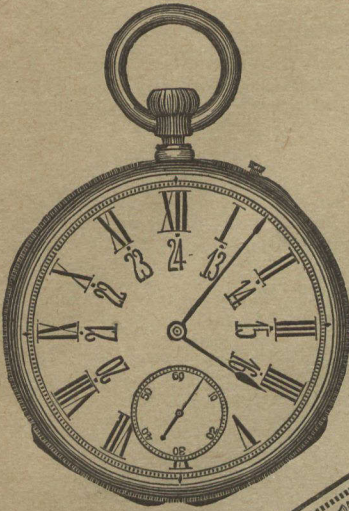


JULY, 1888.



10 cts.

THE GRIPSACK.

Facts
Figures
and Fancies,
for Travellers
in the Provinces.

ST. JOHN, N. B.:

Knowles & Reynolds, Publishers.

— T H E —

INTERCOLONIAL RAILWAY

OF CANADA.

THE FAVORITE AND FASHIONABLE ROUTE

—FOR—

Canadian and United States Summer Travel,

—AND—

DIRECT ROUTE

To the famous seaside and fishing resorts of the Lower St. Lawrence and Baie des Chaleurs, and of New Brunswick, Nova Scotia, Prince Edward Island, Cape Breton and the Magdalen Islands.

NEW AND ELEGANT BUFFET PARLOR SLEEPING CARS

Run on Through Express Trains.

ROUND TRIP TOURIST AND SUMMER EXCURSION TICKETS, issued between 1st June and 30th September, and good for return up to 31st Oct. Saturday Excursion Tickets issued at Single First-Class Fare, good going by any passenger train of Saturday, and for return by day or night passenger trains of Monday. Thirty day return tickets issued at one and a half single fare, also 500 and 1000 mile tickets can be procured at Agencies and principal Stations of this Railway.

Illustrated Guide Books to the Interecolonial Railway,

with Maps, Hotel Lists, etc., also Time Times, showing Rail and Steamboat Connections, can be had on application to City Agents, or to

A. BUSBY,

General Passenger Agent.

Moncton, N. B., July, 1888.

D. POTTINGER,

Chief Superintendent.

The Gripsack.

SAINT JOHN, N. B.,

JULY, 1888.

THE GRIPSACK IS OPENED.

“Make it bright, breezy and conversational,” was the usual order of a Boston city editor when he gave a reporter an assignment. It might be anything from a dog fight to a funeral, but the idea was always the same—to make something that people would read.

Some things are not naturally adapted to the bright, breezy and conversational style. A time-table is one of them. Tone its asperities as you will, it is difficult to give it that vivacity which is found in a clergyman’s puff of toilet soap, or a postmaster’s testimonial to the virtues of a kidney cure. Figures and facts detract most seriously from the merits of many an otherwise readable book.

This is one obstacle in the path of making THE GRIPSACK an ideal publication. It must have some facts, as well as some figures. Not too many of them, but just enough to make it useful without being heavy. Like every well regulated gripsack, it will contain what the traveller needs.

Well, what does he need? Some writer of undoubted respectability has said that every man should know where he is and whither he is going. That is what he will find in THE GRIPSACK, without having to carry seventeen time-tables, three guide books, a gazetteer and a chart.

In the gripsacks of some men who have to travel through the State of Maine are articles of an invigorating and enlivening nature. There will be some in this one. There will be a variety to suit all tastes.

Will there be chestnuts?

There will, gentlemen, there will. Every first-class publication has more or less of them. Besides, every good thing is a chestnut with certain commercial travellers who hear it for the first time. But there is no room in THE GRIPSACK for chestnuts that are dessicated and worm-eaten. There will be nothing about La Tour and Acadia, the St. John fire, the Halifax citadel or the tides of the Bay of Fundy. There may be something about Evangeline, for the sake of Conductor Joe Edwards,

who is a pretty good fellow, but there will be precious little of it, even for him.

THE GRIPSACK is sent out with three prime objects: First to make it useful; next, to make it readable; and last, to make it pay. In the interests of the public a vigorous effort will be made to compass the first two, and in the interests of the printer and other creditors no pains will be spared to accomplish the last.

Taken as a whole, THE GRIPSACK will not be as dry as an actuary's tables of mortality, nor as funny as the "Innocents Abroad," but it will be readable to those who like it, and useful to those who need it. To make it as readable as possible, and accommodate it to the rickety cars and dirty windows of some railways, that don't advertise in this issue, a good sized type is used. This also contributes to the accomplishment of the last of our three objects.

Not being under the control of any hotel, railway or steamboat company, THE GRIPSACK is at liberty to tell the truth about all. At the outset, however, a certain amount of diplomatic reserve is necessary. We will become more independent as we grow more prosperous.

When a newspaper is issued for the first time, it is customary with the publisher to apologize for its numerous deficiencies and to promise a much better paper in the future. It is only proper that we should fall into line in this respect, but we won't be mean enough to blame the press or the type founder, or anybody but our own responsible selves. THE GRIPSACK is not as perfect as it should be, or as it will be made from month to month, and, as we believe, from year to year.

THE GRIPSACK has come to stay.

Yes, gentleman, it will stay. Not in any one place but in many places. It will go where the travellers go. Such patrons as have given their support through personal friendship, "to help the thing along," will find that they have not devoted their money to a charity. Those who have reluctantly consented after much time, shoe-leather and patience has been exercised on our part, will find that they have builded better than they knew. Those who have become patrons through principle, because they believe the investment a good one, are men of business, who will get just what they expect. And they are in the majority among the advertisers.

There is one other class we want to thank. It is composed of those who intend to become patrons, if we make the venture a success without their aid. We thank them for their civility, and will see them later. These are the kind of men who build up a country—after their neighbors have solved the problem of its settlement and destiny.

SOMETHING ABOUT TIME.

Some of the Maine people say they have the Lord's time and Payson Tucker's time in that state. The remark is of interest chiefly because it shows the prejudice against standard time which begins in the Pine Tree State and extends with more or less force all through the Maritime Provinces. There is some reason for this in places which are near the 60th meridian, and it is hardly to be expected that the people of Halifax would set back their time for nearly an hour to be in line with the railway. They have, however, done a sensible thing in adopting the time of that meridian, so that there is a difference of just one hour. This is the system throughout Nova Scotia, and once it is understood to be so there is no trouble.

In New Brunswick, with the exception of Moncton and one or two other points on the line of the Intercolonial, each place keeps its own local time or St. John time. The latter is 36 minutes faster than standard, and the reckoning of the difference, though not a feat of higher mathematics is considerably more bother than if it were simply half an hour. Why cannot St. John drop six minutes from its true time, for the benefit of those who travel?

It is at the Miramichi that the stranger is apt to get hopelessly tangled. The railway keeps standard time, Newcastle has the time of the 60th meridian, while Chatham has its own true local time, which is a little slower than that of the 65th meridian. Thus there are three distinct systems within a radius of a few miles, and every man believes his own watch.

What is wanted, as the Maritime Provinces refuse to adopt the Eastern Standard, is a compromise which will give a local standard to apply to every place. If Nova Scotia and New Brunswick fail to agree on a standard to apply to both, then let the former keep an even hour ahead, as it now is, while New Brunswick makes its standard an even half-hour ahead. The Nova Scotia time would apply to Prince Edward Island. This would make plain the paths of the traveller and reduce matters to a proper system.

THANKS ARE DUE to such railway and steamboat men as have responded to our requests for information. Others, however, have paid no attention to such requests, and in certain cases where we incautiously sent a stamp for reply, have pocketed three cents of the GRIPSACK funds. Where no information has been received from official sources we have endeavored to cover the ground as well as possible. In such cases the fact that the management has given no information is stated.

GRAND SOUTHERN SWITCH-POINTS.

Now that Russell Sage has bought the Grand Southern, the prospects of that mismanaged road are brighter. Some one is likely to run the road, which for the last seven years has run itself. Before H. L. Sturdee was appointed receiver, even the employes did not know who to call their "boss," and at one time they signed a round-robin asking that very pertinent question. J. N. Greene's name appeared on some of the advertisements, and though a good many knew with painful clearness who J. N. Greene was, they did not know where he was or what he had to do with the road. J. E. Lynott, who graduated from an auction shop in St. George, was another man whose name appeared, but though he was conspicuously present in the body he was apparently absent in everything else. His chief function was that of running the store out of which the employes were able, at intervals, to get limited supplies of truck at lumber prices. F. W. Holt was also supposed to have more or less to do with the running of the road. The freight and passenger tariff was, as it is yet, fearfully and wonderfully made, and was tinkered and patched by every one who had anything to do with it. There was, and is yet, a want of unanimity on the subject, but all were unanimous in charging rates far in excess of the value of the service.

Since Receiver Sturdee took charge there has been a change for the better, as regards the employes. They have been paid every month, actually paid in cash. As regards the public, the train service has been better than it was. Mr. Sturdee has carried out his duties as receiver in due and proper form. He is not, and does not claim to be, a railway man, and he has simply seen that the trains were run and the men paid.

Whatever may be the ultimate destiny of the Grand Southern, the room for immediate improvement is ample. The road is not a badly built one, and if under the control of a practical railroad man, its usefulness would be largely extended. As it is, no one travels on it who can avoid it. No one wants to pay nearly four cents a mile for traveling in second-class cars. Excursionists object to paying at this rate in both directions, and people who have to travel week after week on the line should be entitled to return tickets, as well as men who do get such tickets because they can show fishing rods and flasks.

THE AUGUST NUMBER will be issued early in the month. The July number is a little later than was expected, as the first issue of a new periodical has always to fight against time.

COMMERCIAL TRAVELLERS' SAMPLES.

We propose to devote a portion of the GRIPSACK, each month, to interesting information relating to Commercial Travellers, and will be glad to hear from the "boys" when they feel disposed. Items for this department should reach us not later than the 28th of each month, and please observe that "brevity is the soul of wit."

Fred Anderson is on the road for Simms' Brush house.

J. A. Watson, of the Maritime Lith. Co., is in Yarmouth, N. S.

J. M. Humphrey, boots and shoes, was in Fredericton, at the Barker, lately.

Geo. McClary, of C. L. Nelson's paper bag factory, is in Halifax, at the Queen.

Arthur Crookshanks, for the Imperial Oil Co., was at Sydney, C. B. on the 7th.

Chas. Brown, of the Yarmouth woollen mills, makes St. John head quarters.

T. L. Ralston, of O. Migner's boot and shoe house, is doing New Brunswick.

H. A. Drury, provincial manager of the Imperial Oil Co., is doing P. E. Island.

John Leck, representing J. I. Snook, Truro, N. S., was at the Royal on the 6th inst.

John Barry, of Barry & MacLaughlan, was up North in June, reports business good.

Frank McIlroy has left the Toronto Rubber Co. and has gone to New York on a visit.

Mr. E. Rosenburg, of the New York varnish firm was in Toronto when last heard from.

E. L. Foster, of Thouret & Fitzgibbon, Montreal, makes his headquarters in Halifax.

Joe McPherson, who travels for W. T. McLeod, boots and shoes, is on the wing in N. S.

T. W. Higgins, of Bell & Higgins, cigar manufacturers, returned last week from a successful trip.

Mr. E. L. Forbes was in Halifax, N. S., when last heard from. He reports business flourishing.

Jim Dolan, the well known boot and shoe drummer, was at the Victoria, St. John, last week.

Hotel Dufferin

ST. JOHN, N. B.

Delightfully Located on King Square. Handsomely
Appointed, and Conducted in Strictly
First-class Style.

FRED. A. JONES, - - PROP.

The Intercolonial Express Co. (Limited.)

Forwards Merchandise, money and packages of every description; collects bills with Goods, Drafts, Notes and Accounts.

Running daily (Sunday excepted), with Special Messengers in charge, from River du Loup to Halifax, St. John and Port Hawkesbury, C. B., "Cumberland Railway Spring Hill into Parrsboro," "Chatham Branch Railway" and Northern and Western Railway Chatham to Fredericton. Connecting Riviere du Loup with the

Canadian Express Company,

for all points in the Province of Quebec and Ontario and the Western States, and at St. John with the

American Express Company

for all points in the Eastern and Southern States.

