was at Newcastle, from the line of Call's and the opposite ferry wharf, the turn a stake boat off Chatham, between the Canada and England wharves, and the finish at the starting line—about 10 miles. There was a comparatively light breeze from the east, with occasional puffs which showed what the best yachts could do if they had wind enough. The owner of the Halifax yacht Wym was invited to an honorary participation in the race with his trim craft, and his acceptance gave the event an additional interest. The chief feature, however for the many spectators, as well as for the local participants, was the appearance, for the first time in a club race, of the new Currie yacht Lea-Rig, and, although the Halifax boat easily led the fleet, it may be said that everybody was glad to see the Currie flyer win handsomely against all the Miramichi boats, notwithstanding an accident after the start that handicapped her very seriously and which—had she been in less experienced or less efficient hands—would have put her out of the race entirely. It was no less than the breaking away of her weather shrouds off Rose-bank, by reason of the iron eye to which they were attached separating from the mast-ring at the hounds, so that the rigging fell down upon the deck. Mr. Ernest Hutchison, who was acting as sailing-master, at once determined to repair damages and he had an able coadjutor in Mr. Andrew Currie—son of the builder of the boat—who was soon seen at the mast head at work, while the crippled craft was holding her own with the fleet "on the other tack." Temporary stays were bighted around the hounds, set taut below, and the Lea-Rig was all right again.

The whole race may be characterised as a five-mile beat to windward with the tide, and a wing-and-wing run back to the starting-point, in a moderate breeze. The yachts engaged and their time were as follows:—

Yacht	Start	Turn	Finish	Elapsed time
Oriana,	1 29 16	2 58 53	3 48 31	2 19 15
Wym	1 29 54	2 36 30	3 26 18	1 56 24
Blondy	1 29 55			
Calypso	1 30 16	3 15 00		
Starling	1 30 28	3 08 55	4 00 23	2 30 00
Lea-Rig	1 30 42	2 54 27	3 42 29	2 11 38
Kittoch	1 30 48	3 00 49	3 54 13	2 23 24
Maude	1 31 31	2 57 32	3 50 01	2 18 30
Kilbride	1 32 57	3 11 05	4 00 59	2 28 02

Calypso dropped out of the race after making the turn, owing, it is said, to injury to her rudder-post. Blondy made a good showing running up-river before the race, her owner saying he had beaten the fleet four miles, which was glory enough for one day, so "the subsequent proceedings interested him no more." Maude, it will be seen, started last but one and overhauled all the Miramichi boats save the new flyer. It was however the "light-winders" day.

The Wym was piloted by Mr. Robert Walls, and the work could not be in better hands. August 10th is the date for the next club race, which will be sailed over the Black Brook course.

The World has, heretofore, appeared to be in line with the spirit of enterprise which prevails amongst Miramichi yachtsmen, and seemed disposed to encourage those who wished to keep the Miramichi Yacht Club to the fore in the quality, speed and general excellence of its fleet. It was therefore, quite a disappointment to those who were accustomed to read the generally crude, but well meant utterances of that paper, to find it out on Saturday last, calling upon the Club to "legislate" so as to prevent any craft above the size of the largest of the present fleet from being enrolled on its register. Its reason, as stated, seems to be because its yachting editor believes that the bigger the yacht the better is its chance to win in a race, notwithstanding the time allowance for extra size.

Two Club yachts were built during the past season on the Miramichi, and, of course, one of them was the better boat. That was because the builder of the good sailer was an experienced man in such matters and had an intelligent conception of what he was doing, from first to last. The other being an amateur in yachting, accepted an experimental model and plans made for him by another amateur, became enraptured over a few theories of his own, and "made a mess of it." To the yachtsman, with the right stuff in him, that kind of experience would be profitable. He would realise that theory unassisted by experience and technical knowledge, is no good, and that he who would excel in yacht-building must first accumulate years of experience in owning and sailing yachts, besides informing himself, as far as possible, as to all developments of the subject, the world over. In this day, when all the avenues of science are open to students, and the specialist has only to seek intelligently in order to know who and what are the best in his line; when the most intelligent conceptions of those who make life-studies in particular departments of scientific research are published, illustrated and discussed in the press, those to whom such avenues of information are open should not be caught napping, nor should one failure cause them to grow pessimistic.

