

HOTELS.

QUEEN HOTEL,

Queen Street, Fredericton, N. B.

THIS HOTEL has been REBUILT AND PAINTED IN THE MOST ATTRACTIVE MANNER... THE TABLE is always supplied with every delicacy available...

W. M. WILSON,

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

RAILROADS.

NEW BRUNSWICK RAILWAY CO.

ALL RAIL LINE TO BOSTON, &c.

The Short Line to Montreal, &c.

ARRANGEMENT OF TRAINS In Effect December 30th, 1889.

LEAVE FREDERICTON.

7.00 A. M.—Express for St. John and intermediate points.

10.00 A. M.—For Fredericton Junction, St. John, and points East.

2.55 P. M.—For Fredericton Junction and St. John, connecting with the Junction and Montreal Express via "Short Line" for Montreal.

RETURNING TO FREDERICTON FROM St. John, 9.40, 11.30, a. m.; 4.10, p. m.

LEAVE GIBSON.

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

ARRIVE AT GIBSON.

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

A. J. HEATH, G. W. CHAM, Gen'l. Pass. and Ticket Agent, F. M. Manager.

INTERCOLONIAL RAILWAY.

1889 SUMMER ARRANGEMENT 1889

On and after Monday, June 10th, 1889, the trains of this railway will run as follows:

TRAINS WILL LEAVE ST. JOHN.

Day Express for Halifax and Campbellton..... 7.00

Accommodation for Point du Chene..... 11.10

Fast Express for Halifax..... 14.30

Express for Sussex..... 16.35

Fast Express for Quebec and Montreal..... 16.35

A parlor car runs each way daily on express trains leaving St. John for Quebec and Montreal.

TRAINS WILL ARRIVE AT ST. JOHN.

Express from Sussex..... 8.50

Fast Express from Montreal and Quebec..... 10.30

Fast Express from Halifax..... 14.50

Day Express from Halifax and Campbellton..... 20.10

Express from Halifax, Pictou and Malgourette..... 23.30

The trains of the Intercolonial Railway to and from Montreal are lighted by electricity and heated by steam locomotives.

All trains run by Eastern Standard Time.

D. POTTER, Superintendent.

For tickets and other information, apply at the office of JOHN RICHARDS, Agent, Fredericton.

NORTHERN & WESTERN RAILWAY.

WINTER ARRANGEMENT.

Effect Nov. 25th, 1889.

TRAINS RUN ON EASTERN STANDARD TIME.

A PASSENGER, MAIL AND EXPRESS TRAIN will leave Fredericton daily (Sunday excepted) for Chatham.

LEAVE FREDERICTON.

2.40 p. m. Gibson, 2.45, Maryville, 2.50, Marston's River, 3.00, Durham, 3.05, Cross Creek, 3.10, Sibley, 3.15, Doakton, 3.20, Upper Blackville, 3.25, Chatham Junction, 3.30, arrive at Chatham, 9.00.

RETURNING, LEAVE CHATHAM.

Chatham Junction, 7.00, Upper Blackville, 7.05, Doakton, 7.10, Sibley, 7.15, Cross Creek, 7.20, Durham, 7.25, Maryville, 7.30, Gibson, 7.35, arrive at Fredericton, 1.00.

Connections are made at Chatham Junction with the C. C. Railway for all points East and West, and at Fredericton with the N. B. Railway for all points West and at Gibson for Woodstock, Eglar, and Pictou. Connections are also made at St. John and at the Union S. N. Co. for St. John, and at Cross Creek with Stage for Grand Falls.

For tickets and other information, apply at F. B. Edgcombe's dry goods store.

THOMAS HOBEN, Superintendent.

Gibson, N. B., May 18th, 1889.

NORTHERN AND WESTERN RAILWAY.

ON AND AFTER MONDAY, October 1st, All Trains will Leave and Arrive at Fredericton Station, West End of Bridge, instead of Gibson as heretofore.

All Freight to and from Fredericton will be received at Fredericton Station, Freight to and from Gibson will be received at Gibson Station.