Branch offices in Summerside and Charlottetown, P. E. I., Digby and Annapolis.
Debenture Goods or Goods in Bond promptly attended to and forwarded with despatch.
Special rates for large consignments and further information on application to

JAMES BYRCE, Gen. Supt., - - - - St. John, N. B.

C. M. Tourville, of Mullarky & Co., Montreal, makes St. John his headquarters.

Fred A. Jones, proprietor of the York Woollen Mills, is doing the towns on the River St. John.

W. J. O'Malley, representing D. McCall & Co., Toronto and Montreal, is at the Queen Hotel, Halifax.

Mr. L. D. Lawyer, of Booth & Langan, boot and shoe manufacturers, of Montreal, has been doing the Provinces.

W. B. Hamilton, of W. H. Thorne and Co., Hardware Merchants, of St. John, left for Nova Scotia on the 6th inst.

The Royal Electric Company of Montreal is represented by Mr. David A. Starr. He was at the Royal week before last.

Jack Craven, representing Strachan & Co., of Montreal, was in St. John last week, and left for Halifax on the 9th inst.

Joseph S. Tylar, general travelling agent of Evans Bros. & Co., pianos London and Ingersoll, Ont., was in St. John recently.

W. A. Stewart, whose soap has a standard reputation, was at the Queen in Halifax, lately, and reports a successful trade.

John Hunter of confectionary fame, has been down this way, and left Chatham about the 25th of last month for Montreal.

Jack Fairbairn, of the Canada Fibre Co., has been doing P. E. Island lately. He is as musical as ever and deservedly popular.

Mr. E. H. Heffer, of Lyman, Sons & Co., Montreal, was in St. John lately. "Ted," old boy, may your shadow never decrease.

The Guelph Carriage Top Co. has failed. Liabilities \$100,000. Mr. R. H. Glass, well known in the Provinces, was one of the firm.

Mr. James Rodgers of the St. Croix Soap Co., was at the Victoria a short time ago. Jimmy is hustling around and scooping orders.

B. B. Blizzard, representing James Linton & Co., Montreal, has returned to St. John from a prosperous trip through the Province.

Mr. George H. Berg representing M. D. Barr, of Montreal, was at the Dufferin week before last. He left for Boston.

Fred Williams, who represents Gibson's Cotton Factory, was in St. John late in June. Fred does an immense trade in the North West.

Mr. J. Levin, representing J. Bufford's Sons, of Boston, was in St. John early in June. He had a choice display of advertising cards, etc.

M. C. McRobbie, representative of James Robertson, Saw Manufacturer, is at P. E. Island now, and will be in Halifax about 18th inst.

Queen Hotel,

FREDERICTON, N. B.

JOHN A. EDWARDS, **PROPRIETOR.**

The Office, Reading Room, Reception Room, and Parlors are among the most elegant in the Dominion. Carriages at all trains for guests. Tourists, sportsmen, and others are invited to make the Queen Hotel their home when in town.

MOSQUITOBANE

A Certain Preventive from the Bite of Black Flies, Mosquitoes, &c.

No Injury to the Skin. No Unpleasant Odor.

—PREPARED BY—

A. CHIPMAN SMITH & Co.

ST. JOHN, N. B.

TESTIMONIAL.

CAMP BURNT HILL,
S. W. Miramichi River, July, 9th, 1884. }
A. CHIPMAN SMITH & Co.,

Dear Sirs,

We have much pleasure in certifying to the efficacy of your preparation of MOSQUITOBANE.

We have used others of acknowledged merit, and have found none so effective in warding off the attacks of mosquitoes, black flies and other pests.

We consider it invaluable to sportsmen and others who visit our forests and streams.

Yours truly,

ALEX. H. WOOD,
WM. MAGEE,
WM. F. BUNTING,
C. A. ROBERTSON.

HAIR DRESSING ROOMS,

Cor. Market Square and Prince Wm. Sts.

Hair Cutting, Shaving, Shampooing, &c.

in first-class style, and satisfaction guaranteed.

DR. HENDERSON, PROF. BROWN, and SIGNOR NICHOLS are the efficient ton-sorial assistants.

W. C. HAMILTON, PROP.

KEARY HOUSE,

(Formerly Wilbur House.)

Bathurst, N. B.

T. F. KEARY, Proprietor.

White Ice
FREDERICTON

MANUFACTURERS OF

Finest Confectionery,

ICE CREAM,

SODA WATER, ETC.

— MARITIME —

STEAM LITHOGRAPH CO'Y,

DESIGNERS, ENGRAVERS AND PRINTERS.

Commercial Work of every description; Maps, Plans, Show Cards, Debentures, &c.

GLOSSED LABELS A SPECIALTY.

MODERATE PRICES.

L. D. CLARKE, MANAGER.

PROMPT EXECUTION.

30 DOCK STREET, - ST. JOHN, N. B.

I. P. Lear, of Halifax, was at the Victoria lately. Several years ago he contributed some very readable sketches under the nom de plume of "Leo."

H. L. Cole, representing Wm. Logan's Autumn Leaf Soap, will be in Halifax about 15th inst. Harry is a popular roadster and captures A 1 orders.

We are indebted to Mr. W. P. Killican, of H. A. Nelson & Son, Montreal, for a visit. He had been to P. E. Island and reported business booming.

Fred T. White, representing F. Greenshields & Co., Montreal, was in St. John last week and is now scooping orders in Chatham, Newcastle &c.

de B. Carritte, agent for Paterson Downing & Co., N. Y., will visit Halifax in the near future, accompanied by James Logan, on Autumn Leaf Soap biz.

The J. A. Converse cordage and plaster works is represented in the Maritime Provinces by Mr. Farnham Ledden. His smiling face is a passport of good nature.

The American Rubber Company of Boston send Mr. E. H. Hicks down East. He made his semi-annual trip down here in June and looked as gay as a peach.

Mr. John Rodgers, the genial representative of Evans, Sons & Mason of Montreal, was in St. John lately, and the cares of time do not seem to weigh heavily on him.

Mr. W. R. Bucham, representative of Williams, Greene & Rome, Toronto, manufacturers of collars and cuffs has been to P. E. Island and is now at the Halifax Hotel.

Mr. George E. Bingham, of the Royal Baking Powder Company, does an extensive business in the Provinces but dislikes to be taken for the "fellow that looks like him."

Mr. A. L. Hyke of Tasse & Wood, cigar manufacturers, Montreal, did a fine trade in the Provinces this summer. Al. says all smokers have the utmost reliance in their cigars.

Mr. Harry J. Dean, an old favorite on the road, was at the Royal in St. John a few days ago. He is taking orders for John C. Watson, of Montreal, and carries a choice variety of wall paper.

Mr. J. T. Suttou, familiarly known as "Dick," representing W. J. Gage & Co., of Toronto has been exhibiting a fine line of stationery and elegant Christmas Cards. He reports business brisk.

DEB. CARRITTE,

89 Water St. John, N. B., Agent for

PATERSON, DOWNING & CO., NAVAL STORES, OILS AND ROOFING MATERIALS.

154 Front Street, New York.

THORNE BROTHERS.

Gents' Fine Stiff and Soft Hats, Boys' and Children's Straw Hats, Silk Umbrellas, Ladies' and Gents' Fine Furs.

THORNE BROTHERS, - - - 93 KING STREET, St. John, N. B.

HOT WATER HEATING.

G. & E. BLAKE,

Plumbers, Gas-Fitters & General Jobbers

DEALERS IN WATER AND GAS FITTINGS.

Public and Private Buildings fitted up in the most approved style.

No. 177 UNION STREET, ST JOHN, N. B.

Central House,

39 AND 41 King Square, ST. JOHN, N. B.

J. W. ROOP, PROPRIETOR.

Park Hotel,

TERMS, \$1.50 and \$2.00 PER DAY.

E. H. White, - - Proprietor,

KING SQUARE, ST. JOHN, N. B.

TERMS:—From \$1.50 to \$2.00 per day, according to location of Room. Restaurant connected with the Hotel, where meals may be obtained at All Hours.

BELMONT HOTEL,

directly opposite N. B. and I. C. R. Station, St. John, N. B.

Horse Cars pass the House both ways. Baggage taken to and from the Station Free of Charge.

J. SIME, Proprietor.

A. N. DONALDSON, Manager.

Royal Hotel,

King Street,

SAINT JOHN, N. B.

T. F. RAYMOND, - - - - - Proprietor.

Mr. John E. Richards, of the London Furniture Co., and manufacturer of spring beds and woven wire mattresses, was at the Dufferin last week. He has just returned from Winnipeg, where he reports business dull.

Two distinguished American Senators—Barnes and Barton—are expected in St. John in a few days and a grand pow-wow in their honor will take place at the "Grove." Cards of invitation have already been issued.

Mr. Fred. H. Barr, of E. & C. Gurney & Co., the celebrated Hot Water Heater manufacturers, says there is quite a boom in his business, and Messrs. G. & E. Blake, their St. John agents, endorse this statement as correct.

An old St. John favorite, Mr. W. H. Olive, was at the Dufferin in St. John about the 20th of June. He represents several manufacturers and his headquarters are in Montreal. If the exterior is an index of prosperity William must be doing well.

The veteran "drummer" with the oil-y tongue, Homer Ely, more familiarly known as "Papa," is, despite of his silver threads, one of the "boys," and around the festive circle still keeps up his reputation as the champion "yarn spinner."

Billy McClain, the genial representative of Messrs. J. & J. Taylor, safe manufacturers, is located in Montreal as manager of the branch. Willie, we have missed you since you left this section of the Dominion, but are pleased to hear that you are still doing a safe business.

Mr. R. J. Matheson, formerly of the well-known dry goods firm of Matheson & Harley, in Halifax, N. S., but now representing American manufacturers in varied lines of dry goods, was at the Victoria Hotel in St. John last month. He says business exceeded his expectations.

FROM YOUNG'S NIGHT THOUGHTS.

Oft in the stilly night,
 From slumber's chains which bound me,
 I've had to tote the squalling brat,
 With nothing much around me.

JOHNNY—"Are all aunts small, ma?"

MA—"Yes, my dear, they are among the minutest specimens of the insect creation."

JOHNNY—"Rats! what's the matter with gi-ants?"—*Tableau.*

Barker House,

FREDERICTON, N. B.

The best in the City and second to none in the Maritime Provinces in points of location, furnishing and convenience,

Commands a Beautiful View of the River Saint John.

Immediately in front of the parlors are

Spacious Tennis Courts of the Military, where the Band Discourses Sweetest Music During the Afternoons and Evenings.

The Killarney House,

Three and a half miles from the City, under the same management,

Is a Beautiful Country Retreat particularly adapted to the Requirements of Families. Boating, Fishing and Hunting

BEING AMONG THE MANY RESOURCES OF ENJOYMENT.

Terms Moderate.

F. B. COLEMAN, Proprietor.

UNION LINE

Daily Trips between St. John and Fredericton,

(EACH WAY.)

FARE, ONE DOLLAR.

UNTIL FURTHER NOTICE, PRESUMABLY UNTIL OCTOBER 1st,

THE Splendid Steamers "DAVID WESTON" and "ACADIA" alternately leave St. JOHN, (Indiantown) for FREDERICTON and FREDERICTON for INDIANTOWN, **Every Morning**, at nine o'clock, local time, calling at intermediate stops.

Connection made with New Brunswick Railway for Woodstock, Grand Falls, etc.; with Northern and Western Railway for Doaktown, Chatham, etc., and with Steamer "Florenceville," when water is high, for Eel River, Woodstock, etc.

Through Tickets, Single and Return, issued at all Stations at special reduced rates.

Round Trip Tickets to Fredericton, also to Woodstock and Grand Falls, good to return by N. B. Railway, issued at special reduced rates.

On Thursdays and Saturdays Excursion Tickets will be issued to Brown's, Kingston, Oak Point and Palmer's Wharves, good to return on day of issue, for 40 cents; to Hampstead and return, 50 cents.

SATURDAY EVENING AND MONDAY MORNING TRIP.

For accomodation of business men and others, Steamer "ACADIA" will leave Indiantown every Saturday evening, at 6 o'clock, for Hampstead, calling at intermediate stops.—Returning will leave Hampstead at 6 o'clock Monday morning, to arrive at Indiantown at 9, thus affording opportunity to spend a day of rest and change in the country without encroaching on business hours.

