NEW YORK STEAMSHIP CO.

THE IRON STEAMSHIP,

VALENCIA

1600 Tons,

(CAPT. F C. MILLER)

LEAVES ST. JOHN (from Co's wharf rear of Custom House for NEW YORK, via Eastport, Me., Rockland, Me. and Cottage City, Mass. every

FRIDAY AT 3 P. M.

(Eastern Standard Time). Returning, steamer will leave

PIER 40, E. R., FOOT OF PIKE ST., NEW YORK.

every Tuesday at 5 p. m.

(Eastern Standard Time,) for Cottage City, Mass., Rockland, Me Eastport, Me., and St. JOHN, N. B. Freight on through bills of lading to and from all points south and west of New York, and from New York to all points in the Maritime Provinces.

Shippers and importers can save time and money by ordering all goods forwarded by the New York Steamship Company.

TICKETS SOLD AT ALL STATIONS ON THE INTERCOLONIAL RAILWAY.

For further information apply at office 228 Prince Wm. St., St. John, N. B., or at Head Office, 52 Broadway, New York.

N. L. NEWCOMB, General Manager, G. J. MACKRELL, Gen. Pass & Freight Agt.
FRANK ROWAN, Agent, Saint John, N. B.

MUSIC!

PROF. SMYTHE'S CLASSES

will reopen December 30th 1889.

NEWCASTLE:—Mondays and Thursdays.

CHATHAM:—Tuesdays and Fridays.

DOUGLASTOWN:—Wednesdays and Saturdays.

December 23rd 1889. t. f.

ATTENTION!

Great Reduction

in prices of

Dry Goods & Groceries

LOWER THAN EVER!

at F. W. RUSSELL'S,

BLACK BROOK

MIRAMICHI STEAM NAVIGATION CO'Y.

The steamers "NELSON" and "MIRAMICHI" will run daily on their respective routes from and after Monday, May 26th, as follows:—

STR. "MIRAMICHI," Capt. DeGrace, will leave Chatham for Newcastle at 7.30 a. m., and Newcastle for Chatham and points down river at 8-15 a. m.

STR. "NELSON,"

CAPT. THOMAS PETERSON,

—WILL LEAVE—

Chatham	Nelson	Newcastle
for Douglas'wn, Kerr's Mill, Newcastle and Nelson.	for Newcastle, Kerr's Mill, Douglastown and Chatham.	(Call's Wharf, for Kerr's Mill) Douglastown and Chatham.
SOLAR TIME	SOLAR TIME	SOLAR TIME.
6.00 a. m.	9.40 a. m.	10.15 a. m.
11.00 a. m.	11.40 a. m.	12.15 a. m.
2.00 p. m.	2.40 p. m.	3.15 p. m.
4.30 p. m.	5.10 p. m.	5.45 p. m.
7.00 p. m.		7.45 p. m.

carrying freight and passengers between the points named.

RATES OF PASSAGE.

Single fare between Chatham and Newcastle, or Nelson or vice versa, 20c. Return tickets issued on board at 30c. Card tickets good for 20 or 25 trips issued at the rate of 12½ cents a trip.

STR. "MIRAMICHI,"

—CAPT. DEGRACE—

will leave Chatham for points down-river, viz.: Black Brook, Lapham's, Oak Point, Burnt Church Neguac and Point aux Carr, DAILY, at 9 a. m., calling at Escuminac on Wednesdays and Fridays, and Bay du Vin on Mondays, Tuesdays, Thursdays and Saturdays, carrying Passengers and Freight between all points named, and the "MIRAMICHI'S" passengers for points up-river will be sent thereto by the "NELSON," free of charge. Meals served on board the "MIRAMICHI" at regular hours and at reasonable rates.

EXCURSION DAYS.

Tuesdays, Thursdays and Saturdays will be excursion days.

Excursion tickets from all points 50 cents.

☞ Parties having Freight to ship to any points down-river must have it on the wharf in the evening. Freight sent by the "NELSON" must be prepaid and Freight on all shipments by the "MIRAMICHI" for points down-river, amounting to one dollar or less must also be prepaid.

T. DESBRISAY, Manager.

Salesmen Wanted

To canvass for a full line of Hardy Canadian Nursery Stock. Honest, energetic men, 25 years of age and over, can find steady work for the next twelve months. No experience needed. Full instructions given. We engage on Salary and pay expenses, or on commission. Address (stating age and enclosing photo,) STONE & WELLINGTON, Montreal, Que. J. W. Beall, Manager. Name this paper.

Special inducements to new men. Nurseries—Fonthill, Ont. Established 1842, 465 acres, the largest in Canada.

Drs. G. J. & H. Sproul,

SURGEON DENTISTS.

Teeth extracted without pain by the use of Nitrous Oxide Gas or other Anæsthetics.