We hear of a member of Miramichi Yacht Club who proposes to build a thirty-footer, largely with new material, and with new features, as to model, draught, etc. There may be others who are moving ahead in a similar way, and we are quite sure that nine out of every ten of the club's members will feel like encouraging, instead of legislating against these, while they will preserve the same attitude toward those who may seek to improve upon boats of the present maximum waterline. At all events, if the proposition to limit water-lines to twenty-seven feet is to be seriously considered by the club, as the World writer seems to assume, let all the members have due notice of the time and place of discussion, so that nobody may be taken by surprise. We don't believe, however, that there will be any feeling but one of quiet amusement over the proposed legislation, so vehemently advocated, for all concerned know exactly how the wind blows in certain quarters, where life preservers are an indispensable part of the outfit. It would, perhaps, be unfair not to give the writer referred to some credit for profiting by experience, for we observe that he says:—

"It would be well, also, in view of the accidents that happen occasionally, if the club required every yacht competing in a race to carry a life preserver or its equivalent for each person on board, as a case of drowning would be a sad damper on the sport."

The saddest feature of what nearly happened—once off Lamont's wharf during a race and also on two more recent occasions—all to the same yachtsman—would doubtless be the loss of life involved, but, if legislation is to be had in any direction, let us first aim it against the building of crank yachts by crank yachtsmen, who write of *cork*-ing seams, about 8-ton lead keels on five and three quarter ton yachts, "gear" with which they are fitted, and who refer to the great yacht-designer, Fyfe, as "Will Fife."

New York.

MR. GEORGE EDGETT, writing from New York for a half dozen bottles of Hawker's Nerve and Stomach Tonic, said he had tried one bottle and it was just what he wanted to tone up his nervous system and build him up. It had been recommended to him by a friend in New York. If you are run down, weak or nervous, try this valuable restorative Tonic, it will build you up.

A J. P. Badly Sold.

A Halifax despatch of the 10th says—A "green goods" fakir duped recently one of Her Majesty's justices of the peace out of $220. The fakir was a tall, sleek-tongued man, and confided to the magistrate that he had a $1,000 package of "green goods" "in bond" at Amherst, which he would dispose of for $110 genuine money. The justice of the peace took the bait and handover the cash. Half an hour later he returned with an alleged despatch saying the face value of the green goods was $2,000, instead of 1,000, and the lowest he could take was $220. The magistrate handed over another $110. Subsequently he discovered that he was duped. He sought out the fakir and breathed out threats and slaughter, but the fakir was cool as a cucumber. He remarked that he had already served a term in the penitentiary and if he had to serve another term he would desire no more agreeable companion than one of Her Majesty's justices of the peace.

The magistrate saw how badly he was duped and kept mum.

Gloucester County Court.

The July term of this court opened at the Court House, Bathurst on Tuesday of last week, Judge Wilkinson presiding.

There were not many cases entered, only two to come before a jury, as follows:—

Joseph Irene LeBoutillier, vs. Richard Young—Action of assumpsit, entered by Mr. Landry, defended by Mr. Tweedie.

Joseph Irene LeBoutillier, vs Richard Young—action of trespass, entered by same counsel and defended by same.

There was also an application for judgment as in case of a nonsuit in Francis Gatain vs. John Thompson. The application on behalf of the defendant was by Mr. Harquail, opposed by T. Swayne Desbrisay.

The defendant shewed a prima facie case for the application, but this was attacked by shewing that the defendant had been discharged under the Act 38 chap. consolidated statutes in this very cause, as having no property, real or personal, and was now without the jurisdiction of the court. This the judge thought sufficient for refusing the application, on the plaintiff entering a stay of processus and paying a portion of the costs the defendant had incurred in making the application.