FARE.—Indiantown to Hampstead, etc., and Return 50 cents.

R. B. HUMPHREY, Manager.

St. John City Agency at H. CHUBB & CO'S, Prince Wm. Street.

MEN WHO GO FISHING.

Comedian William J. Florence is at Dawson Pool on the Restigouche.

A quantity of salmon fry was put in the North East Magaguadavic last week.

John W. Gilmor, S. Hayward and T. H. McMillan, of St. John, are at the Escuminac.

High Constable Stockford, of St. John, makes his stamping ground at New River this summer.

George Barnhill of St. John, is as ardent after trout as ever. The Lepreau river is his favorite spot.

Gen. Manager Cram and Land Agent Whitehead, of the N. B. Railway, will be at the Tobique during the latter part of this month.

Gen. D. B. Warner of St. John, has been casting a line at Cascapedia. He secured 43 salmon, catching nine in one day. The largest weighed 39 pounds, while the average was 29 pounds.

E. C. Fitch and John Logan of Boston, and Geo. H. Richardson and A. R. Sloan of New York, are fishing on the line of the New Brunswick Railway.

The Restigouche has had many visitors so far this season. The men at the Club House at one time recently represented \$300,000,000 in money. W. K. Vanderbilt was among the number.

E. W. Davis, of Pain Killer fame, and Joe Dalzell the well known rod maker of St. John, have been in luck at Flatlands, Restigouche. Davis hooked one 33 pounder. Dalzell's best catch was a 26 pounder.

R. C. John Dunn while trout fishing at Lepreau, the other day, got caught by the tide on a rock in the middle of the river. He managed to get ashore, very wet and with a watch badly damaged by the salt water.

C. E. Hilyard, Arthur Hilyard and Frank Foster of St. John, and Conductor Fred McLellan of the N. B. R. were at North Branch Oromocto recently. In two days they caught 125 trout weighing about 200 lbs. Eleven of the fish weighed 29 lbs.

Joe Jefferson with A. H. Wood, of Wood, Pollard & Co., Boston, is at Clearwater Camp, S. W. Miramichi. No Salmon had struck there up to the last of June, but big trout were plentiful. Better luck is expected this month. Mr. Jefferson will not visit Skiff Lake again this season. His wife and daughter are summering at Buzzard's Bay, Mass., and he will join them there. Bluefish have been giving some sport at the Bay of late.

	— BUT — If You Want a Good
⊕ SAW WOOD AND SAY NOTHING ⊕	LAUNDRY SOAP — TRY — AUTUMN LEAF All Grocers Keep it. MANUFACTURED ONLY BY
	WM. LOGAN, St. John, N. B.

JOHN MCGOLDRICK,

Commission Merchant and Dealer in

Rags, Paper-Stock, Iron and Metals,

BUYING AGENTS FOR THE SPRINGDALE PAPER MILLS.

109, 111 AND 113 MILL STREET,

ST. JOHN, N. B.

THE LYONS HOTEL,

KENTVILLE, N. S.,

(Directly Opposite the Station.)

Every arrangement has been made to keep this popular house to the front during the present season
Travellers will find a

First Class Table, Attentive Servants, and Well Ventilated
Rooms at moderate Cost.

Good Sample Rooms and Stabling in Connection.

DANIEL McLEOD, PROPRIETOR.

WM. DOHERTY.

WM. DOHERTY & CO.

F. H. FOSTER.

Merchant Tailors, 71 Prince William Street, St. John, N. B.

All the Latest Novelties in Suitings, Pantings, Overcoatings.

ALONG THE LINES.

The summer folder of the W. & A. R. is a model of its kind.

It is expected that passenger trains will be run on the Joggins road in August.

Some of the most pleasant summer excursions out of St. John may be made on the river by the Union Line steamers.

Geo. Conners, the I. C. R. ticket agent at Halifax, has been showing his friends the latest novelty in the way of coffins.

Supt. Unsworth of the P. E. I. railway has invented a device by which the danger to men working snowploughs is much lessened.

W. C. Milner, the Joggins railway king, and one of the magnates of the Cape Tormentine railway, hates to answer a letter worse than any man in Canada.

Traffic Auditor J. R. Bruce, of the I. C. R. has his foot upon his native heath in the north of Scotland. It is 20 years since Joe last trilled the auld songs in the land o' cakes.

General Manager Cram, of the N. B. R. is a man who is always on duty on some part of the line. Even his fishing trips are not idle excursions as regards the interests of the road.

General Passenger Agent Heath, of the N. B. R. is always to be found in his office when he is wanted. He has a prompt and easy way of attending to his callers, and there is no red tape on his table.

George A. Robinson, late manager of the Albert railway, made a good fight against circumstances in running that line; and he deserves a good deal more credit than some people have been inclined to give him.

Manager Innes of the W. & A. R. says that Longfellow's Evangeline has done more for that road than all the regular advertising. He might have added that conductor Joe Edwards, as the able interpreter of the poem, has been an important factor in the matter.

Receiver Sturdee, Engineer Holt, School Trustee T. W. Peters, Director John McMillan, of the St. John Board of Trade, Water Commissioner A. Chipman Smith, and Fire Marshal Sheldon of New York, took a run over the Grand Southern on June 29, for the purpose of paying the employes and inspecting the road. The receiver handled the cash while the others did the inspecting. While at Musquash, Trustee Peters became interested in the district school and the result was a prize of \$6, donated by the party.

STEWART'S
 Maple Leaf Soap
 IS THE ORIGINAL AND BEST.

Never fails to please. Cannot be Surpassed for all Household Purposes.

Warranted not to Injure the Finest Fabric or most Delicate Skin.

—MADE ONLY AT—

Stewart's Steam Soap Works,
 20 GERMAIN STREET, ST. JOHN, N. B.

New Victoria Hotel,

248 to 252 PRINCE WM. STREET.

St. John, N. B.

THIS POPULAR HOTEL has recently been refurnished and refitted, and offers to its patrons inducements which cannot be excelled in the Maritime Provinces.

SPECIAL RATES TO COMMERCIAL TRAVELLERS.

Street Cars to and from all Railway Stations and Steamboat Landings pass this Hotel every five minutes.

J. L. McCOSKERY, - - Proprietor.

AROUND THE HOTELS.

The Misses Schrieber have been at the Inch Arran, Dalhousie.

Tom Doran is doing a good business at the Victoria, Windsor.

The new dining room of the Halifax Hotel is a thing of beauty.

The Belmont, St. John, is very conveniently located for travellers arriving by rail.

Charles Schroder says he is tired of running the Parker House, Truro, and intends to sell out.

N. C. Calhoun says he is trying to get out of the Terrace Hotel, Amherst, and expects to sell very soon.

The Queen Hotel, Fredericton, is as handsome as ever. The furnishings attracts much attention from its patrons.

G. H. Sheldon, late Fire Marshal of New York, has been at the Dufferin. He appreciates the cool air of St. John.

Dr. David Webster who was associated with the late Dr. Agnew, of New York, has been at the Dufferin, St. John.

Daniel McLeod of the Lyons Hotel, Kentville, is one of the landlords who try to make their guests feel at home. And he succeeds.

Thos. Kerr, inspector Standard Life Ass. Co., Montreal, was at the Royal on the 3rd inst. He has just return from the Pacific Slope.

Improvements are constantly appearing around the Queen, Halifax. Every time the traveller goes there he finds something new to add to his comfort.

The season at the Inch Arran, Dalhousie, began with the arrival of Lady Macdonald and daughter, Col. Bernard and the family of Chief Engineer Schrieber.

George Munro, the New York publisher, was at the Dufferin, St. John, recently, on his way to Nova Scotia. He was accompanied by his wife and daughter.

The art gallery of the Royal, St. John, has additions this season in the way of an oil painting of Loch Lomond and a large, splendidly executed photo. of Banff, C. P. R.

Lady Macdonald during her recent brief visit to "The Beaches," expressed herself much pleased with Richibucto as a summer resort. She intends to return later in the season.

Landlord Davis, of Lamy's Hotel, Amherst, says he does not want to advertise for travellers until he has better accomodations. Nevertheless he sets a good table, as he always has done.

VICTORIA HOTEL

ST. JOHN, N. B.

D. W. McCORMICK, † † Proprietor.

Centrally Located. † Strictly First-Class.

Furnishings Modern. † † † Cuisine Unexcelled.

W. H. THORNE & CO.

Market Square, St. John, N. B.,

Hardware Merchants,

—AND DEALERS IN—

PAINTS, OILS, GLASS TIN,

Black and Galvanized Sheet Iron,

IRON PIPE, ZINC, SPELTER, Etc.

Mill, Steamboat and Railroad Supplies, Sporting Materials,
Fishing Supplies.

AGENTS FOR—Carson's Anti-Corrosion paint, Hazard Powder Company,
Improved Howe Scales, Atlas Powder Company, Dynamite.

The Brunswick, Moncton, is doing a fine business this season, as indeed it has always done. Landlord McSweeney is not one who lets a house run itself.

Chas. H. Quinton, steward of the Quincy House, Boston, has been visiting his friends in St. John. The patrons of the Quincy recently presented him with an elegant watch and chain.

The New Victoria is the latest addition to St. John's good hotels. It is very pleasantly situated with a fine view of St. John harbor, and the proprietor guarantees to keep it up to the standard.

The Barker House, Fredericton, has been thoroughly refurnished this season and has been fitted throughout with all modern improvements. The gentlemen's parlor makes an especially fine appearance.

George McSweeney's purchase of the Weldon House, Dorchester, will end its career as a hotel for the present, as he intends to close it and run only the Dorchester Hotel there. As he knows how to run a house, the public will not lose by this move.

The Victoria, St. John, is a wonderful improvement on the old Waverley, though that house in its day was the best in the city. So much has been done in the way of improvements that, so far as the comfort of the traveller goes, the Victoria is practically a new hotel. Its regular patrons include some pretty good judges of what a house ought to be.

Landlord Jones has made a very palpable hit in his improvement of the dining room of the Dufferin, St. John. A bay extension of the Queen Anne style looks out on the lawn adjoining the house and will give table room for about twenty more guests. In the centre panel of the bay will be a mirror about $7 \times 8\frac{1}{2}$ feet, while stained glass in cathedral style will compose the upper parts of the windows. Silk drapery and other tasteful accessories will make the effect very fine.

THE RECORD of fast locomotive construction was broken in the Pennsylvania railroad shop at Altoona, on June 18, when a 110,000 pound engine was turned out in 16 hours and 55 minutes.

SCORE ONE for the drummer. The "style" of THE GRIPSACK is to give every man his due without prefixing "Mr." to his name, but the drummer got ahead as usual this time. Most of the personals regarding road agents were in type before it was discovered that the "style" had been violated, and so, to save time and trouble, they get the title. They don't want it, we don't want it, and they won't get it again.

“The Beaches,”

RICHIBUCTO, N. B.

This unrivalled Summer Resort is reached from Quebec via the Intercolonial Railway, down along the south shore of the St. Lawrence River, which widens as you go, until its gray northern coast is lost in the summer's mist; then across country down the wild valley of the Metapediac, along the southern angle of Chaleur Bay; through the Miramichi Country, Kent Junction, where a branch railway leads to RICHIBUCTO. Also reached by the Maine Central, New Brunswick and Intercolonial railways to Kent Junction.

Fanned by the welcome breezes from the bosom of the Gulf of St. Lawrence, and protected from harsh easterly gales by the spur of Prince Edward Island, Richibucto and its sloping beaches has long been a favorite with many dog-day pilgrims.

Those who go hither find safe and pleasant boating, excellent fishing in stream and sea, unrivalled goose, duck, curlew, and partridge shooting, delightful drives over shady, well-kept roads, and ample facilities for sports by flood and field.

This handsome and beautifully located Hotel, and everything in connection with its equipment, is new and up to the requirements of the times. Swings and other means of enjoyment for children are provided. A separate structure contains the Ball and Music Rooms, which are reached by a covered bridge from the second floor of the main structure, a convenience which ladies can well appreciate. This building also contains the Billiard Room, Bowling Alleys, and Shooting Gallery.

No Piano used in the main building.

A First-Class Livery is in connection with the Hotel.