THOS. HOBEN, Superintendent.

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CONSON'S ANODYNE LINIMENT. -UNLIKE ANY OTHER.- AS MUCH FOR INTERNAL AS FOR EXTERNAL USE. Established 1810.

CONSUMPTION SURELY CURED. TO THE EDITOR: Please inform your readers that I have a positive remedy for the above named disease...

HOLLOWAY'S PILLS AND OINTMENT. THE PILLS FOR SORE THROATS, BRONCHITIS, COUGHS, COLDS, &c.

ADAMS BROS. FUNERAL FURNISHING - UNDERTAKERS, OPP. QUEEN HOTEL, FREDERICTON.

ADAMS BROS. SPECIAL NOTICE. IT IS ONLY A SHORT WHILE SINCE LUCY & CO. started their present undertaking, and they can now with pride boast of having one of the best.

ADAMS BROS. SPECIAL NOTICE. It has been discovered that by means of the circulating blood any organ of an animal can be paralyzed or stimulated into action...

ADAMS BROS. SPECIAL NOTICE. The statistics of divorce in the United States are as follows: In the year 1887, there were 25,356 divorces granted...

ADAMS BROS. SPECIAL NOTICE. The following is claimed to be the best known remedy for diphtheria: In the first indication of diphtheria in the throat of a child make the room close; then take a tin cup and pour into it a quantity of tar and turpentine, equal parts. Then hold the cup over a fire so as to fill the room with fumes...

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HORSES AND HORSEMEN.

OF INTEREST TO OUR READERS.

The Italian Government has just paid \$12,000 for the stallion Elwood Medium, 2,241, by Happy Medium. He was foaled in 1874.

An extraordinary and fatal malady has appeared among horses in Lincolnshire, England, and no cause for its explanation of its nature has been discovered.

Murphy & Colter, Woodstock, N. B., have purchased the colt Lord Dufferin 11,444, foaled 1888, by Endymion, 2,251, son of Dictator, dam Jessica, trill 2,241, by George Wilkes.

Baltimore reports are to the effect that Professor Ward has at his infirmary a horse with a clearly-defined case of influenza. The symptoms of gripple in the horse are similar to those of human beings who have it, beginning with sneezing.

BURNED TO DEATH. The tragic death of Bell Boy, the High Flying Stallion, occurred recently at the stable of Macy Bros. in Versailles, Key, the famous \$51,000 4-year-old stallion Bell Boy perished in the flames.

He was sired by Electioneer (son of Hambleton and Green Mountain Maid), and his dam was beautiful Bells by the M. B. second dam, Minnehaha, by Bald Chief.

Senator Stan. sold him as a yearling to Brown & Stockbridge, of Kalamazoo. As a 2-year-old he won all engagements handsily, and in October, 1887, made a record of 2:28 at Lexington.

In 1888, in the spring, he was sold for \$30,000 to Jefferson & Seaman, of Kentucky. In February, 1889, he was again put up at auction. The sale attracted the attention of horsemen all over the country, and when the horse was led into the ring he created a great sensation.

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NAPIER OF MAGDALA.

Lord Robert Cornelius Napier, G. C. B., G. C. S. I., died of the influenza.

He was at the time of his death one of the field marshals of the British forces, ranking next to the Prince of Wales; Colonel Commandant Royal Bengal Engineers and Constable of the Tower of London.

Lord Napier was born in Ceylon in 1810 and educated at the Military College, Addiscombe; entering the corps of Bengal Engineers in 1830 he served with distinction in the Afghan campaign, at the conclusion of which he was appointed engineer officer to the Diarbar of Lahore.

He was chief engineer officer on General Wagh's staff at the siege of Multan, and subsequently took a prominent part in the battle of Goojerat. As chief engineer in the Punjab, a position to which he was appointed at the conclusion of the conquest of that country, he planned and superintended the construction of an elaborate system of military and commercial railways which have been of inestimable benefit to the country.