There was also an interesting application made on behalf of the defendant in a case of the Bank of Montreal vs Forest, for a judge's summons calling on the sheriff or deputy sheriff of Restigouche to shew cause why a sum of money paid into the hands of the deputy on the arrest of the defendant should not be returned to him on his putting in good bail. The application was on the ground that the money was paid to the deputy only as temporary security to enable the defendant to proceed in the steamer, it being stated that it was understood that the money was to be returned on defendant putting in bail, which he had offered to do. In refusing the summons the judge held that the money was either lodged in the ordinary way in lieu of bail, in which case the Act expressly provides it must be retained till after judgment, or, as stated by the defendant, only as temporary and till bail was put in. If the latter was the case it would be contrary to the sheriff's duty and in the nature of a permissive escape, in which case the sheriff could not retake the defendant or compel him to put in bail. It was a matter that must rest between the parties and that even if the defendant could get back the money, concerning which he expressed no opinion, it would have to be by action, not by summary application in this way.

The assumpsit jury case was tried. Plaintiff's claim was for $391 largely made up of charges for services to defendant.

Mr. Tweedie, for defence, showed that, if plaintiff had any claim at all it was not against R. Young individually, but against the firm of J. & R. Young for whom he had worked. Defence then proved an offset against plaintiff of $458, and after making reasonable allowance to him for certain trips to Caraquet, etc., the jury found that he was indebted to defendant in the sum of $40.10.

The trespass case was withdrawn.

News and Notes.

Mr. Gladstone says he will again stand for election in Midlothian.

The Earl of Aberdeen is not expected to reach Canada until the middle of September.

It is thought in Constantinople that the khedive's visit to that city is going to embarass Great Britain in the government of Egypt.

The first clause of the army bill was passed by the German reichstag last Thursday by a vote of 198 to 187.

Mr. Walter Rowan, of the Post office Department, Ottawa, and formerly of St. John, in a fit of delirium on Tuesday night, threw himself down stairs with suicidal intent. Failing by that method he hacked his throat with a razor and also swallowed some poisons. He will probably recover.

It has been decided that foreign exhibitors at the World's fair may sell their exhibits for delivery after the exposition.

The steamer Falcon, with the Peary expedition, left St. John's, Nfld., for Greenland last Friday night.

The West Shore day express was wrecked at Newburgh, N. Y., last Thursday. Six or seven persons were killed and over twenty were injured.

In view of the distress caused by the drought the exportation of fodder, exclusive of cereals, from Austria and Hungary has been prohibited.

The Beaver line steamship Lake Nepigon, which was ashore in the straits of Belle Isle, has been got off and towed to Quebec by the wrecking steamer Lord Stanley.

The straits of Belle Isle are full of icebergs and steamships have to pick their way.

There was a large attendance at the Denver silver convention last week. Governor Waite mada a rabid speech, and was ridiculous in some of his utterances.

The official figures give the total attendance at the World's Fair during May at 1,050,237, and for June 2,675,113.

The exact number of families homeless by the last fire at Fairville, St. John, is 60, and the estimated loss is $75,000, with $30,000 insurance.

A hailstorm which struck Fergus Falls and district, Minn, the other day was very disastrous. Farm after farm lost everything growing. Fully twenty thousand acres were damaged and $100,000 will not cover the loss.

Attorney General Little, of Kansas, intimates that the State Administration has thrown prohibition overboard, and will not invoke the legal machinery of the state to enforce the law. all because the people are unable to pay their taxes. He says a license law is wanted.

RHEUMATISM CURED IN A DAY :—South American Cure for Rheumatism and Neuralgia radically cures in 1 to 3 days. Its action upon the system is remarkable and mysterious. It removes at once the cause, and the disease immediately disappears. The first dose greatly benefits. 75 cents. Warranted by J. Pallen & Son.

My Toothache!

If an exclamation heard every hour in the day. Toothache is the most common ailment of young and old, and in the aggregate inflicts more suffering than perhaps any other single complaint. A one minute cure is just what every person desires to possess. Nerviline—nerve pain cure—acts almost instantly in relieving the agony, and a sample bottle affords a quantity sufficient for 100 applications. 10 cents fills the bill. Polson's Nerviline is the only positive remedy for toothache and all nerve pains. Sold by all dealers in medicine.