—AND—

INDIAN GUIDES MAY BE ENGAGED FOR HUNTING AND FISHING.

Lawn Tennis Courts, Croquet, Base Ball and Cricket Grounds have been laid out, as well as facilities for Pigeon-Trap Shooting.

The “BEACHES” will accommodate two hundred guests.

Sea fogs, which are so prevalent at many coast resorts, are almost unknown here.

Salt and fresh water Baths Rooms are provided in the House.

The Menu of the house is unexcelled.

RATES PER DIEM FOR TRANSIENT GUESTS \$2.00 to \$3.00.

Special terms to families and boarders by the week.

For photographs of fishing and gunning resorts in the vicinity, circulars, and special information, apply to

Mr. E. E. PHAIR, Proprietor.

P. O. BOX 225, Richibucto, N. B.

SPECIAL NOTICE.—Cook's Tourists Agencies issue Excursion Tickets to Kent Junction.

JOE-COSE JOTTINGS.

BY JOE KER.

- Dear horns—Champagne cock-tails.
- A dentist's drawing-room is his office.
- Pork and Beans—Chicago and Boston.
- Do they water stocks in a bucket shop?
- Harp-ingers of spring—Itinerant harpists.
- Should a bow-legged boy be put in limb-bow?
- The fashion editress prefers the waist basquet.
- The New Brunswick lumber king, is a mill-ionaire.
- Would the Rev. E. P. Roe's, residence be a Roe-manse?
- The financial success of a church depends on its s' coffers.
- The statement that Dr. J. C. Ayer's widow is worth \$25,000,000 reminds us of the p—"ills that flesh is Ayer to."
- Speaking of lotteries, Ned says he ought to be rich by this time as he has put in a lot-o'rye during the last twenty years.
- Best way to cut off a hen's head—with a hatch-et. If you want to decapitate a gull you should use a gull-otine.
- There is a freight-earn-al feeling between rival railway freight agents when they are in accord, and a fray-ternal ditto when at loggerheads.
- Should weather prophets, who forecast the weather, live in a forecast-le?
- A fisherman may not be much of a musician and yet may be an expert at castin-nets.
- The right kind of wood for making oars—the Rowan; and for rudders—the Elm.
- The proper person to ask for a loan if you want to "raise the wind" is the clerk of the weather, who could probably accommodate you with a cyc-loan.
- A seamless boot is advertised in St. John. I suppose the reason is because, though they cost more, they seem less.
- A St. John statistician says he can easily calculate the number of lives lost by shipwreck. He does it by dead-wreck-oning.
- A rifleman may not be very good natured but his skill depends a great deal on his aim-ability.
- Mr. Sillibus wants to know if the Finance Minister wears his surplus when he preaches in Ottawa?

WHEN IN ST. JOHN

—CALL UPON—

Messrs. ESTEY, ALLWOOD & CO., Prince Wm. St.,

who sell the celebrated TWEED WATERPROOF COATS, for Gentlemen,
and Ladies' Waterproof Garments in great variety, also
Rubber Goods of all kinds.

Rubber and Leather Belting, Packing Hose, &c., a Specialty.

ESTEY, ALLWOOD & CO.,

68 Prince William Street.

Citizens Assurance Company,

FIRE, LIFE AND ACCIDENT.

CAPITAL, - - - - - \$1,500,000.

Coupon Bond Life Policy, a new feature. Accident Policies for partial disablement. Enquirs of
CHAS. A. MACDONALD, Gen'l Agent, 43 Princess Street, St. John, N. B.

BUY THE BEST.

INSURE in the TRAVELLERS of HARTFORD, CONN.

*The Largest and Strongest Accident Company in the world. Policies written and
Tickets issued by*

M. & T. B. ROBINSON,

General Agents.

108 Prince Wm. Street.

BEST ON EARTH

SURPRISE SOAP

THE GREAT SELF WASHER TRY IT

Send 25
Surprise or Sea
Foam wrappers to us and
get either the beautiful pic-
ture or 1/2 doz. Surprise lead pencils



A marvel
of economy, in
time, labor and money.

For the laundry
and general
household
uses.

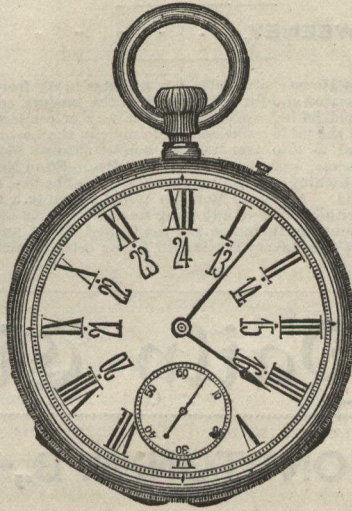
Ask your Grocer
for SURPRISE Soap
and take no
other.

**The St. Croix Soap M'g Co.,
St. Stephen, N. B.**

 TWENTY-FOUR HOUR TIME.

The Traveler's day, under the new order of things, begins immediately after the last stroke of midnight.

12 o'clock is reached at noon, and from that time until midnight is reached the hours are numbered from 13 to 24.



The dial here shown will aid those unfamiliar with the new system in comparing it with the old a. m. and p. m. style. Many travellers now have their watches arranged as in the cut. It is very easily done.

 NO SEAT, NO FARE, NO BOUNCE.

The Supreme Court of Minnesota has confirmed the opinion of experienced travellers as to certain points of railway law. A passenger in a crowded train refused to pay fare unless he were given a seat. The conductor thereupon bounced him at a point two miles from a station. Damages were awarded on the ground that the railway is bound to seat its passengers, and that though there is a right to eject passengers from trains under certain circumstances, they must be put off at stations.

Trains in the Provinces are not usually so crowded as to give passengers a chance to refuse to pay fare, but any man who goes to Boston can try it on the outward suburban trains which leave that city about 18 00 o'clock. It may be said, however, that the illegality of ejecting passengers at points between stations was long ago pronounced upon by our courts, and is now well understood by railway men in the Provinces.

STREET RAILWAYS have got their grip on St. John and Halifax, and are paying well in both places. They were tried in both places years ago, but the men who projected them were ahead of their time. The horse railway is one of the institutions that will stay.

HOTEL BRUNSWICK, MONCTON, N. B.

GEORGE McSWEENEY. PROPRIETOR.

THE above FIRST-CLASS HOTEL, situated a few minutes' walk from the I. C. R. Depot, has been thoroughly renovated and furnished with all the modern conveniences, electric light and bells, hot and cold baths, everything in the way of comfort, spacious parlor, ladies' room, office, etc., and the table ranks second to none in the Lower Provinces.

Tourists are specially invited to stop over and see one of nature's most interesting sights, the passing of the *Bore*, or tidal wave, washing up the Petitcodiac. From Moncton the tourist can go to any point of the celebrated bathing and fishing places, such as Shediac, Charlo, Dalhousie, and to the famed Prince Edward Island. A rest at Moncton would be quite a treat. The Hotel has accommodation for 150 guests, with or without adjoining rooms, or rooms *en suite*.

This Hotel is famed throughout the Dominion and the United States, and every attention is given to the pleasure seeker. A first-class Livery is attached to the establishment, and the surroundings are well worth inspection.

The Daily Times,

—MONCTON, N. B.,—

is the best advertising medium in Eastern New Brunswick. Subscription \$4.00 a year.

The Weekly Times,

has a large and constantly increasing circulation, extending over a wide extent of territory.
Subscription \$1 a year in advance.

THE TIMES STEAM JOB PRINTING OFFICE is prepared to do all kinds of Plain and Fancy Printing on reasonable terms and at short notice.

H. T. STEVENS,
Editor and Proprietor.

Imperial Oil Company, (Limited)

REFINERIES, PETROLIA.

LUBRICATING WORKS, LONDON.

Producers, Manufacturers and Dealers in

Crude and Refined Petroleum, Lubricating, Animal, Vegetable, Gas and Fuel Oils.

BEZINE, AXLE AND CAR GREASES,

CANDLES, PARAFINES, WAX, Etc.

Maritime Branch :-----16 DOCK STREET, ST. JOHN, N. B.

POINTS IN THE PROVINCES.

HOW TRAVELLERS CAN GET THERE, GRIPSACK IN HAND.

It is the experience of many, and we have been there, that a traveller may sometimes have a head as big as a bucket but is not as long as the head of a horse. In such case, he is not in a mood to translate shorthand or amuse himself with mathematical calculation. He wants to get somewhere, and he wants to find out in the shortest and plainest manner how to do it. There are others than the man with a big head, which is not a long head, who want information of the same kind in a more simple form than the ordinary folders or the ordinary railroad guide, which consists of a number of folders bound in book form. Every occasional traveller is of this class, and every such man or woman wants something more clear and concise than is usually offered.

THE GRIPSACK is published because it is needed by the traveller.

An effort—we may add, a painful effort—has been made to put facts and figures in plain form. The gazetteer arrangement has been adopted with the time table of each place under the head of that place. By turning to any objective point, the inquirer finds at a glance the line it is on, the distance from terminals, the rates of fare from terminals, the hour that trains, etc., leave terminals for the objective point, the hour they arrive there and the hours they depart for terminals. To illustrate :

Welsford, for example, is shown as on the New Brunswick Railway, 24 miles from St. John, to and from which place a single first-class fare is 90 cents. It is 66 miles from Vanceboro, to and from which the fare is \$2.15. Then come the hours at which trains *leave St. John for Welsford*, followed by the hours at which they *arrive at Welsford*. In the same paragraph and in like order are the trains which leave Welsford for St. John and the hours at which they arrive at the latter place. In the next paragraph are given the trains between Vanceboro and Welsford, and then those between the latter place and Fredericton.

By this arrangement a man at either end of the line or at Fredericton can find, under a single head, the time his train will leave for Welsford, the time it will reach there, the time other trains will leave Welsford for the place where he is waiting and the time he may expect them to arrive.

In the case of a few of the smaller places times of departure only are given.

Eastern standard time is used in all cases. The twenty-four hour time, which is used by the Canadian Pacific and Intercolonial railways,

and must be adopted eventually by all roads, is also used, as affording less opportunity for errors.

Abbreviations and arbitrary reference marks have been avoided as much as possible. The essential ones appear at the foot of each page.

All trains are understood to be express trains unless otherwise marked.

All fares are single first-class. On all important lines return tickets can be had at about one and a half fare.

Unless otherwise marked all trains are given as running daily, Sunday excepted.

These are the abbreviations of the names of routes, etc., the final letter R or S meaning railway or steamer :

AR, Albert ; AS, Allan Line.

BDS, Bras d'Or ; BMR, Buctouche and Moncton.

CCR, Cumberland Railway and Coal Company ; ChR, Chatham ; CTR, Caraquet.

EPR, Elgin, Petitcodiac and Havelock.

GSR, Grand Southern.

ICR, Intercolonial ; IR, Prince Edward Island ; ISS, International.

KNR, Kent Nothern.

MBS, St. John and Minas Basin.

NBR, New Brunswick ; NSS, Nova Scotia S. S. Company ; NWR, Northern and Western.

PER, New Brunswick and P. E. Island.

QS, Quebec Steamship Company.

RCS, Red Cross Line.

SLR, Sydney and Louisburg ; SMR, St. Martins and Upham.

ULS, Union Line.

WAR, Windsor and Annapolis ; WCR, Western Counties.

YL, Yarmouth Line.

In addition to these are: ar, arrive ; Chn, Charlottetown ; F'tn, Fredricton ; Hx, Halifax ; lv, leave ; m, miles ; St J, St. John.

The name of a place repeated under its own head is abbreviated by initials in the same style of type as that head.

Days of the week : Sun, M, Tu, W, Th, F, Sat.

The information furnished in the following gazetteer is chiefly that relating to railways and steamers. Passenger stages are given so far as known, but the work is necessarily incomplete in this respect. Owners of such stages will oblige by sending us full information as to routes, distances and fares from termini to intermediate points.

Managers of all lines of travel are requested to notify THE GRIPSACK

of contemplated changes in their arrangements as early as possible. All news regarding other changes or improvements on their lines will also be welcome. Whatever pertains to travel will interest THE GRIPSACK and its readers.

NEW BRUNSWICK.