He was perhaps best known as commander-in-chief of the expedition against the 1867. Transport difficulties were the most serious of the war, and he was called upon to overcome, and the way Napier surmounted them elicited general admiration. On Sir Robert Napier's return to England in July he received the thanks of Parliament, the sum of £2,000 per annum was settled on him and his next heir, in consideration of his services; he was elevated to the peerage by the title of Baron Napier of Magdala, and was presented with the freedom of the City of London and a sword of the value of £100,000.

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FARMING MATTERS.

HINTS-USEFUL TO THE FARMER.

Feeding Poultry.

Prof. C. F. R. Bellows, of Ypsilanti, who has just published a treatise on the subject of feeding poultry, tells the Poultry Breeder how he manages the feeding problem.

"My method of feeding varies so much that I can hardly describe it. In the main it is as follows: Soft feeding in the morning, made up of corn and ground oats one part, wheat bran two parts, mixed with boiling water.

"A light feed of corn consisting of scraps from the house, green stuff, etc., into which two or three times a week is put also a little meat. At night I feed the young birds corn, and the old ones wheat and oats, changing from one to the other from day to day with an occasional feed of corn."

"Twice or three times a week a kettle of boiled potatoes goes in the morning feed. As the pullets mature I lighten upon the corn as a regular feed, substituting wheat and oats."

"The above is the basis of my feeding, as I would say, but in that I constantly consider that variety and not uniformity is the spice of chicken life.

EGGS IN COLD WEATHER. The art of feeding may well be applied to poultry in winter, if eggs are expected. Feeding is a primary matter, but how many consider what they are trying to accomplish when feeding? There should always be some object in view, and the feeding, if properly done, should conform to the realization of that which is sought.

We said the "art" of feeding, for feeding is quite an art, and the science to keep it company. What do we feed to secure? Eggs—and in so doing we must look into the egg. We see it well-filled with rich, nutritious substances, and of a variety. Then we must adapt the food to the egg. It is not the quantity of food, but the quality of the food required to provide for the egg, and the egg, in consideration of his services; he was elevated to the peerage by the title of Baron Napier of Magdala, and was presented with the freedom of the City of London and a sword of the value of £100,000.

Knowing that the food should contain an excess of the carbonaceous, or heat-producing elements, we look to those substances that furnish the albumen. All foods contain these, but they vary in proportions. When the farmer throws down corn and feeds his hens liberally he may secure few eggs, as he is then feeding for the market, and not for eggs. A fat hen will not lay, and is as unprofitable as a fat sow for breeding.

What the hens most need is nitrogenous matter, for they can, if fed any grain at all, easily provide the yolk, lime, phosphoric acid, etc., but the large amount of albumen in an egg calls for more nitrogenous food than usually allowed. Some, improperly, ascribe the failure to secure eggs to a lack of green food. While some kind of bulky food such as clover hay, chopped fine and scalded, as well as cooked potatoes (and turnips) is excellent, yet the great desideratum is animal food, and if less grain be fed and more meat, either raw or cooked, there will be more eggs. Milk and curds are also suitable, but meat is better than anything else. As a pound of meat daily will be sufficient for a dozen hens, and amount the same as a pound of grain, the expense is a small matter compared to the high prices obtained for eggs in winter. It is not necessary to feed grain more than once a day. A morning meal of scalded, chopped hay, with some kind of animal food, and a night meal of grain, together with a few scraps of kitchen refuse, will keep warm, than any other method, and it will be cheaper than feeding three times a day on grain.

FEEDING FOR THE MARKET. The world's Berlin cable gives an interview with Privy Councillor Werner von Siemens, the famous electrician. "You are evidently not afraid of electric currents," he was asked. "No," he said, "the slightest. To me electricity is an obedient slave, and to the fierce demon which your New York papers seem to represent it."

"Do you think, then, the dangers we have in the use of electric light in America can be obviated?" "Yes," he said, "by well constructed underground conduits the danger of electric light wires can be totally abolished if low pressure currents are used, and the danger of fire from high pressure currents can be reduced to a minimum in