Young Men's Christian Association Of Chatham.

Meetings held every week in their rooms up-stairs, Barry's Building, as follows:—

Sunday morning at 10 o'clock, for Prayer and Praise.

Monday evening at 8 o'clock, for Bible Study.

Tuesday evening at 8 o'clock, for Training class.

All young men are most cordially invited to all of these meetings.

DIED.

At the residence of her son, Alfred Street, Fredericton, on July 14th, 1893, Joanna Pope Street, widow of the late Rev. S. D. Lee Street, formerly rector of Woodstock, N. B., in the 83rd year of her age

Shipping News.

PORT OF CHATHAM.

Entered from Sea.

July 14—Bktcen Hasbet 289 Johnson Penzance J B Snowball bal
14—S S Lochiel 1413 Ellis Ardrossan J B Snowball bal
18—Bk Cristeforo Colombo 832 Ageno Antwerp J B Snowball bal

Entered Coastwise.

July 14—Sch St Peter 15 Gillis Tignish master produce
14—Sch Bessie S Keefer 79 Horton Glace Bay M S F Co coal
14—Sch Maria 28 Lewis Kouchibouguac W S Loggie gen cargo
14—Sch Caughnawaga 14 Duguay Tracadie W S Loggie gen cargo
17—Sch Samuel Ober 66 Wolfe Charlottetown master gen cargo
17—Sch Glen 21 Handrihan Tignish master produce
17—Sch Jennie May 19 McGrath Tignish master produce
17—Sch Restive 71 Walsh Cow Bay M S F Co coal
17—Sch Florence May 74 Brean Summerside J W & J Anderson bal
18—S S C M Winch 49 Rhude Cow Bay Towing barge
18—Barge Mabel 247 Florian Cow Bay M S F Co coal
19—Sch Autumn Bell 75 McLean Pictou J B Snowball coal
19—Sch Evening Star 28 Ache Shippegan J B Snowball lobsters
19—Sch Caughnawaga 14 Duguay Tracadie J B Snowball lobsters

Cleared for Sea.

July 13—Bk Tristad 957 Anderson Barrow J B Snowball deals
15—Sch Jefferson 309 Dixon New York W Richards Laths
15—Bk Hermes 549 Tellepsen Plymouth E Hutchinson deals
18—Bk Curler 804 Larkin Liverpool W M McKay deals
19—Bk Marshman 490 Karlsen Conway F E Neale deals

Cleared Coastwise

July 13—Sch Martha Jane 34 Spencer North Sydney Sidney Salter lumber
13—Sch Lorne 18 Sonier Miscou W S Loggie gen cargo
13—Sch Marcou F 23 Mauzeroll Tracadie W Ferguson gen cargo
14—Maria 28 Lewis Kouchibouguac W S Loggie gen cargo
15—Sch Caughnawaga 14 Duguay Tracadie W S Loggie gen cargo
16—Frank 21 Miller Tignish master lumber
16—Sch May B 14 McEacheran Fishing R Allan supplies
17—Sch Katie Bell 11 Campbell Fishing master supplies
18 Tug C M Winch 49 Rhide Glace Bay towing barge
18—Barge Lizzie 244 Florian Glace Bay master lumber
18—Sch Margaret Ann 59 Buckler Pictou E Hutchison lumber
19—Sch Jennie May 19 McGrath Tignish master gen cargo
19—Sch Caughnawaga 14 Duguay Tracadie master gen cargo

PORT OF NEWCASTLE.

Entered from Sea.

July 18—Bk Ruby 257 Ferguson Coleraine D & J Ritchie & Co bal

Entered Coastwise.

July 12—Sch W J B 66 Jean New Carlisle C E Fish bal
13—Sch Life Boat 47 Blompeid Pictou M Russell coal
17—Sch Minnie Scott 24 Kennedy Summerside Churman & Co bal

Cleared for Sea.

July 12—Sch Nellie Reid 79 Reid New York D & J Ritchie & Co laths
14—Bk Wandire 438 Nelsen Preston Dock D & J Ritchie & Co lumber

Cleared Coastwise.