Albert, AR, Harvey 3m; Salisbury 45m. Harvey to **A**, 5 15. **A** to Harvey, 15 05. Salisbury to **A**, 10 45. **A** to Salisbury, 5 30. No information from manager. Daily stage to Alma 18m. To Elgin 21m on Sat.

Alma reached by stage from Albert, daily.

Anagance, ICR, St John 60m \$1.80; Halifax 217m, \$5.08.

St J to **A**, 7 00, 11 00c, 18 00f, 22 15; ar 9 18, 14 38c, 24 30f. **A** to St J, 9 45c, 15 42; ar 12 55c, 18 00.

Hx to **A**, 6 30; ar 15 42. **A** to Hx 9 18, 24 30; ar 18 20, 9 10.†

Pt du Chene to **A**, 6 40c, 13 30; ar 9 45c, 15 42. **A** to Pt du Chene, 9 18, 14 38c; ar 11 35, 17 35c.

Andover, NBR, Presque Isle 39m, \$1.30. Woodstock 49m, \$1.65. Vanceboro 106m. Edmundston 62m.

Presque Isle to **A**, 4 30, 14 15c, 5 00f; ar 5 56, 16 35c, 8 40f. **A** to Presque Isle 9 00c, 15 44, 10 35c; ar 10 55c, 17 30, 13 30c.

Vanceboro to **A**, 1 25c†, 11 10, 18 00c; ar 9 00, 15 44, 10 35c. **A** to Vanceboro, 5 05c, 5 56, 8 15f, 16 15c; ar 14 00c, 9 50, 17 40f, 24 15c.

Woodstock to **A**, 5 45c, 13 20, 6 00c; ar 9 00c; 15 44, 10 35c. **A** to Woodstock 5 56, 5 05c, 16 35c, 8 40f; ar 7 41, 8 40c, 19 45c, 12 25.

Newburg June to **A**, (in addition) 9 45c; 12 10.

Edmundston to **A**, 12 00c; ar 16 35. **A** to Edmundston 15 44c; ar 19 15.

St. John to **A**, 6 40, 20 30†; ar 15 44, 9 00; **A** to St J, 16 35, 5 56; ar 5 45†, 14 25.

Apoahqui, ICR, St John 39m \$1.17. Halifax 238 \$5.43.

St J to **A**, 7 00, 11 00c, 16 35, 18 00f, 22 15; ar 8 34, 13 13c, 18 14, 20 05f, 23 44. **A** to St J 6 50, 10 48c, 16 25; ar 8 30, 12 55c, 18 00.

Hx to **A**, 6 30; ar 16 25. **A** to Hx 8 34, 23 44; ar 18 20, 9 10.†

Sussex to **A** (in additional to above) 6 40; ar 6 50. **A** to Sx 18 14c; ar 18 25c. Pt du Chene to **A**, 6 40c, 13 30; ar 10 48c, 16 95. **A** to Pt du Chene, 8 34, 13 13c; ar 11 35, 17 35c.

Aroostook Junction, N B R, Presque Isle 34m \$1.10; Woodstock 54m \$1.80; Edmundston 57m \$1.30; Vanceboro 145m.

Presque Isle to **A J**, 4 30, 14 15c, 5 00f; ar 5 46, 16 15c, 8 15f.

Grand Falls to **A J**, 4 00; 4 00c, 14 30. **A J** to Grand Falls 12 25, 16 05.

A J to Presque Isle, 9 15c, 16 05, 11 05c; ar 10 55c, 17 30, 13 30.

Woodstock to **A J**, 5 45c, 13 20, 6 00c; ar 9 15c, 16 05, 11 05c.

† Saturday excepted. ¶ Daily, Sunday included. † Monday excepted. * Stops if signalled.
c Accommodation. † Freight. § No connection Sunday. ¶ Dining Station.

A J to Woodstock 5 46, 4 50c, 16 15c, 8 15f; ar 7 41, 8 40c, 19 45c, 12 25f.

Edmundston to **A J**, see Edmundston.

Vanceboro to **A J**, 1 25c†, 11 10, 18 00; ar 9 15c†, 16 05, 11 05c.

A J to Vanceboro, 5 46, 4 50c, 15 15c, 8 15f; ar 9 50, 14 00, 24 15c, 16 40f.

Newburg Junc to **A J** (in addition) 9 45c, ar 12 25c. **A J** to Newburg Junc, 8 15f; ar 12 00.

Baie Verte, PER. No information from management.

Bartibogue, ICR, Moncton 99m; Campbellton 86m; St John 188m, \$4.55.

Moncton to **B**, 10 30c, 5 00f; ar 15 05c, 12 42f.

B to Moncton 10 25c, 13 55f; ar 14 25c, 21 20f.

Campbellton to **B**, 7 00c, 8 00f; ar 10 25c, 13 55f.

B to Campbellton 15 04c, 12 42f; ar 20 05c, 18 30f.

Bath, NBR, Presque Isle 58m, \$1.95. Woodstock 30m. \$1.00. Vanceboro 87m. Edmundston 81m.

Presque Isle to **B**, 14 15c, 5 00f; ar 17 41c, 10 10f. **B** to Presque Isle, 8 00c, 14 56, 9 15c; ar 10 55c, 17 30, 13 30c.

Woodstock to **B**, 5 45c, 13 20, 6 00c; ar 8 00c, 14 56, 9 15c. **B** to Woodstock 6 15c, 17 41c, 10 10f; ar 8 40c, 19 45c, 12 25f.

Edmundston to **B**, 12 00c; ar 17 41c. **B** to Edmundston 14 56; ar 19 15.

St John to **B**, 6 40, 20 30‡; ar 14 56, 8 00‡. **B** to St J, 6 15, 17 41; ar 14 25, 5 45†.

Fredericton to **B**, 6 00, 15 50§; ar 14 56, 8 00.

Bathurst, ICR, Moncton 122m. Campbellton 63m.

Moncton to **B**, 1 45†, 10 30c, 5 00f; ar 5 56†, 16 25c, 14 30f. **B** to Moncton 21 23, 9 34c, 12 30f; ar 1 40, 14 25c, 21 20f.

Campbellton to **B**, 19 20, 7 00c, 12 30f; ar 21 23, 9 34c, 12 30f; **B** to Campbellton, 5 56, 16 25c, 14 30f; ar 8 00, 20 05c, 18 30f.

Shippegan to **B**, CTR, 65m, 7 00; ar 11 00. **B** to Shippegan, 15 00, ar 19 00.

Benton, NBR, Debec Junc 7m. \$0.25. McAdam Junc 33m. Vanceboro 39m. Woodstock 19m. \$0.60.

Debec Junc to **B**, 8 13, 11 15c, 8 45¶. **B** to Debec Junc 4 00c¶, 12 31, 16 40c, 20 20c, 10 30f.

McAdam Junc to **B**, 2 15c¶, 11 25, 15 00c, 18 35, 8 30f. **B** to McAdam Junc, 8 28, 11 40c, 9 15c¶, 15 00f, 17 40f.

Blackville, N & W R, Chatham 29m; Gibson 86m. \$2.60.

Chatham to **B**, 7 00; ar 9 00. **B** to Chatham 11 50; ar 13 50.

Gibson to **B**, 6 30; ar 11 50. **B** to Gibson, 9 00; 14 30.

Bloomfield, I C R, St. John 27m \$0.81, Halifax 250m \$5.62.

St. J. to Bloomfield 7 00, 11 00c, 16 35, 18 00f, 22 15; ar 8 00.

† Saturday excepted. ¶ Daily, Sunday included. † Monday excepted. * Stops if signalled.
c Accommodation. † Freight. § No connection Sunday. ¶ Dining Station.

12 30c 17 44, 19 25f, 23 18. **B** to St. J. 7 17, 11 27c, 16 56; ar 8 30, 12 55c, 18 00.

Hx. to **B** 6 30; ar 16 57, **B** to Hx. 8 09, 23 18,* ar 18 20, 9 10†.

Sussex to **B** in (addition to above) 7 40; ar 7 17, **B** to Sx. 17 44; ar 18 25.

Pt du Chene to **B** 6 40c, 13 30; ar 11 27c, 16 57.

B to Pt. du Chene 8 09, 12 30c; ar 11 35, 17 35c.

Boiestown, N&WR, Gibson 47m, \$1.50; Chatham 69m. Gibson to **B** 6 30; ar 9 20. **B** to Gibson 11 40; ar 14 30. Chatham to **B**, 7 00; ar 11 40. **B** to Chatham 9 20; ar 13 50.

Burnsville, C&R, Shippegan 31m; Gloucester 39m.

Shippegan to **B**, 7 00; ar 8 30. **B** to Shippegan 17 05; ar 19 00.

Gloucester to **B**, 14 00; ar 17 05. **B** to Gloucester, 8 30; ar 12 30.

Buetouche, BMR. Said to be a daily train to and from Moncton. No information from management.

Burton, ULS, Indiantown, 68m, Fredericton 16m. Steamer leaves Indiantown 8 24 daily; leave Fredericton daily 8 24, ar at Indiantown 16 00.

Campbellton, ICR, St. John, 247m, \$5.98; Halifax, 373m, \$7.68; Point Levis, 305m, \$6.50; Moncton, 185m.

Campobello, reached by steamers to and from Grand Manan, Eastport and St. John.

Canterbury, NBR, Debec June 18m, \$0.60; McAdam June 22m. Woodstock 29m \$0.95.

Debec June to **C**, 8 13, 11 15c, 20 45c¶, 14 30f, 17 10f; **C** to Debec June, 8 30c¶, 12 10, 16 10c, 19 45c, 9 55f.

McAdam June to **C**, 2 15c¶, 11 25, 15 00c, 6 35c, 8 30f. **C** to McAdam June, 8 50, 12 15c, 20 00c¶, 16 00, 18 20.

Caraquet, CRR, Shippegan 20m; Gloucester 50m.

Shippegan to **C**, 7 00; ar 8 00. **C** to Shippegan, 18 00; ar 19 00.

Gloucester to **C**, 14 00; ar 18 00. **C** to Gloucester, 8 00; ar 12 30.

Caribou, NBR, Presque Isle 14m, \$0.50. Woodstock 74m, \$2.40.

Presque Isle to **C**, 4 30, 14 15c, 5 00f; ar 4 59, 14 55c, 6 15f. **C** to

Presque Isle, 10 12c, 16 55, 12 40c, ar 10 55c, 17 30, 13 30c. **C**

Woodstock to **C**, 5 45c, 13 20, 6 00c; ar 10 12c, 17 30, 13 30c. **C**

to Woodstock, 4 59, 14 55c, 6 15f; ar 7 41, 19 45c, 12 25f.

St John to **C**, 6 40, 20 30†; ar 16 55, 10 12. **C** to St J, 14 55,

4 59; ar 5 45†, 14 25.

Stages for New Sweden, East Perhom, etc.

Carleton, Ferry to St John, 3c. NBR to Fairville, Fredericton and points West, 8 00c; to Fredericton 16 30. From Fredericton ar 8 40; from Fredericton and West 17 10.

GSR to St Stephen 11 10; from St Stephen ar 13 50.

‡ Saturday excepted. ¶ Daily, Sunday included. † Monday excepted. * Stops if signalled.
c Accommodation. f Freight. § No connection Sunday. || Dining Station.

UNGAR'S

† **STEAM** †

LAUNDRY.

The advertisement is enclosed in a decorative border with a repeating pattern. At the top left, the name 'UNGAR'S' is written in a large, bold, serif font, slanted upwards. In the center, the words 'STEAM' and 'LAUNDRY.' are stacked vertically in a similar bold, serif font. 'STEAM' is flanked by two small decorative symbols. A stylized steam engine is positioned between 'STEAM' and 'LAUNDRY.'. At the bottom right, the address '32 Waterloo Street, St. John, N. B.' is printed in a bold, serif font. Below the address, the slogan 'FIRST-CLASS WORK AT MODERATE PRICES.' is written in a bold, sans-serif font.

32 Waterloo Street, St. John, N. B.

FIRST-CLASS WORK AT MODERATE PRICES.

Chatham, Terminus N&WR. Gibson 116m, \$3.50. Chatham
 June 9 m. Ch R, **C** June 9m.

Gibson to **C**, 6 30; ar 13 50. **C** to Gibson 7 00; ar 14 30.

