

Ottolene is the popular substitute for lard. It is used in cooking, baking, and for medicinal purposes. Sold by Grocers Everywhere.

Grand Mammoth Drawing. A lottery with a prize of \$1,000,000. Tickets are available for purchase.

St. Paul's. A religious or community notice regarding church services or events.

Commissioners. A notice regarding the actions or decisions of local government officials.

Capital, \$100,000. A notice regarding a financial institution or investment opportunity.

MAMMOTH DRAWING. A notice regarding a lottery with a prize of \$1,000,000.

SEND MONEY BY EXPRESS AT OUR EXPENSE. A notice regarding a service for sending money via express.

SHERIFF'S SALE. A notice regarding a public sale of property by a sheriff.

SCHER. GENERAL MIDDLETON. A notice regarding a public sale or auction.

Miramichi Advance. CHATHAM, N. B., MAY 18, 1893.

The Queen's Birthday.

Wednesday next is the Queen's birthday and a public holiday. The Advance is usually printed on Wednesdays, but next week the paper will go to press on Tuesday in order that the employees of the office may be afforded opportunity to enjoy the holiday.

Discrediting at Country.

The Globe is again in tears over the degeneration of public men everywhere. Having become a conspicuous failure in both local and Dominion politics, it has grown amazingly rabid in its assaults upon our successful public men, and also upon the political institutions of the country generally.

Who can forget the late Governor McLellan's denunciation of Sir Charles Tupper as the high priest of corruption.

It would be interesting to have the Globe explain its grounds for thus assailing the memory of the late Hon. Joseph Howe. Does it not know that Mr. Howe contended valiantly, with all the great ability which he undoubtedly possessed, against the scheme which confederation was carried?

Once in the heat of debate, when the late A. W. McLellan and Charles Tupper were opposing each other in the Nova Scotia Legislature.

The Globe's idea seems to be that those gentlemen should never have forgotten their old political antagonisms and united in the working out of the plan of confederation to the great success.

Next in the Globe's enumeration of the political rivals of its country are two dead men, who, of course, cannot now defend themselves.

Mr. R. Stevenson, who was leading figures in the episode known as the Brayley House caucus, some twenty-three years ago. The King-Beckwith government of that day was conspired against by a number of gentlemen, amongst whom were some who were elected to sustain it, but were induced to join Messrs. Gough, Hanington and others for the purpose of accomplishing its overthrow.

torney-generalship, although he had just entered the legislature for the first time.

Messrs. Hatway and Stevenson were approached immediately after the caucus separated, and negotiations were attempted with them in favor of the other aspirants for the office referred to, notwithstanding the solemn pledge given by all at the caucus that the personnel of the incoming government was not to be mentioned or discussed until the then existing ministry was voted out of office.

"The Bathurst Schools Troubles."

It is to be hoped that those who have complained against the Board of Education, the government of the Province and others in reference to the administration of the school law in Bathurst and vicinity, will pay due attention to the advertisement of Judge Fraser, which appears in this week's Advance. Judge Fraser was provincial Secretary in the government that passed the school law. He is a just man and will not doubt earnestly endeavor to get at the facts as to the vexed and vexing matter under investigation.

Our New Governor-General.

The Earl of Aberdeen, who has been appointed to succeed the Earl of Derby as governor-general of Canada, is the seventh Earl of Aberdeen and was born Aug. 3, 1847. He entered the House of Lords, on the death of his brother, as a Conservative, but in 1876 espoused Liberalism, and in 1880 he was elected to the House of Commons.

Canada's Norwegian Agent.

Mr. Sontum, recently appointed commercial agent for Canada, has just returned from Norway, and has received his instructions. He has already entered into arrangements with certain Canadian manufacturers and exporters to handle for them canned goods, flour, grain, etc.

The story concocted by the sensationalists to the effect that the New York Herald is to be sold to the Government.

The story concocted by the sensationalists to the effect that the New York Herald is to be sold to the Government, is entirely unfounded. James Gordon Bennett who owns the Herald, is about to put it into the hands of a corporation. His lawyer, Mr. John Townsend, who was also the agent for the sale of the Herald, is now in New York.

The Canadian Magazine.

The Canadian Magazine for May is bright, varied and interesting. It contains a credit to Canadian literary taste. The contents are: 'Education in Cram,' by A. H. Morrison; 'British Hopes and British Dangers,' by A. H. F. LeRoy; 'Is the Smell of the American Exhibits now, though in the position right, a little trifle different?' by H. W. Charlesworth; 'Is Cholera Coming?' by Dr. Byvoe, secretary of the Ontario Board of Health; 'The Canals of the World,' by H. W. Charlesworth; 'A Trip After Bark in Northern Ontario,' by D. B. Read; 'C. C. Books and Papers,' by Helen; 'Fishes of the World,' by H. W. Charlesworth; 'Waylay Law,' by Henry Levy; 'A Romance: 'To History Unknown,' by Stella E. Austin; besides several excellent poems.

THE BIGGEST SHOW

That to Be Seen Out of Doors at the World's Fair.

TENTS AS GREAT AS THE CIRCUS

But the latter, while not wholly finished, is a wonderful display, wherein the marvelous Record-Breaker, the Chicago's Fair—How to See the Exposition. The World's Fair, May 2.—It is the day after the great Columbian exposition is supposed to be ready to receive visitors from all over the world.

It should not be forgotten that the grounds and the palaces are themselves an exhibit. They are intended primarily to house and accommodate the machinery, the exhibits, the people, and the products of all the world.

It is an exhibit of the progress made in architecture in America, in building operations, in landscape design and decoration, in artificial illumination and in the use of machinery.

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How People Will Travel from Chicago to the Fair.