Artificial Teeth set in Gold, Rubber & Celluloid. Special attention given to the preservation and regulating of the natural teeth.

Also Crown and Bridge work. All work guaranteed in every respect.

Office in Chatham, BENSON BLOCK. Telephone No. 53.

In Newcastle, opposite Square, over J. G. KETCHO's Barber shop. Telephone No. 6.

UNDERTAKER'S NOTICE.

The subscriber intends going into the Under taking business and will furnish

COFFINS & CASKETS

—IN—

Rosewood, Walnut, etc.,

Coffin finding and Robes and will supply at the very lowest rates. He will also furnish Pall Bearers' outfit.

James Hackett, Undertaker.

Chatham, May 29th, 1890.

Baby Carriages.

For sale by

W. S. LOGGIE, CHATHAM

Skin Diseases

Itching, Burning, Scaly, Crusted, Pimply and Blotchy Cured by the Cuticura Remedies.

A CLERGYMAN'S TESTIMONIAL.

About two years ago I was attacked with an inflammatory disease on my face (petyriasis), which was very troublesome, being extremely itchy and painful, giving rise to the production of small bran-like scales. My general health was affected by it. I used the CUTICURA RESOLVENT, CUTICURA, and CUTICURA SOAP according to directions, and experienced a change from the very first day; they worked wonderfully, and by their continued use for about five months I was completely cured. I have unbounded faith in the CUTICURA REMEDIES. I regard the CUTICURA RESOLVENT as the very best blood purifier; a trial will convince any one. The CUTICURA SOAP is the best in the market, and cheap at twice its present price. I shall use no other for the toilet and bath. With the prevalence of skin diseases among us as a people (and they are the most difficult to deal with,) I regard the CUTICURA REMEDIES of more important and intrinsic value to the world than any other medicine now before the public. I am, with deep gratitude,

(Rev.) WM. CREELMAN, York Corner, Me.

Cuticura Remedies

Are compounded upon scientific principles, are absolutely pure, delicately manipulated, and in every respect bear the stamp of a refined and cultivated origin. Wherever there is the highest intelligence, there you will find the greatest appreciation of these remarkable remedies. CUTICURA RESOLVENT, the new Blood and Skin Purifier and greatest of Humor Remedies, internally (to cleanse the blood of all impurities, and thus remove the cause,) and CUTICURA, the great Skin Cure, and CUTICURA SOAP, an exquisite Skin Beautifier, externally (to clear the skin and scalp, and restore the hair,) cure every species of Itching, burning, scaly, and pimply diseases and humors of the skin, scalp, and blood, with loss of hair, from infancy to age, whether simple, scrofulous or hereditary.

Sold everywhere. Price, CUTICURA, 75c; SOAP, 35c.; RESOLVENT, $1.50. Prepared by the POTTER DRUG AND CHEMICAL CORPORATION, Boston.

☞ Send for "How to Cure Skin Diseases," 64 pages, 50 illustrations, and 100 testimonials.

LOVELIEST, Whitest, Clearest Skin and Softest Hands produced by CUTICURA SOAP.

WEAK, PAINFUL KIDNEYS, With their weary, dull, aching, lifeless, all-gone sensation, relieved in one minute by the Cuticura Anti-pain Plaster, the only pain-killing plaster.

UNPRECEDENTED ATTRACTION! OVER A MILLION DISTRIBUTED.

L. S. L.

Louisiana State Lottery Company.

Incorporated by the Legislature for Educational and Charitable purposes, its franchise made a part of the present State constitution, in 1879, by an overwhelming popular vote, and

To continue until January 1st, 1895.

Its MAMMOTH DRAWINGS take place Semi-Annually, (June and December), and its GRAND SINGLE NUMBER DRAWINGS take place in each of the other ten months of the year, and are all drawn in public, at the Academy of Music, New Orleans, La.

FAMED FOR TWENTY YEARS.

For Integrity of its Drawings and Prompt Payment of Prizes.

Attested as follows:

"We do hereby certify that we supervise the arrangements for all the Monthly and Semi-Annual Drawings of The Louisiana State Lottery Company, and in person manage and control the Drawings themselves, and that the same are conducted with honesty, fairness, and in good faith toward all parties, and we authorise the company to use this certificate, with facsimiles of our signatures attached, in its advertisements."

G. T. Beauregard
J. A. Early
Commissioners.

We the undersigned Banks and Bankers will pay all Prizes drawn in The Louisiana State Lotteries which may be presented at our counters.

R. M. WALMSLEY, Pres. Louisiana National Bank.
PIERRE LANAUX, Pres. State National Bank
A. BALDWIN, Pres. New Orleans National Bank.
CARL KOHN, Pres. Union National Bank.

Grand Monthly Drawing,

at the Academy of Music, New Orleans, Tuesday, September 9, 1890.

Capital prize, $300,000.

100,000 Tickets at Twenty Dollars each. Halves $10; Quarters $5; Tenths 2; twentieths $1.