Chatham June to **C**, 13 20; ar 13 50 **C** to Chatham June 7 00; ar
 7 40.

Chatham June to **C**, by Ch R, 4 10, 11 40c, 13 30c, 23 15; ar 4 40,
 12 10, 14 00c, 23 45. **C** to Chatham June 3 30, 11 10c, 13 30c, 22 35c;
 ar 4 00, 11 30, 14 00, 23 45.

Connections with ICR.

Chatham Junction, ICR, Moncton 72m; Campbellton 133m;
 St John 161, \$4.20. N&WR, Gibson 107m, \$3.20. Chatham 9m.
 Ch R, Chatham 9m.

Moncton to **C J**, 1 45, 10 30c, 5 00f; ar 4 08, 13 25c, 10 25f. **C J**
 to Moncton, 23 13, 11 37c, 16 25f; ar 1 40, 14 25c, 21 20f.

Campbellton to **C J**, 19 20, 7 00c, 8 00f; ar 23 13, 11 37c, 16 25f.

C J to Campbellton, 4 08, 13 25c, 10 25f; ar 8 00, 20 05c, 18 30f.

Gibson to **C J**, N&WR, 6 30; ar 13 00. **C J** to Gibson, 7 40; ar
 14 30.

Chatham to **C J**, N&WR, 7 00; ar 7 40. **C J**, to Chatham, 13 20;
 ar 13 50.

Chatham to **C J**, Ch R, 3 30, 11 00c, 12 45c, 22 35; ar 4 00, 11 30c,
 1 15c, 23 05. **C J** to Chatham, 4 10, 11 40c, 13 30c, 23 15; ar 4 40,
 12 10c, 14 00c, 23 45.

Colebrook, ICR, St. John 3m, \$0.09. St. John to **C** 7 00,
 11 00c, 16 43, 18 08f, 22 22; **C** to St. J 8 24, 12 46c, 14 04c, 17 52;
 ar 8 30, 12 55c, 14 15c, 18 00.

Hx to **C** 6 30; ar 17 52. **C** to Hx 7 07, 22 22; ar 18 20, 9 10.

Sussex to **C** (in addition to above) 6 40; ar 8 24. **C** to Sussex, 1643;
 ar 18 25.

Point du Chene to **C** 6 40c, 13 30; ar 12 46c, 17 52. **C** to Point
 du Chene 7 07, 11 10c; ar 11 35, 17 35c.

Hampton to **C** 12 48; ar 14 04.

Cross Creek, N&WR, Gibson 25m, \$4.80; Chatham 91m.

Gibson to **CC**, 6.30; ar 8 05. **CC** to Gibson 13 00; ar 14 30.

Chatham to **CC**, 7 00; ar 13 00. **CC** to Chatham 8 05; ar 13 50.

Connection with stage for Stanley.

Dalhousie, ICR, Moncton, 182m. Campbellton 15m. St. John
 271m, \$5.75. Pt. Lewis 320m, \$6.75.

Moncton to **D**, 1 45†, 10 30c; ar 8 05†, 20 05c.

D to Moncton, 20 05, 8 05c; ar 1 40, 14 25c.

Campbellton to **D**, 19 00, 7 00c; ar 20 05, 8 05c.

D to Dal June, 7 10 to connect with expres for Quebec and c from
 Cml'ton to Moncton 19 10 to connect with express for St. J and Hx and
 cfor Cml'ton.

Dal June to **D**, 7 10 connects with express from St J and Hx for

† Saturday excepted. ‡ Daily, Sunday included. † Monday excepted. * Stops if signalled.
 c Accommodation. † Freight. § No connection Sunday. ‡ Dining Station.

Quebec and c from Cml'ton for Moncton; at 10 45 with express from Quebec and c from Moncton.

Dalhousie Junction, ICR, Moncton 176m, Campbellton 9m, St. John 265, \$5.84.

Derby, ICR, Moncton 75m; Campbellton, 110m.

Moncton to **D**, 1 40, 10 30c, 5 00f; ar 4 13, 13 32c, 10 38f. **D** to Moncton, 23 07, 11 31c, 16 00f; ar 1 40, 14 25c, 21 20f.

Campbellton to **D**, 19 20, 7 00c, 8 00f; **D** to Campbellton, 4 13, 13 32c, 10 38; ar 8 00, 20 05c, 18 30f.

Doaktown, N&WR, Gibson 63m, \$2.03; Chatham 53m.

Gibson to **D**, 6 30; ar 10 10. **D** to Gibson 10 45; ar 14 30.

Chatham to **D**, 7 00, ar 10 25. **D** to Chatham 10 30; ar 13 50.

Dorchester, ICR, St John 117m, \$3.27. Halifax 160m, \$4.18.

St John to **D**, 7 00, 22 15; ar 11 37, 3 05. **D** to St John, 13 25, 24 15; ar 18 00, 5 30.

Halifax to **D**, 6 30, 18 00; ar 13 25, 24 15. **D** to Halifax, 11 37, 3 05; ar 18 20, 9 10.

Spring Hill to **D** (in addition) 6 40c; ar 8 45c. **D** to Spring Hill, 18 47c; ar 21 00c.

Debec Junction, NBR, Houlton 8m, \$0 50. McAdam June 40m, \$1.35; Presque Isle 99m, \$3 15.

Houlton to **D J**, see Houlton.

McAdam June to **D J**, 2 15c¶, 11 25, 15 00c, 18 35c, 8 30f; ar 4 25c¶, 12 46, 17 05c, 20 45c, 10 55f. **D J** to McAdam June 8 13, 11 15c, 20 10c¶, 12 15f, 16 20f; ar 9 35, 13 30c, 23 25c¶, 17 10f, 19 50f.

Presque Isle to **D J**, 4 30, 14 15c, 5 00f; ar 8 08, 20 40c¶, 14 15f. **D J** to Presque Isle, 4 30c, 12 51, 21 00c; ar 10 55c, 17 30, 1 30c.

Grand Falls to **D J**, (in addition) 4 50; ar 11 05.

Moncton to **D J**, 1 45, 10 30c, 5 00f; ar 7 44, 19 40c, 17 57f.

D J to Moncton, 19 38, 7 44c, 8 35f; ar 1 40, 14 25c, 21 20c.

Cml'ton to **D J**, 19 20, 7 00c, 8 00f; ar 19 38, 7 44c, 8 35f.

D J to Cml'ton, 7 44, 19 40c, 17 57f; ar 8 00, 20 05c, 18 30f.

Change cars for Dalhousie. Local train leaves Dalhousie at 7 10, connects with express for Quebec and c from Cml'ton to Moncton; at 19 10 with ex for St. John and Halifax and c from Cml'ton.

Local train leaves **D J** for Dalhousie at 7 45, connects express from St. J and Hx and c from Cml'ton; at 19 45 with express from Quebec c from Moncton.

Edmundston, NBR, Aroostook June 57m, \$1.90. Vanceboro, 168m.

Aroostook June to **E**, 16 05; ar 19 15. **E** to Aroostook June, 12 00c; ar 15 35c.

Vanceboro to **E**, 11 10; ar 19 15. **E** to Vanceboro 12 00c; ar 24 15c.

St John to **E**, 6 40; ar 19 15. **E** to St. John, 12 00; ar 5 45†.

Stage connection with St. Francis, Fort Kent, and Riviere du Loup.

¶ Saturday excepted. ¶ Daily, Sunday included. † Monday excepted. * Stops if signalled.
c Accommodation. † Freight. § No connection Sunday. ¶ Dining Station.

Elgin, EPR, Havelock 27m.

Havelock to **E**, 8 00; **E** to Havelock, 12 45. Connect with ICR at Petitcodiac (14m). Manager of EPR has given no information.

Fairville, NBR, St John 2m; Carleton 3m. St John to **F**, 6 40, 8 50c, 16 45, 20 30[‡], 10 10f, ar 6 47, 9 05c, 16 52, 22 45[‡], 10 40f. **F** to St John, 5 36[‡], 8 14, 14 19, 19 05c, 10 35f; ar 5 45[‡], 8 20, 14 25, 19 15c, 11 00f.

Carleton to **F**, 8 00c, 16 30; ar 8 15c, 16 45. **F** to Carleton, 8 25, 16 55; ar 8 40, 17 10.

Fort Fairfield, NBR, Presque Isle 26m, \$0.90; Woodstock 62m, \$2 05.

Presque Isle to **F F**, 4 30, 14 15c, 17 00f; ar 5 27, 15 35c, 7 30f.

F F to Presque Isle 9 36c, 16 25, 11 45c; ar 10 55c, 17 30, 13 30.

Woodstock to **F F**, 5 45c, 13 20, 6 00c; ar 9 36c, 16 25, 11 45c.

F F to Woodstock, 5 27, 15 35c, 7 30f; ar 7 41, 19 45c, 12 25f.

Stages Easton, Mars Hill, Limestone, &c.

Florenceville, NBR, Edmundston 88m; Presque Isle 65m, \$2.15; Woodstock 23m, \$0 80.

Edmundston **F** 12 00c, ar 6 01. **F** to Edmundston, 14 40; ar 19 15.

Presque Isle to **F**, 4 30, 14 15c, 5 00f; ar 6 50, 18 01c, 10 45f. **F** to Presque Isle, 7 42c, 14 40, 8 50c; ar 10 55c, 17 30, 13 30c.

Grand Falls to **F** (in addition) 4 00c; ar 7 15c. **F** to Grand Falls, 10 55c; ar 14 00.

Fredericton, NBR, St John, 66m, \$2.00; Vanceboro 68m. Boston to **F** \$10.45, unlimited; \$8.60, limited.

St John to **F**, 6 40, 8 50c, 16 45; ar 9 25, 14 15c, 19 15. **F** to St. John, 6 00, 11 30, 15 50c; ar 8 20, 14 25, 19 15c.

Vanceboro to **F**, 1 15[‡], 11 15, 14 25c; ar 9 25[§], 14 15, 19 15c. **F** to Vanceboro, 6 00, 15 50[§], 11 30f; ar 9 40, 1 00, 17 45f.

Woodstock to **F** (See Gibson). Chatham to **F** (See Gibson).

St John to **F**, Union Line Stmr, 84m, \$1.00. Leave Indiantown 8 24. **F** to St John, leave **F** 8 24, ar 16 00. Connect with NBR for points north and with N&WR for points east.

Hotels, Queen \$2.00; Barker House \$2.

Fredericton Junction, NBR, St J 44m \$1.55; Vanceboro, 5m, \$1.50; Ft'n 22m.

St J to **F J**, 6 40, 8 50c, 16 45, 20 30[‡], 10 10f; ar 8 05, 11 30c, 18 25, 22 47[‡], 14 05f. **F J** to St J, 3 30[‡], 6 45, 12 55, 17 00c, 7 40f; ar 5 45[‡], 8 20, 14 25, 19 15c, 11 00f.

Vanceboro to **F J**, 1 15[‡], 11 15, 14 25c, 4 00f; ar 3 30[‡], 12 55, 17 00c, 7 40f. **F J** to Vanceboro, 8 15, 11 30c, 22 47[‡], 14 05f; ar 9 40, 14 00c, 1 00, 17 45f.

Ft'n to **F J**, 6 00, 11 30, 15 50c; ar 6 45, 12 55, 17 00c. **F J** to Ft'n, 8 05, 11 30c, 18 25; ar 9 25, 14 15c, 19 15.

Gagetown, ULS, Indiantown 47m, \$0.75; Fredericton 37m, \$0.75.

[‡] Saturday excepted. [¶] Daily, Sunday included. [†] Monday excepted. ^{*} Stops if signalled.
^c Accommodation. ^f Freight. [§] No connection Sunday. ^{||} Dining Station.

Steamers leave St John and Fredericton daily at 8 24. Also Str May Queen to and from St J M and Th.

Gibson, NBR, Woodstock 63m, \$2.00. N&WR, Chatham 116m, \$3.50.

Woodstock to **G**, 7 50, 12 35; ar 10 33, 16 40. **G** to Woodstock, 5 15, 11 30; ar 12 25, 14 20.

Chatham to **G**, 7 00; ar 14 30. **G** to Chatham, 6 30; ar 13 50. Fredericton and **G** connected by bridge.