World's Fair, May 6.—[Special.]—Not the least interesting feature of the great exposition is the manner in which passengers are carried to it from the greater city. The fair, most readers will remember, is in Jackson park, and the distance from the central part of Chicago proper to the central part of the exposition grounds is about eight miles.

Washington is called the city of magnificent distances, but the distances are more magnificent in Chicago than they are in Washington. For instance, on a bright day one may stand on this lake front in the heart of the city and away off to the south the towers, domes and giant roofs of the fair loom up strong and clear against the horizon.

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ROADS LEADING TO THE FAIR.

at the southern end of the South Chicago electric road, not far from the Indiana state line connect with State street with the cable road, which will carry him to the center of the city, and then changing to the north side line contains his journey about twelve miles farther toward Wisconsin.

In good weather the steamers are sure to be a popular means of travel to and from the exposition. One company has in service, or will have soon as there is any demand for them, a fleet of ten or twelve large steamers. One of these is an enormous tubalock steamer named the Columbus. These boats start from the foot of Van Buren street, where a great pier, built for their accommodation, and land passengers at the pier on half mile length which extends from the foot of the grand basin in the exposition grounds. The voyage each will require about forty minutes of time, but when the weather is warm the trip will be refreshing and enjoyable.

Transportation of the hundreds of thousands of visitors to and from the park was a problem, it is true, but it has been satisfactorily solved. According to the figures given out by the managers of the various transportation lines there will be about 2,000,000 visitors to the fair in all. If anything like this capacity be developed in actual service there will be no overcrowding of any kind.

There are four principal routes to the World's Fair from the city. There are the trains on the Illinois Central railway, the elevated road, the city and county steamships, first in importance, perhaps, is the Illinois Central, which occupies the principal center part of the city and runs every two minutes, and carry passengers from the foot of Van Buren street, Chicago, to the center of the downtown district, to the exposition in fifteen minutes. There are also 10 cable cars, and the trains do not stop between city and the exposition. Passengers are carried four miles in 10 minutes.

Chicago has but one elevated railroad, and this is called the Allely line, from the fact that its route lies through the alley between State street and Wabash avenue. Where the road intersects cross streets the company had to buy a great deal of property in order to secure passage way for its structure. The city terminus of the road is at Congress street, which is about half a mile from Madison street, usually considered the downtown region, and recently the elevated road reached only to Thirty-ninth street, or but one-half the distance to the fair, but it has been extended to the exposition grounds and back to the passengers from the gates near the foot of each of these roads, and let's each way, and the time consumed is about twenty or twenty-five minutes per hour, and is already very popular.

The cable road which runs to the fair is the Wabash and Cottage Grove avenue line, the route of which is about four miles, and carries passengers at the rate of about thirty minutes per hour. The time consumed in going from city to fair is about forty minutes, and the fare is a nickel each way. The road runs to the foot of Washington park, and is a convenient means of reaching the Midway plaiance. Cable railways have been constructed in various parts of the city, and are a convenient mode of development in Chicago, probably more than being used here than in any other city of the country. There are several of these cable lines having their cars run on the streets in the principal part of town, and the cars are exceedingly dangerous to pedestrians. At several corners, for instance, the cars run in the directions precisely contrary to one's expectations.

At the southern end of the South Chicago electric road, not far from the Indiana state line connect with State street with the cable road, which will carry him to the center of the city, and then changing to the north side line contains his journey about twelve miles farther toward Wisconsin. Twelve miles more than twenty-five miles, and the distance is cheap traveling, and the distances give a very good idea of the enormous extent of territory covered by this trip of interior America.

In good weather the steamers are sure to be a popular means of travel to and from the exposition. One company has in service, or will have soon as there is any demand for them, a fleet of ten or twelve large steamers. One of these is an enormous tubalock steamer named the Columbus. These boats start from the foot of Van Buren street, where a great pier, built for their accommodation, and land passengers at the pier on half mile length which extends from the foot of the grand basin in the exposition grounds. The voyage each will require about forty minutes of time, but when the weather is warm the trip will be refreshing and enjoyable.

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FAIR SIDE SHOWS.

Special Attractions in the Midway Plaiance.

WHAT IS TO BE SEEN THERE. World's Fair, May 11.—[Special.]—The managers of the exposition discovered very early that they would be compelled to find a place outside the grounds of the fair proper for the many special attractions and curiosities which were pouring in from the four quarters of the earth. They decided to make the Midway plaiance, and the gathering place of all the novelties, and to permit the concessionaires to place their gates there—for the plaiance has become a sort of a midway, and is still an open question with many visitors whether the principal center, the exposition proper, or the side-shows is most interesting. For one who likes to look upon the queer people of the world, their peculiar costumes, customs and amusements, the plaiance is a favored spot. One likes to note the art with which our African extract the simble quester from the pockets of Americans, he should pass a day or two along the single thoroughfare located by the aggregation of thousands. He will himself be called upon to drop many a good dollar in the slot before he has seen one-half the curiosities, but he will have had fun enough to repay him for his outlay and his time.

As yet the plaiance is rather backward. Only a few of its attractions are entirely ready for the public. So far a majority of the visitors to this motley show, that is to the side-shows, are attracted by a look and whose curiosity has been aroused by tales of the dancing girls, heart and all-women society, and the four-in-a-row villages and hills. It is well to say that the man who goes to the plaiance hoping to see the side-shows is generally disappointed. No special displays or performances are to be found there. Pretty women in large numbers there are, and many of them dressed in the latest fashions, but there is no chance of their efforts which would be unavailing to take his wife or daughter to see. In truth, the dancing girl show is rather tame in every way.

Many more interesting and valuable shows than the side-shows are the forty show windows the international beauty show, the women's costumes, and the women chosen to perform the graceful task should choose to be pretty enough to make their assembled beauty an exhibit.

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