LIST OF PRIZES

1 PRIZE OF	$300,000 is	$300,000
1 PRIZE OF	100,000 is	100,000
1 PRIZE OF	50,000 is	50,000
1 PRIZE OF	25,000 is	25,000
2 PRIZE OF	10,000 are	20,000
5 PRIZES OF	5,000 are	25,000
25 PRIZES OF	1,000 are	25,000
100 PRIZES OF	500 are	50,000
200 PRIZES OF	300 are	60,000
500 PRIZES OF	200 are	100 000
APPROXIMATION PRIZES.		
100 Prizes of	$500 are	$50,000
100 do	300 are	30,000
100 do	200 are	20,000
TERMINAL PRIZES.		
999 do.	100 are	99,900
999 do.	100 are	99,900
3,134 Prizes, amounting to		$1,054,800

NOTE.—Tickets drawing Capital Prizes are not entitled to terminal Prizes.

AGENTS WANTED

☞ FOR CLUB RATES, or any further information desired, write legibly to the undersigned, clearly stating your residence, with State, County, Street and number. More rapid return mail delivery will be assured by your enclosing an envelope bearing your full address.

IMPORTANT.

Address M A DAUPHIN, New Orleans, La.,

or M A DAUPHIN, Washington, D. C.

By ordinary letter, containing MONEY ORDER issued by all Express Companies, New York Exchange, Draft or Postal Note.

Address Registered Letters containing Currency to NEW ORLEANS NATIONAL BANK, New Orleans, La.

"REMEMBER that the payment of Prizes is GUARANTEED BY FOUR NATIONAL BANKS of New Orleans, and The Tickets are Signed by the President of an Institution whose chartered rights are recognized in the highest Courts; therefore, beware of all imitations or anonymous schemes."

REMEMBER that the present charter of The Louisiana State Lottery Company, which the SUPREME COURT OF THE U. S. has decided to be a CONTRACT with the State of Louisiana and part of the Constitution of the State, DOES NOT expire UNTIL THE FIRST OF JANUARY, 1895.

The Legislature of Louisiana, which adjourned on the 10th of July of this year, has ordered an AMENDMENT to the Constitution of the State to be submitted to the People at an election in 1892, which will carry the charter of THE LOUISIANA STATE LOTTERY COMPANY up to the year NINETEEN HUNDRED AND NINETEEN.

FOR SALE.

The two dwelling houses situate on Cunard Street, Chatham, at present occupied by Capt. McLean and Archibald Gamble, respectively.

For terms and particulars, apply to

L. J. TWEEDIE, Barrister

Seine Boat & Rigging.

A first class American Seine Boat and fittings in first-class order. For sale by

A. & J. ADAMS, Neguac.

J. N. GARDNER & CO.

Wholesale Commission Dealers In

Fresh Fish, Lobsters, country Produce &c.

NO. 16 T WHARF, BOSTON, MASS.

REFER TO—

K. F. Burns & Co., Bathurst, N. B.

Joseph Read & Co., Stonehaven, N.B.

Miramichi Advance.

CHATHAM, N. B. - - - - AUGUST 21, 1890.

Railway Visitors.

The visit to Chatham, on Thursday last, of President Vanhorne and other officials of the Canada Pacific Railway is an indication of the fact that the Miramichi is attracting attention in important quarters, in connection with the development of railway traffic in New Brunswick. The Canada Pacific Company is rapidly extending its control over railways, not only in Canada, but the United States as well, and, in carrying out its apparent policy of establishing connection with all important shipping or distributing points in the country, it recognises the necessity of obtaining a foothold on the North Shore and is therefore, looking towards the Miramichi as the most desirable place for the purpose. It recognises the great importance of securing the Canada Eastern Railway, not only on account of its large and increasing local traffic, or solely because it connects the North Shore directly with the New Brunswick railway system, but on account of the latter fact giving promise of largely increased traffic to both roads when steam connection shall be established between Prince Edward Island and the Miramichi.

Our local readers are, no doubt, much interested in these railway men having come here, and are anxious to know what it all means, and whether anything definite has been arranged between them and the Canada Eastern Company. As we understand the matter, their visit was made for the purpose of seeing the railway between Fredericton and Chatham, the country through which it runs, our river and port and the facilities at hand and capable of creation for the extension and development of railway traffic. We are glad to believe that they were well satisfied with the character of the railway and, after having passed up the lovely Nashwaak Valley—running twenty-five miles through the rich intervale farms which are continuously to be seen from the car windows—and for sixty miles along the Miramichi Valley — through some of the richest farming lands in the province—it is not surprising that they admitted that no railway in Eastern Canada could, mile for mile, boast of so fertile a country. They may not, when they were three miles out from Fredericton, have been surprised at Marysville, where $110,000 worth of manufactures were produced and shipped only last month, for the reputation of Mr. Gibson and fame of his great enterprises there are more than local, but, passing the thriving villages along the route and reaching Chatham, they found evidences of substantial and established trade and industries of greater importance than they had expected. They saw our magnificent river from Newcastle to Oak Point, with its towns, saw and pulp mills, foundries, factories, steam and sailing vessels, engaged in both transatlantic and coastwise trade, farms and fishing establishments, stores and wharves—enjoying, meantime, Miramichi hospitality to the extent that such a hurried visit would admit of, and went away, we venture to believe, with a better opinion of the Canada Eastern and the places connected by it than they had before.