Gloucester Junction, ICR, Moncton, 117m; Terminus Ct R, Shippigan 70m; Campbellton 68m, \$0.00.

Moncton to **G J**, 1 45, 10.30c, 5 00f; ar 1 45, 15 55c, 13 50f.

G T to Moncton 21 34, 9 25c, 12 50f; ar 1 40, 14 25c, 21 20f.

Campbellton to **G J**, 19 20, 7 00c, 13 50f; ar 21 34, 9 45, 12 50f.

G J to Campbellton, 5 45, 15 55c, 13 50f; ar 8 00, 20 05c, 18 30f. ICR trains from Moncton and Campbellton connect with trains of

Caraquet Railway.

Shippigan to **G J**, 7 00; ar 12 30. **G J** to Shippigan 14 00; ar 19 00.

Grand Falls, NBR, Edmunston, 38m, \$1.30; Aroostook June 19m \$0 65; Vanceboro 107m.

Edmunston to **G F** 12 00c; ar 17 25. **G F** to Edmunston, 17 05; ar 19 15.

Aroostook June to **G F**, 13 00c, 16 05; ar 14 00, 17 00. **G F** to Aroostook June, 14 30c; ar 15 35c.

St John to **G F**, 6 40, 20 30; ar 17 00, 14 00. **G F** to St J, 14 30, 4 00; ar 5 45, 14 25.

Grand Lake and Salmon River. Steamer May Queen leaves Indiantown W. and Sat. 7 24; returning leaves **S R**, M. and Th. mornings.

Grand Manan. Steamer Flushing leaves St. John Tu. 8 24 for **G M**, via Eastport and Campobello. Leaves **G M** for St. John, M. 7 24, via Campobello and Eastport. Leaves **G M** for St. Stephen and intermediate points W. 7 24. Leaves St. Stephen Th. 7 24 **G M** to Eastport Sat. 6 24; return leave Eastport 12 24.

Hampton, ICR, St. John, 22m, \$0.66; Halifax, 255m, \$5.68.

St. John to **H**, 7 00, 11 00c, 16 35, 18 00f, 22 15. **H** to St. John, 4 44, 7 32, 11 40c, 12 48c, 17 07.

Halifax to **H**, 6 30, 18 00. **H** to Halifax, 7 58, 23 08. Sussex to **H**, in addition, 6 40. **H** to Sussex, 17 33. Point du Chene to **H**, 6 40c. **H** to Point du Chene, 12 14c.

St Martins to **H**, 30m, SMR, 8 30; ar 11 15. **H** to St Martins, 12 30; ar 15 10. Manager SMR has given no information.

Hartland, NBR, Woodstock, 13m, \$0.45; Presque Isle, 75m, \$2.50. Woodstock to **H**, 5 45c, 6 00c, 13 20; ar 7 13c, 7 55c, 14 16. **H** to

‡ Saturday excepted. ¶ Daily, Sunday included. † Monday excepted. * Stops if signalled.
c Accommodation. † Freight. § No connection Sunday. † Dining Station.

Woodstock, 7 13, 7 50c, 11 35f, 18 33c; ar 7 41, 8 40c, 12 25f, 19 45c.

Presque Isle to **H**, 4 30, 5 00f, 14 15c; ar 7 13, 11 35f, 18 33c. **H** to Presque Isle, 7 13c, 7 55c, 14 16; ar 10 55c, 13 30c, 17 30.

Grand Falls to **H**, 4 00; ar 7 13. **H** to Grand Falls, 10 10; ar 14 00

Harvey, NBR, Vanceboro 25m, \$0 85; St John, 65m, \$2 20.

Vanceboro to **H**, 1 15†, 11 15, 14 25c, 4 00f; ar 2 38†, 12 14, 15 56c, 6 06f. **H** to Vanceboro, 8 45, 12 38c, 19 45†, 15 56f; ar 9 40, 14 00c, 1 00†, 17 45f.

St John to **H**, 6 40, 8 50c, 20 30†, 10 10f; ar 8 45, 12 38c, 19 45†, 15 56f. **H** to St John, 2 38†, 12 14, 15 56c, 6 06f; ar 5 45†, 8 20, 14 25, 19 15c, 11 00f.

Harvey, terminus AR, Salisbury, 48m. Salisbury to **H** 10 45. **H** to Salisbury, 5 15. No information from manager.

Havelock, EPR, Elgin 27m.

Elgin to **H**, 12 45. **H** to Elgin 8 00. Connect at Petitcodiac with ICR. Manager of EPR has given no information.

Hillsboro, AR, Salisbury, 24m; Harvey, 24m. Salisbury to **H** 10 45. **H** to Salisbury, 7 05. Harvey to **H**, 5 15. **H** to Harvey, 13 30. No information from management.

Hopewell Hill, AR. Harvey to **H H**, 5 15. **H H** to Harvey, 14 55. Salisbury to **H H** 10 45. **H H** to Salisbury, 5 42. No information from manager.

Houlton, NBR, Debec June 8m, \$0.30; Woodstock 19m, \$0 50.

Debec June to **H**, 4 30c†, 8 15c, 11 15f, 12 55, 17 15c, 20 55¶; ar 4 50c†, 8 35c, 11 35f, 13 15, 17 35c, 21 15¶. **H** to Debec June, 4 00c†, 7 40, 10 30c, 20 10c¶, 12 15f, 16 20f; ar 4 20c†, 8 00, 10 50c, 20 30c¶, 12 35f, 16 40f.

McAdam June to **H**, 11 25, 15 00, 2 15; ar 1 15, 17 35, 16 50. **H** to McAdam June, 7 40, 10 30, 20 10; ar 9 35, 13 30, 23 25.

Hoyt, NBR, St J 37m, \$1.30; Vanceboro 53m, \$1.75; Ft'n J 7m.

St J to **H**, 6 40, 8 50c, 16 45, 20 30† 10 10f; ar 7 50, 11 05c, 18 08, 22 20†, 13 30f. **H** to St J, 3 52†, 6 59, 13 09, 17 22c, 8 11f; ar 5 45†, 8 20, 14 25, 19 15c, 11 00f.

Vanceboro to **H**, 1 15†, 11 15, 14 25c, 4 00f; ar 3 52†, 13 09, 17 22c, 8 10f. **H** to Vanceboro, 7 50, 11 05c, 22 20†, 13 30f; ar 9 40, 14 00c, 1 00, 17 45f.

Ft'n to **H**, 6 00, 11 30, 15 50c; ar 6 59, 13 09, 17 22c. **H** to Ft'n, 7 50, 11 05c, 18 08; ar 9 25, 14 15c, 19 15.

Indiantown, ULS, Fredericton 84m, \$1.00. Steamer leaves daily 8 24; and ar from Fredericton 16 00.

Kent, NBR, Woodstock 27m, \$0.90; Presque Isle 62m, \$2.05.

Woodstock to **K**, 5 45c, 13 20, 6 00c; ar 7 51c, 14 48, 9 00c. **K** to Woodstock, 6 25c, 17 51c, 10 20f; ar 8 40c, 19 45c, 12 25f.

†Saturday excepted. ¶Daily, Sunday included. †Monday excepted. *Stops if signalled.
c Accommodation. f Freight. §No connection Sunday. ¶Dining Station.

PAGE, SMALLEY & FERGUSON,

Jewellers.

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could be operated to the greatest advantage. For full particulars address DR. H. P. REYNOLDS, Lepreau, or W. K. REYNOLDS, 107 Prince William Street, St. John.

Presque to **K**, 14 15c, 5 00f; ar 17 51c, 10 20f. **K** to Presque Isle, 7 51c, 14 38, 9 00c; ar 10 55c, 17 30, 13 13c.

Trains from **K** to Woodstock run to Debec Junction to connect with Houlton, and continue to McAdam Junction and Vanceboro.

Kent Junction, ICR, St John, 135m, \$3.72; Halifax 234m, \$5.35; Point Levis, 444m, \$9.32; Moncton, 146m; Campbellton, 139m.

Moncton to **K J**, 1 45†, 5 00f, 10 30c; ar 3 15†, 8 20f, 12 30c. **K J**, to Moncton, 12 30c, 18 20f, 24 00†; ar 14 25c, 21 20f, 1 40†.

Campbellton to **K J**, 7 00c, 8 00f, 19 20†; ar 12 30c, 18 20f, 1 40†. **K J** to Campbellton, 3 15†, 8 20f, 12 30c; ar 8 00†, 18 30f, 20 05c.

Richibucto to **K J**, KNR, 9 30, connecting with ICR trains which cross at **K J** at 12 30. **K J** to Richibucto 13 00; ar 15 00, connecting with KNR train to St Louis.

Kingston, ULS, Indiantown 21m; Fredericton 63m. Stmr leaves St John and Fredericton daily, 8 24.

Kingston, KNR, Kent Junc to **K**, 13 00; ar 14 30. **K** to Kent Junc 10,00; ar to connect with ICR train at 12 30.

Richibucto to **K**, 9 20; ar 10 00. **K** to Richibucto 14 30; ar 15 00. Connect with KNR for St Louis.

Lepreau, GSR, Carleton 23m, \$0 85; St Stephen, 59m, \$2.30. Carleton to **L**, 11 10; ar 12 51. **L** to Carleton, 11 54; ar 13 35. St Stephen to **L**, 8 30; ar 11 54; **L** to St Stephen, 12 51; ar 16 12.

Marysville, N&WR, Gibson 3½m, \$0.10; Chatham 113½m, \$3.50. Chatham to **M**, 7 00; ar 14 30. **M** to Chatham, 6 45; ar 13 50.

Maugerville, ULS, Fredericton 13m; St John 71m. Stms leave Fton and St J daily, 8 24.

McAdam Junction||, NBR, Vanceboro 6m, \$0.25; St J, 84m, \$2.85, St Stephen 34m, \$1.10.

Vanceboro to **M J**, 1 15†, 11 15, 14 25c, 4 00f; ar 1 40†, 11 35, 15 00c, 4 50f, **M J** to Vanceboro, 9 25, 13 45, 24 40†, 17 25; ar 9 40, 14 00, 1 00, 17 45.

St J to **M J**, 6 40, 8 50c, 20 30†, 10 10f; ar 9 25, 13 45c, 24 40†, 17 25f. **M J** to St J, 1 40†, 11 35, 16 00c, 4 50f; ar 5 45†, 14 25, 17 15c, 11 00f.

St Stephen to **M J**, 7 30, 9 30c, 12 20, 21 45, 16 00f; ar 9 10, 11 00c, 14 45, 23 55, 18 00f. **M J** to St Stephen, 2 00†, 9 40, 11 40, 13 55c, 19 00f; ar 4 10†, 11 20, 13 15, 16 00, 21 30.

St Andrews to **M J**, 7 00; ar 8 35. **M J** to St Andrews, 11 40; ar 13 45.

Woodstock to **M J**, 7 46, 10 30c, 22 00c¶, 13 30f, 16 00, ar 9 35, 13 30c, 23 25c¶, 17 10f, 19 50.

Memramcook, ICR, St John, 109m, \$3.03; Halifax 168m, \$4.28.

St J to **M**, 7 00, 22 15; ar 11 20, 2 49†. **M** to St J, 13 42, 24 30; ar 18 00, 5 30.†

† Saturday excepted. ¶ Daily, Sunday included. † Monday excepted. * Stops if signalled. c Accommodation. f Freight. § No connection Sunday. || Dining Station.

Hx to **M**, 6 30, 18 00; ar 13 42, 24 30. **M** to Hx, 11 20, 2 49; ar 18 20, 9 10†.

Spring Hill to **M**, 6 40; ar 9 12. **M** to Spring Hill, 18 23; ar 21 00.

Moncton||, ICR, St John 89m, \$2.67; Halifax 188m, \$4.55; Point Levis 490m, \$10.70; Campbellton 185m.

St John to **M**, 7 00, 11 00c, 22 15; ar 10 18, 16 15, 1 30. **M** to St John, 8 15c, 14 45, 2 20†; ar 12 55c, 18 00c, 5 30†.

Halifax to **M**, 6 30, 18 00; ar 14 35, 1 15†. **M** to Halifax 10 28, 2 05†; ar 18 20, 9 10†.