June 12—Sch Marie Joseph 56 Damour Magdalen Islands master shingles
13—Sch Life Boat 47 Blompeid Pictou D & J Ritchie & Co lumber
17—Sch Minnie Scott 24 Kennedy Summerside Churman & Co lumber

PORT OF CARAQUET.

Entered Coastwise.

July 10—Sch Althaea 56 Albert Shippegan W Fruing & Co Sundries

Cleared Coastwise.

July 13—Sch Althaea 56 Albert Quebec W Fruing & Co bal

PORT OF RICHIBUCTO.

Entered Coastwise.

June 12—Sch Sylvia Jane, 23, Wright, Summerside, cargo.
13—Sch Lochiel, 41 Smith, Summerside, cargo.
14—Sch Welcome 44, Smith Charlottetown, bal.
14—S G Marshall, 51, Smith, Charlottetown, bal.
15—Sch Mary May, 63, McKay, Rustico, bal.
17—Sch Surprise, 18, Anderson, Charlottetown, cargo.
19—Sch Scud, 27, Gaudet, Summerside, bal.
20—Sch Matilda, 46, Hanes, Sydney,
20—Sch St Patrick, 11, White, Shediac, cargo.
21—Sch Azof, 37, Trenholm, Cocagne.
21—Sylvia Jane, 23, Wright, Summerside, bal.
21—Sch Advance, 21, Orr, Summerside, cargo.
22—Sch Blobdall, 66, Weston, Charlottetown, bal.
23—Sch Favorite, 55, Irving, Summerside, cargo.
23—Sch Fanny, 26, Doucett, Charlottetown, cargo.
24—Sch Morning Light, 46, Sutton, Georgetown, bal.
28—Sch Speedaway, 9, Milligan, Charlottetown, cargo.
29—Sch Monitor, 35, Fraser, Pictou
30—Sch Annie C Brown, 58, Wade, North Sydney, bal

Cleared Coastwise.

June 21—Sch St Patrick, 11, White, Alberton, cargo
21—Sch Autumn, Bell, 15, Bridges, Tracadie, cargo
21—Sch Azof, 37, Trenholm, Charlottetown
22—Sch Sylvia Jane, 23, Wright, Summerside cargo
22—Sch Scud, 27, Gaudet, Summerside, cargo
22—Sch Advance, 23, Orr, Summerside, cargo
23—Sch Annie S, 30, Kating, Halifax, cargo
23—Sch Two Brothers, 22, Boyes, Halifax, cargo
24—Sch Matilda 46 Haines C Britton cargo
26—Sch Amy B 60 Williston Chatham cargo
27—Sch Blondell 66 Weston North Sydney cargo
27—Sch Morning Light 46 Sutton Charlottetown cargo
28—Sch Speedaway 9 Mellican West Point cargo
29—Sch Fanny 26 Doucett Rustico cargo
29—Sch Monitor 35 Fraser Harbor au Bouch
30—Sch Favorite 55 Irving Charlottetown cargo
July 4—Annie C Brown 58 Wade Montague cargo
6—Sch Advance 23 Orr Summerside cargo
7—Sch Maggie Rodd 43 Malley North Sydney cargo
7—Sch S G Marshall 51 Smith Charlottetown cargo

PORT OF DALHOUSIE.

Entered from Sea.

July 4—Bk Agat, 595, Halvorsen, Great Britain, G. Moffat & Co

Entered Coastwise.

June 30—Sch Epopt, 14, Le Moy, New Richmond, Willet.
July 4—Str Admiral, 408, Dugal, Gaspe.
—Sch Mary E, 73, La Vash, Pictou, Chas Powell, coal.

Cleared for Sea.

June 29—Bk Stjemer, 322, Hellum, Glasgow, G Dutch, pine deals.
30—Bk Gumo, 891, Lango, Mersey, G. Moffat, deals.
July 3—Bk Urania, 312, Johannsen, Glasson, Dock, G. Moffat deals.

Cleared Coastwise.

June 30—Sch Epopt, 14, Le Moy, Carlisle, G. Willet.
30—Str Admiral, 408, Dugal, Gaspe.

PORT OF CARAQUET.