It must not, however, be taken for granted that the Canadian Pacific Company have acquired the Canada Eastern. They make no secret of the fact that they want it and the Canada Eastern Company are equally desirous of having their road run in connection with the other great lines, but, as the old saying goes, "It takes two to make a bargain," and the matter has yet to pass through the stages of parley and negotiation. The Canada Eastern people know that they have a valuable road, which already enjoys a paying traffic that cannot be adversely affected by any of the rivalries that exist amongst the great lines, such as the C. P. R., Grand Trunk and I. C. R., and they do not hold themselves cheaply. If their road passes into the hands of the C. P. R., there is no doubt that it will lead to excellent results, so far as Miramichi business and connections with the United States and upper provinces are concerned—to say nothing of a direct line of steamers to P. E. Island. We, therefore, hope that all these desirable practical results may follow the visit of the prominent railway men who were here last Thursday.

(St. John Globe Aug. 16)

Crossing the Province Twice in one Day.

FROM THE ST. CROIX TO THE MIRAMICHI AND RETURN IN LESS THAN TWENTY-ONE HOURS!

The Canadian Pacific party reached Fredericton from Chatham Thursday evening about ten o'clock, after having made a most delightful trip to the Miramichi by the Canada Eastern Railway. The occasion was a notable one, owing to its emphasizing the remarkable progress made in railway developement in New Brunswick of late in a most striking manner. If anybody had stated twenty years ago that a number of persons would, in one day, be enabled to cross the province from the St. Croix on the south to the Miramichi on the north, enjoy an excursion of thirty-six miles on the Miramichi, visit points of interest in the town of Chatham and return to the St. Croix again, and still have three hours to spare, he would have been looked upon as a visionary and optimist. Yet the feat was accomplished Thursday.

President Vanhorne and party of the C. P. R. left St. Andrews at an early hour Thursday morning and proceeded to Fredericton, going thence by the Canada Eastern to Chatham. Accompanying Mr. Vanhorne to Chatham were Messrs. T. Shaughnessy, assistant president; H. P. Timmerman, superintendent, and W. A. Grant, secretary to the president—all of the C. P. R.; Messrs. Peter White, of Renfrew; J. B. Snowball, president, Alex Gibson, manager, and Thos. Hoben, superintendent of the Canada Eastern; Hon. A. G. Blair, Hon. Wm. Pugsley, Hon. Fred Thompson and Thos, Temple, M. P. They were joined at Chatham, by Hon. L. J. Tweedie and Messrs. F. E Winslow, D. G. Smith, Roger Flanagan, Wm. Murray, H. S. Miller, C. A. C. Bruce and T. DesBrisay. After a drive from the deep water terminus to the Union wharf, the party boarded Mr. Snowball's steamer "St. Nicholas" and proceeded down river as far as Oak Point. A luncheon that was much appreciated was served in the steamer's saloon, and the trip to salt water was pronounced a delightful one. Returning, a run was made up river as far as Newcastle and back to Chatham, where some of the party spent a half-hour inspecting the big pulp mill, while others visited points of interest elsewhere. A start on the return to Fredericton was made at half-past six, Hon. Mr. Tweedie and Mr. D. G. Smith being added to the party. The nine miles between Chatham station and the junction were covered in ten minutes. A hot box obliged the intrepid driver, Dave Vanstone, to slacken the pace, otherwise the run between Chatham and Fredericton would probably have been made in three hours. As it was, Fredericton was reached at a few minutes past ten. Here the New Brunswickers said good-by to their C. P. R. friends, and the Vanhorne party proceeded to Fredericton Junction, where their car was attached to the fast express for Montreal. They were, thus, on the St. Croix twice within twenty-one hours, with a trip to and down and up the Miramichi intervening.

They expressed themselves as most favorably impressed with the general character of the Canada Eastern, and were in love with the Miramichi river, its working mills, the movements of rafts, tugboats and fishing craft, and the sea-going ships entering and departing from the river as they passed along, together with the numerous other signs of commercial and general activity, indicating that Chatham and Newcastle are business centres of much greater importance than they had believed them to be.

As to the character of the country through which the Canada Eastern passes, Mr. Vanhorne, as well as the other gentlemen of the C. P. R., admitted that it was the best farming tract and most continuously settled, mile for mile, of any along the railways in the maritime provinces—a tribute which everybody acquainted with the beautiful valleys of the Nashwaak and Miramichi will agree was well deserved.

There is little doubt that the C. P. R. is desirous of embracing the Canada Eastern in its system, which already includes about six thousand miles of line, and bids fair to play an important part in the developement of both interprovincial and transatlantic trade.

THE C. P. R. AND THE CANADA EASTERN.

President Vanhorne and the other gentlemen of the C. P. R. who have been visiting this province went over the Canada Eastern railway from Fredericton to Chatham. It is stated that Mr. Vanhorne was favorably impressed with the prospects and condition of the road. Should the C. P. R. people purchase this line, which seems to be not unlikely, they will have acquired a property of the utmost value with great possibilities of future developement. By working the Canada Eastern in connexion with the New Brunswick railway, as a part of the C. P. R. system they would stand in a favorable position to control the trade of a large part of the North Shore. The distance from Chatham junction to Fredericton by this line is 106 miles, and to St. John 172 miles. The distance from Chatham junction to St. John by the Intercolonial is 161 miles. The distance from Chatham junction to Montreal, by the Intercolonial is 590 miles, by the Canada Eastern and C. P. R. it is 565 miles. The distance from Chatham junction to Boston by the Canada Eastern, C. P. R. and American roads is 534; by the Intercolonial and connecting roads via St. John it is 611 miles, and by Quebec and the lines connecting with the Grand Trunk the distance is still greater. These figures show the advantages which the ownership of the Canada Eastern would give the C. P. R. for through business, quite independently of the large local traffic the road would develop.—*Gazette.*

A Word for the Canada Eastern.

[St. John Gazette, Aug. 13.]

As everyone who is at all conversant with New Brunswick knows, the great lumber country, from which this province derives the greater part of its crown land revenue, is situated on the Miramichi river and its tributaries. Although certain journalists have endeavored to injure the standing and prospects of the above named railroad, which connects the Miramichi river with the city of Fredericton, yet the fact that the Canada Eastern follows the shores of that river for from 60 to 70 miles, and the incidents resulting therefrom completely neutralize the maliguity of these ignorant and unworthy detractors, the animus of the article which lately appeared in the London Financial News is so evident on its face that we hardly deem it worthy of notice.

From Boiestown where the Canada Eastern first touches the Miramichi to the city of St. John, the distance is about 115 miles; St. John is, therefore, the winter port of the Miramichi, whose mouth is closed by ice during five months of the year. Above Boiestown there are probably from a million to a million and a half of acres of timber land, the trees on which can be manufactured into deals or other lumber at or near Boiestown and brought over the Canada Eastern and New Brunswick railways to St. John for shipment at any season of the year. We are now informed on reliable authority that the latter railway company owns about 750,000 acres of timber land on the South West Miramichi above Boiestown. From these lands this company has been deriving a large revenue, from the stumpage or royalty on the logs alone. By acting in concert with the Canada Eastern the New Brunswick railway could carry over its line from 15 to 20 million feet of deals per year for a great length of time, and thus not only would the New Brunswick railway get its stumpage from the logs sawn at Boiestown, but also freight for the deals or other lumber to be sawn from the same. The slabs even would be saved, which our Miramichi friends claim they now lose, owing to cost of freight from their own port, because they could be sawn at or near Boiestown, into laths, pickets or other short lumber, and brought by their railway to this city for export. Besides the spruce trees which grow on this part of the Miramichi there is also a vast quantity of cedar on the New Brunswick railway and other lands which can only be utilized by means of the railways named, the cost of water transport from gulf ports being so great. As a feeder for the Canada Eastern, there is the Taxis river which unites with the South West Miramichi at Boiestown. This river runs through a green forest, and the settlements end 4 or 5 miles from its mouth. It is 25 miles long and its shores abound with excellent spruce and cedar, and we learn from an expert who has spent months in its exploration, that it will yield a freight of 5 million feet of lumber per year for twenty years or more to the Canada Eastern. This is a fact of which THE GAZETTE challenges a denial and which is of the utmost importance. Then there is the Renous, a large branch of the South West Miramichi, on which we are assured by a competent explorer who has travelled it to its head and spent months in its exploration, that there are more than 200 million feet of spruce and other lumber now standing on the shores of it and its tributaries. The construction of mills at Boiestown, Taxis river, and Renous, of reasonable capacity would give the Canada Eastern a carrying trade of 30 million feet of deal per pear for an unlimited time, besides that of vast quantities of short lumber and cedar which is now becoming so valuable. This lumber could be carried by rail either to Chatham, Newcastle or St. John, just as circumstances and the season of the year might require. So far, we have merely treated of what might be done to develop some of the resources of the Canada Eastern in so far as timber alone is concerned. We may at some future day take up the other resources of the road. We have chosen that of the timber because it is one which is as yet undeveloped and of which no calculation has been made.