Entered Coastwise

June 21—Sch Hope, 18, Maral, New Carlisle, P. Rive, salt.
28—Sch John Bull, 20, Holmes, New Carlisle, C. Robin Collas & Co., salt.
30—Sch Four Brothers, 25, Albert, Dalhousie, R. Young, flour.
July 3—Sch Mary Star of the Sea, 59, Lantaigne, Bathurst, master, shingles.
6—Sch John Bull, 20, Holmes, New Carlisle, C. Robin Collas & Co., salt.

Cleared Coastwise.

June 19—Sch Hope, 18, Maral, New Carlisle, P Rive, bal.
28—Sch John Bull, 20, Holmes, New Carlisle, C. Robin Collas & Co., bal.
30—Sch Four Brothers, 25, Albert, Dalhousie, R. Young, lobsters.
July 3—Sch Mary Star of the Sea, 59, Lantaigne, Charlottetown, master, shingles.
3—Sch John Bull 20, Holmes, New Carlisle, C. Robin Collas & Co., fish.

PORT OF SHIPPEGAN.

Entered Coastwise.

July 3—Sch Evening Star, 28, Ache. Chatham, master, gen cargo.
6—Sch Wm Sinclair, 17, Paquet, Chatham, W. S. Loggie, gen cargo.
7—Sch Althaea, 56, Albert, Quebec, Wm Fruing & Co., gen cargo.

Cleared Coastwise.

July 3—Sch Evening Star, 28, Ache, Chatham, master, lobsters.
6—Sch Wm. Sinclair, 17, Paquet, Chatham, W. S. Loggie, lobsters.

PORT OF NEW BRANDON.

Entered from Sea.

July 7—Sch Demozelle, 163, Tower, Boston, C. H. Read, freight.

Entered Coastwise.

July 3—Sch Maria, 25, Landry, Caraquet, Master, bal.

Cleared Coastwise.

July 3—Sch Maria, 25, Landry, Rustico, master, cargo.

PORT OF BUCTOUCHE.

Entered Coastwise.

July 1—Sch Mary Queen, 46, Charlottetown, bal,
—Sch Lochiel, 41, Shediac, bal.
6—Str Alice, 10, Shediac, bal.
7—Sch Mary Carvell, 47, Arwell, cargo.
7—Sch Maggie H, 59, Canso, bal.
8—Sch Comet, 62, Harbor au Bouche, bal.
8—Sch Midway Bell, 50, Murray Harbor, J D. Irving, bal.
14—Sch Minnow, 35, Charlottetown, J. D. Irving, cargo.

Cleared Coastwise.

July 1—Sch Neil Dow, 48, Hawksbury, J. D Irving, lumber,
1—Sch Lochiel, 41, Cocagne, bal
3—Sch Minnow, 35, Charlottetown, J. D. Irving, lumber.
6—Mary Queen, 46, Hawksbury, lumber,
6—Str Alice, 10, Shediac, J. D. Irving, bal.
11—Sch Comet, 63, Richibucto, E. D. Cormier, lumber.
12—Sch Midway Bell, 50, Murray Harbor, lumber.
12—Sch Maggie H, 59, Canso, lumber.
14—Sch Mary Carvell, 47, Hawksbury, lumber.

PORT OF TRACADIE.

Entered Coastwise.

July 6—Sch Annie M Pride, 48, Pride, Canso master, salt and provisions.
6—Sch Lizzie D, 17, Sonier, New London, Jas Davidson, bal.
10—Sch Eagle, 29, Sonier, Charlottetown, W. Ferguson, bal
10—Sch Marion F, 23, Mauzeroll, Chatham, W. Ferguson, flour.
10—Sch Caughnawaga, 14, Duguay Chatham, J. & R. Young, flour.
10—Sch I H S, 40, Sonier, Charlottetown, master coal.
11—Sch Lizzie D, 17, Sonier, Chatham, Jas Davidson, gen cargo.

Cleared Coastwise.

July 3—Sch Caughnawaga, 14, Duguay, Chatham, master, lobsters.
6—Sch Lizzie D, 17, Sonier, Chatham, master