The Saint John Exhibition.

We draw the attention of our readers to the advertisement of this Exhibition, which appears in another column, and would particularly impress upon all who are likely to exhibit, the necessity of sending in their entries before the first of September. The Association is preparing to issue a complete catalogue of exhibits, and all entries, must therefore positively close on the date mentioned.

The prospects for the Exhibition are most encouraging in every department. A large number of entries have been made in nearly all sections. In the manufacturers' section almost every branch of industry in the Dominion will be shown. The large amount of machinery in motion, will illustrate some interesting processes in Manufacturing, for this purpose the Association are providing about 250 horse power. Messrs. Goldie & McCulloch of Galt, Ontario, are contributing a 60 horse power Wheelock Engine; Messrs. E. Leonard & Son, of London, Ontario, are furnishing 95 horse power, with one of their Ball Engines, and several other manufacturers are putting in additional steam and electric power.

The Great Maritime Butter competition, for which about $800 in prizes are offered, is drawing great interest, and should give a good stimilus to this important industry in the Provinces.

Among the many features of the Exhibition, outside of the ordinary competition, the following are worthy of special notice.

The West India exhibit, which will consist of the products of the Islands, will be both large and varied. One of the Islands alone is spending $2000 on their collection. The Canadian, West India & South American S, S. Co., are offering free transport of articles from there, and this department cannot fail to be of interest to all classes of people as well as a unique feature in Canadian Exhibitions.

Arrangements have been made with Messrs. James Pain & Son of London, Eng., and New York, (probably the largest manufacturers of Fire Works in the world.) for several evenings of most elaborate displays, in which they propose to introduce a number of attractive novelties. As this firm has had charge of displays at Exhibitions at South Kensington and Sydenham Palace, London, Eng., as well as the most important ones at other points in England and the United States, their name is sufficient guarantee of the success of this part of the entertainment.

As regards the musical programme, four or five of the leading Bands have been engaged, and in addition to these a large organ of 750 pipes is being erected by Mr. F. A. Peters, of St. John, which will be utilized for organ recitals, by some of the leading organists. Arrangements are also being made for a mammoth concert to be held in the buildings, when this instrument, with an orchestra and several hundred voices will be utilized. Nearly all the leading musical instrument manufacturers through Canada and the United States, as well as some from Germany, are making exhibits, which will be placed at various points throughout the buildings and some of the best musical talent has been engaged by these people to display the tone and power of their instruments.

The Exhibition Association has already received intimation from a number of companies of Glass Blowers, Museum Managers, Phonograph Exhibition companies, etc., and have arranged for a considerable number of attractions of this class.

The exhibit to be made by the Educational department of New Brunswick, will be of an interesting character, containing work by all grades in the various schools of the Province.

The Moosepath Driving Park Association are providing a large and attractive programme of horse racing covering four days, during the Exhibition, and the various Base Ball and Athletic Associations are organizing for important field days during the Fair.

British Parliament Prorogued.

In proroguing Parliament on Monday last the Queen said the relations with friendly powers continue pacific. She referred to the arrangements with powers concerned for the purpose of a friendly definition of the boundaries of these powers in Africa, and to the cession of Heligoland, as a part of the arrangement with Germany, An arrangement had also been made with France; and in this respect the arrangements respecting Zanzibar and Madagascar are spoken of. Matters with Portugal are under discussion. She has offered the United States arbitration in regard to Behring Sea. All the powers except Holland have given in their adhesion to the terms of the conference on the slave question assembled at Her Majesty's request by the King of the Belgians. She hopes the best results from the benevolent work of this conference. In regard to the Newfoundland troubles, the adjustment of these with France is occupying the anxious attention of the government. She has gladly assented to the act conferring representative government on Western Australia.

CONSISTENCY;—Mr. Porter of Victoria said in his nominaton speech at Andover the other day, that "the country was too much governed." In almost the next breath he said he would agitate for another member for Victoria. Mr. Porter has been "agitating" to get into the legislature for a long time, having been a candidate quite often and it is presumed that by having provision made for "another member for Victoria" he will stand a better chance for the coveted position.

THE LATEST PHASE of the Behring Sea matter is an offer from the British government to refer the subject of the legality of the seizures of the British vessels to impartial arbitration. The United States government cannot very well afford to decline a proposition so reasonable.

The Victoria Election.

The New Brunswick opposition is making a big effort to carry Mr. Porter in Victoria, against Mr. Baird, the government candidate. They have subscribed liberally towards Mr. Porter's election fund and have their representatives in the different parishes putting the money "where it will do the most good" just as they did in Northumberland against Mr. Tweedie last winter. They have secured the support of the St. John *Globe*, in addition to the *Sun* and the lesser organs of their party, and as Mr. Baird's majority over Mr. Porter, in the general election, was only about twenty, it will be understood that the contest is to be a close one. It may be, however, that the opposition forces will fail to "materialise," as their leaders did on nomination day. It had been stated that the "big guns" from St. John and Fredericton were going to bombard the government candidate and the Attorney-General and Mr. Wilson, M. P. P. went to Mr. Baird's aid, but were disgusted to find that, instead of the leaders, only Dr. Atkinson appeared as the opposition heavy weight, and the Attorney-General, after speaking, left the "unprophetic "Nebo" to hammer away and be laughed at. Mr. Stockton, M. P. P., of St. John, has since gone to the county to remove the bad impression made by Dr. Atkinson. The following is a brief synopsis of the speeches:—

MR. BAIRD,

who was warmly received, first addressed the electors. He referred to the election of January last and briefly stated the circumstances which led to his resignation, defended the election bill as a measure calculated to secure a better expression of the popular will, and dealt at some length with the hollowness of the opposition to the stumpage reduction, proving very conclusively that those opposed to the government were committed, if they could obtain power, to make a larger reduction than had been agreed to. Coming to the Tobique Valley railway he showed that he had introduced the bill for the construction of that work, and had from time to time paid out his own money to help the work along. He had urged upon the government the granting of a subsidy and the order in council since adopted show that his efforts had not been in vain. Proceeding he dealt with the financial administration of the government showing the saving which had been made in the expense of the legislature and government, the reduction in salaries, in maintaining government house, the liberal grants in aid of agriculture and the improvement in the stock and horses which had been made. He took up the fishery question and showed that the local government had nothing to do with preventing the people on the Tobique from fishing in front of their land. That was a dominion law. The law passed by the local legislature only related to the fishing in front of ungranted crown lands of which there was very little on the Tobique, nearly all being granted. He showed that when the present government came in it had just been decided by the courts that the province owned the fishing in front of ungranted lots, and not the dominion, and every man had the same rights in front of his own lot as the province had in front of crown lands. When the house of assembly passed this law reserving the four rods the opposition joined in supporting it, and all parties agreed upon it, so that the opposition are equally responsible with the government party. No member had since that time proposed to change the law and Mr. Porter would, if elected, be the only man in the house in favor of doing away with the four rod reservation. Every man who had applied at the crown land office before 1884 for a lot of land under the labor act would get his grant the same as if the law of 1884 had not been passed, and even a man who applied now and got a grant, having the four rods reserved, could till and use the four roads, the only difference being that he would not own and could not sell or lease the fishing. It might be that if any body objected to the four rods being too much it could be reduced, but as he understood it there must be some reserve so as to keep the fishing rights in the crown. The rivers in other parts of the province were valuable as fishing rivers and it would not be just to the people generally to give up valuable rights to a person who might settle on the rivers and allow settlers to get property worth thousands of dollars for a mere song. The income these fishing rights brings in annually should go in the revenue for the benefit of the roads and bridges of the country, instead of into the pockets of a few private individuals, as would happen if the law was repealed. Mr. Baird, after dwelling upon his stake in the country, and soliciting support in the present election, closed a very effective and well delivered speech amidst great applause.

MR. PORTER

spoke next, after the applause following Mr. Baird's speech had subsided. He said the last election had not been run strictly according to law, and he wanted to see the law always strictly obeyed. He could run an election without violating the law, even if Mr. Baird could not. He was now opposed to the government. He had run as a supporter in January, and had filed a protest because the government had violated their pledge in reducing the stumpage. He was opposed to the reduction and thought it was not fair to the Victoria county lumbermen. Mr. Baird was getting the benefit of the reduction—

Mr. Baird—I do not; the operator has got it in all cases.

Mr. Porter said he could name a person who had lumbered for Mr. Baird who had not.

Mr. Baird—you cannot name one.

He (Mr. Porter) was opposed to the whitewash bill and the Leary dock. He was also opposed to this government because the time of the house was all taken up with the investigation into the Leary dock charge and passing whitewash bills. The government was corrupt and extravagant. Mr. Baird had got the Pokiok mill for supporting the government and Hon. Mr. Costigan owned the plaster rock that the railway was going to. He was entitled to the credit for the order in council having been passed, and the order in council was an election dodge and would never be carried out. Mr. Blair had not performed his pledges. The legislative council was not abolished and there was too much machinery. This country was too much governed. He would agitate for another member for Victoria and would see that a lien law was passed. Mr. Baird was making a good thing out of the government he said, and he would get more money for the schools and roads. After making a long rambling speech, in which he accused every one on the government side with being extravagant and corrupt, he announced that he would be elected on the 23rd and sat down amid applause.

ATTORNEY GENERAL BLAIR.

After the conclusion of Mr. Porter's speech there were loud calls for the attorney general, who took the platform amid much cheering. He referred to the pleasure it gave him to be present, and to witness the manner in which the people of Victoria conducted their public business, and to meet so many of the electors. He did not appear for the purpose of dictating to the electors of Victoria how they should vote at this election, but came to be present to meet the prominent members of the opposition, who, he was informed, would be present, and to answer any charges they might feel disposed to make against the government.

In obedience to the very kind invitation given him, he would for a short time refer to some of the charges which Mr. Porter had made against the government, and he was glad of the opportunity so to do. He never was afraid, any where, to defend the acts of the administration. Amid great applause he completely answered the charges Mr. Porter made against the policy of the administration, explained fully and satisfactorily the position of the government, in regard to the stumpage, fishery and other important questions referred to by the candidates, and especially those in which the people of Victoria are deeply interested. The speech made a deep impression.

DR. ATKINSON

then took the stand and continued until 6 o'clock to deliver one of his characteristic speeches, in which he charged the the government with all sorts of political crimes. The old story of broken pledges was again told with no variation and with less interest. The reasons he assigned for leaving the government supporters were inconsistent one with the other. The Dr. evidently feels the responsibility assigned him by his opposition leader, to elect Mr. Porter. It appears to be a heavy contract.

The meeting adjourned until 8 o'clock, when it was expected Mr. Wilson would speak. At 8 o'clock the hall was again filled to its utmost capacity. Dr. Atkinson concluded his remarks, after which

MR. WILSON

was called to the platform and delivered what was considered by all present an able defence of the government and its policy. He reviewed the policy of the government since it came into power, showing that there had been a gradual approach to the realization of the reforms promised in the original platform of the party. He completely answered Dr. Atkinsoh's criticism on the financial policy of the administration. His references to the organization of the opposition after the last general election, to its course during the recent session of the legislature, to the want of cohesion and unity in the party, to the utter absence of any policy, were evidently not enjoyed by the doctor and his candidate, but were immensely by the large audience present. The applause which greeted his concluding remarks was evidence of the splendid impression he had made. He spoke until 11 o'clock.

MR. PORTER

again took the stand and tried to reconstruct his shattered cause. He continued until 12 when the audience began gradually to grow thin, which forced Mr. Porter to conclude, after which the meeting adjourned.

Never in Victoria has there been manifested greater interest in a political contest than in this, as was evidenced by the very large number of electors present from all parts of the county. The best of good feeling was preserved throughout the entire proceedings.

AN EXPLODED MYTH:—Switzerland has resolved to exclude from its school histories and other works published by national authority all the stories concerning William Tell, as, patriotic as these may be, they are mere fanciful legends, having no basis in authentic history. As the exact spot where Tell shot the apple off the boy's head, and as his chapel have been shown for centuries, this order is a hard blow at the national sentiment. But truth is mighty.

A Hard Corner.

The age of 30 is a hard corner for a woman to turn, and 35 is still harder She feels that she is fast leaving her youth behind her. But there is no reason why a woman should be faded and *passe* at 35 or even at 45. The chief cause of the early fading of American women is found in the fact that many of them suffer from some form of female weakness or disease which robs the face of its bloom, draws dark circles about the eyes, brings early wrinkles and sallowness, and stamps the face and figure with signs of ill-health. Dr. Pierce's Favorite Prescription will cure all these troubles, will bring back the lost bloom, and remove the pains and ailments which make women grow old before their time. Guaranteed to give satisfaction in every case, or price ($1.00) refunded.

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BILIOUSNESS, DYSPEPSIA, INDIGESTION, JAUNDICE, ERYSIPELAS, SALT RHEUM, HEARTBURN, HEADACHE. DIZZINESS, DROPSY, FLUTTERING OF THE HEART, ACIDITY OF THE STOMACH, DRYNESS OF THE SKIN,

And every species of disease arising from disordered LIVER, KIDNEYS, STOMACH, BOWELS OR BLOOD.

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SHERIFF'S SALE.

To be sold at Public Auction, on Monday, the 15th day of September, next, in front of the Post Office in Chatham, between the hours of twelve noon and 5 o'clock, p. m.

All the right, title and interest which Malachy Dwyer, late of Chatham, in the County of Northumberland, had at the time of his decease, in and to all those several pieces, parcels or lots of land, situat, lying and being on the east side of the Chapel Road, (so-called) leading to Napan, in the Parish of Chatham and County of Northumberland, abutted and bounded as follows, viz: Westerly by the said Chapel Road, so thetly by the Chatham Branch Railway Track, easterly by lands owned by Jabez B. Snowball, and northerly by lands owned by the Right Rev. Bishop Rogers, containing ten acres more or less.

The same having been seized by me under and by virtue of several executions issued out of the Northumberland County Court against Nora Dwyer—Executrix of the last Will and Testament of the said Malachy Dwyer, deceased.

JOHN SHIRREFF, Sheriff.

Sheriff's Office, Newcastle, 3rd June, A. D. 1890

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