Point Levis to **M**, 8 00; ar 1 40†. **M** to Point Levis, 1 45; ar 19 45. Express to Point Levis remains over Sunday at Campbellton. Levis to **M**, 17 05c; ar 14 45c. **M** to Levis 10 30c; ar 5 18.

Campbellton to **M**, 8 00f; ar 21 20f. **M** to Campbellton, 5 00f; ar 18 30f.

Pt du Chene to **M**, 6 40c, 13 30; ar 7 45c, 14 35.

Spring Hill to **M**, 6 40c; ar 10 15c. **M** to Spring Hill, 17 25c; ar 21 00c.

Buctouche to **M**, BMR, daily train. No information furnished by management.

Hotels, Brunswick, \$2.00; Queen, \$1.50.

Musquash, GSR, Carleton, 17m, \$0.60; St Stephen 65m, \$0 00.

Carleton to **M**, 11 10; ar 12 07||. **M** to Carleton, 12 40; ar 13 35.

St Stephen to **M**, 8 30; ar 12 17||. **M** to St Stephen, 12 30; ar 16 12.

Nauwigewauk, ICR, St J 17m, \$0.51; Hx 260, \$5.78.

St J to **N**, 7 00, 11 00c, 16 35, 18 00f, 22 15; ar 7 47, 11 55c, 17 20, 18 52f, 22 56. **N** to St J, 7 47, 11 55c, 17 20, 8 30, 12 55c, 14 15c, 18 00.

Hx to **N** 6 30; ar 17 20. **N**. to Hx 7 47, 22 56; ar 18 20, 9 10†.

Sussex to **N**, (in addition to above) 6 40; ar 7 47. **N** to Sussex 17 20; ar 18 25.

Point du Chene to **N**, 6 40c, 13 30; ar 11 55c, 17 20. **N** to Point du Chene, 7 47, 11 55c; ar 11 35, 17 35c.

Hampton to **N** 12 48; 13 10.

Newburg Junction||, NBR, Debec Junc, 17m; Woodstock, 6m, \$0.20; Presque Isle, 82m, \$2.70; Gibson, 57m, \$1.85.

Edmundston to **N J**, 12 00c; ar 19 00. **N J** to Edmundston, 14 00; ar 19 15.

Presque Isle to **N J**, 4 30, 14 15c, 5 00f; ar 7 26, 19 20c, 12 00f.

N J to Presque Isle, 6 40c, 14 00, 6 30c; ar 10 55c, 17 30, 13 30c.

Gibson to **N J**, 5 15, 11 30; ar 12 00, 13 55. **N J** to Gibson, 8 15, 13 00; ar 10 33, 16 40.

Newcastle, ICR, Moncton 78m; Campbellton 107m; St John 167m, \$4.27; Halifax 266m, \$5.86; Pt Lewis 412m, \$8.36.

Moncton to **N**, 1 45†, 10 30c, 5 00f; ar 4 30†, 14 05c, 11 20f. **N** to Moncton, 23 00, 11 25c, 15 50f; ar 1 40†, 14 25c, 21 20f.

† Saturday excepted. ‡ Daily, Sunday included. † Monday excepted. * Stops if signalled.
c Accommodation. † Freight. § No connection Sunday. || Dining Station.

Campbellton to **N**, 19 20, 7 00c, 8 00f; ar 23 00c, 15 50f. **N** to Campbellton, 4 30, 14 05c, 11 20f; ar 800, 20 05c, 18 30f.

A train leaves Indiantown daily at 9 30 for Newcastle, leaving Newcastle on return at 15 00. These trains connect with c trains for Monton and Campbellton.

Norton, ICR, St John, 33m, \$0.99; Halifax, 244m, \$6.51.

St John to **N**, 7 00, 11 00c, 16 35, 18 00f, 22 15; ar 8 20, 12 52c, 17 58, 19 44f, 23 31. **N** to St John, 7 03, 11 08c, 16 42; ar 8 30, 12 55c, 18 00.

Halifax to **N**, 6 30; ar 16 42. **N** to Halifax, 8 20, 23 21; ar 18 20, 9 10†.

Sussex to **N** (in addition to above), 6 40; ar 7 03. **N** to Sussex, 17 58; ar 18 25.

Point du Chene to **N**, 6 40c, 13 30; ar 11 08c, 16 42. **N** to Point du Chene, 8 20, 12 52c; ar 11 35, 17 35c.

Oak Point, ULS, St John, 25m, \$0.25. Fredericton, 59m, \$1.00. Steamer leaves St. John and Fredericton daily at 8 24.

Oromocto, ULS, Fredericton, 11m, St John, 73m. Steamer leaves Fredericton and St John daily at 8 24.

Painsec Junction, ICR, St John, 97m, \$2 91; Halifax, 180m, \$4.45. Point du Chene, 11,

St John to **P J**, 7 00, 11 00c, 22 15; ar 10 45, 16 55c, 2 23. **P J** to St John, 7 20c, 14 17, 24 58†; ar 12 55c, 18 00, 5 30†.

Halifax to **P J**, 6 30, 18 00; ar 14 12, 24 58. **P J** to Halifax, 10 50, 2 23†; ar 18 20, 9 10†.

Point du Chene to **P J**, 6 40, 13 30; 7 15, 14 00. **P J** to Point du Chene, 11 05, 17 00; ar 11 35, 17 35.

Spring Hill to **P J**, 6 40; ar 9 52. **P J** to Spring Hill, 17 48; ar 21 00.

No connection at Painsec to or from Point du Chene with night express trains.

Day express leaves St John at 7 00, con at P J with train for Pt du Chene, where connection is made daily with steamers to and from Summerside.

Pennfield, GSR, St. John, 38m, \$1.35; St. Stephen, 44m, \$1.50. St. John to **P**, 10 54. **P** to St. John, 11 04. St. Stephen to **P**, 8 30. **P** to St. Stephen 13 39.

Penobsquis, ICR, St. John, 51m, \$1.53; Halifax 226m, \$5.23.

St. John to **P** 7 00, 11 00, 18 00f, 22 15; **P** to St. John, 10 13, 16 00; ar 12 55, 18 00.

Hx to **P**, 6 30; ar 16 00. **P** to Hx, 8 59, 24 10*; ar 18 20, 9 10.

Point DuChene to **P**, 6 40c, 13 30. **P** to Point DuChene, 8 59, 14 09c; ar 11 35, 17 35c.

Pertli, NBR, Presque Isle, 39m, \$1.30; Woodstock, 49m, \$1.65; Edmundston, 58m; Vanceboro 106m.

† Saturday excepted. ¶ Daily, Sunday included. † Monday excepted. * Stops if signalled.
c Accommodation. f Freight. § No connection Sunday. ¶ Dining Station.

Presque Isle to **P**, 14 15c, 5 00f; ar 16 40c, 8 57f. **P** to Presque Isle, 8 57c, 15 41, 10 30cc; ar 10 55c, 17 30, 13 30.

Woodstock to **P**, 5 45c, 13 20, 6 00c; ar 8 57c, 15 41, 10 30. **P** to Woodstock, 5 08, 16 40c, 8 57f; ar 8 40c, 19 45, 12 25f.

Edmunston to **P**, 12 00; ar 16 40. **P** to Edmunston 15 41; ar 19 15.

Petitcodiac, ICR, St. John, 66m, \$1.98; Halifax, 211m, \$4.96. St. John to **P**, 7 00, 11 00c, 18 00, 22 15. **P** to St. John. 3 10†, 9 30c, 15 30; ar 5 30†, 12 55c.

Halifax to **P**, 6 30, 18 00. **P** to Halifax, 9 30, 24 42; ar 18 20, 9 10.

Point du Chene to **P**, 6 40, 13 30; ar 9 30, 15 30. **P** to Point du Chene, 9 30, 14 55; ar 11 35, 17 35.

Elgin to **P**, EPR, 14m, 12 45, connect with ICR.

Havelock to **P**, EPR, 13m, 8 00, connect with ICR.

Point du Chene, ICR, St John 108m, \$3.00; Halifax 191m, \$4.60. St J to **P d C**, 7 00, 11 00c; ar 11 35, 17 35c. **P d C** to St J, 6 40c, 13 30; ar 12 55c, 18 00.

Painsec Junction to **P d C**, 11 05, 17 00c; ar 11 35, 17 35c. **P d C** to P J, 6 40, 13 30; ar 7 15, 14 00.

Summerside to **P d C**, PEI, on arrival 11 35 train, leave Summerside for **P d C** on arrival of morning train from Charlottetown.

Portland, see St. John.

Presque Isle NBR, Woodstock, 88m, \$2.90; Debec Junction, 99m, \$3.15; Vanceboro, 145m.

Woodstock to **P I**, 5 45c, 13 20, 6 00c; ar 10 55c, 17 30, 13 30c. **P I** to Woodstock, 4 30, 14 15c, 5 00f; ar 7 41, 19 45c, 12 25f.

Debec Junction to **P I**, see Debec Junction.

Vanceboro to **P I**, see Vanceboro.

Stages for Blaine, Ashland, Washburn, Mapleton, etc.

Quispamsis, ICR, St. John, N. B., 12m, \$0.36; Halifax, 265m, \$5.84.

Richibucto, KNR, Kent Junction to **R** 13 00; ar 15 00. **R** to Kent Junction, 9 30; ar to connect with ICR trains at 12 30.

St. Louis to **R** 17 00; ar 17 20. **R** to St. Louis, 16 00; ar 16 20.

Hotel—The Beaches.

Rothsay, ICR, St. John, 9m, \$0.28; Halifax, 268m, \$5.90.

St. John to **R**, 7 00, 11 00c, 16 35, 18 00f, 22 15. **R** to St. John, 5 12†, 8 08, 12 25c, 13 42c, 17 38.

Halifax to **R**, 6 30, 18 00; ar 17 38, 5 12†. **R** to Halifax, 7 25, 22 38; ar 18 20, 9 10†.

Sussex to **R** (in addition to above) 6 40. **R** to Sussex, 17 00.

Point du Chene to **R** 6 40c, 13 30; ar 12 25c, 17 38. **R** to Point du Chene, 7 25, 11 29; ar 11 35, 17 35.

Hampton to **R**, 12 48; ar 13 42.

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c Accommodation. † Freight. § No connection Sunday. ‡ Dining Station.

Sackville, ICR, St. John, 129m, \$3.60; Halifax, 148m, \$3.98.
St. John to **S**, 7 00, 22 15; ar 12 05, 3 30†. **S** to St. John 12 57,
23 48; ar 18 00, 5 30†.

Halifax to **S**, 6 30, 18 00; ar 15 57, 23 48. **S** to Halifax, 12 05,
3 30†; ar 18 20, 9 10†.

Spring Hill to **S**, 6 40c; ar 8 05c. **S** to Spring Hill, 19 29c; ar
21 00c.

Port Elgin to **S**, PER, 20m, leave 13 00. **S** to Port Elgin, 15 30.
No information from management.

St. Andrews, BrNBR, via Watt Junction, 27m, \$0.95; McAdam
Junc 42m; St. John 126m, \$3.10; Vanceboro 48m.

St. John to **S A** 6 40, 8 50; ar 13 45, 18 45. **S A** to St. J, 7 00;
ar 14 25.

Vanceboro to **S A**, 11 15; ar 13 45. **S A** to Vanceboro, 7 00,
15 30; ar 9 40, 20 20.

St. Stephen to **S A**, 10 30, 16 00f; ar 13 45, 18 45. **S A** to St
Stephen, 7 00, 15 30; ar 11 20, 21 30.

GSR at **S A** crossing via NBR. St. John 85m, \$2.00. St. Stephen
31m, \$0.50. St. John to **S A** 10 54; ar 18 45; **S A** to St. John
7 55; ar 13 58. St. Stephen to **S A** 8 30; ar 13 45. **S A** to St.
Stephen, no connection.

Steamer Rose Standish running between Eastport and Calais calls
daily. Steamer Flushing to Grand Manan and Campobello Th.

St. George, GSR, St. John, 47m, \$1.75; St. Stephen, 35m, \$1.25.

St. John to **S G** 10 54; ar 14 11. **S G** to St. John, 10 35; ar 13 50.

St. Stephen to **S G**, 8 30; ar 10 28. **S G** to St. Stephen, 14 18; ar
16 12.

Saint John, ICR, Halifax 277m \$6.02; return \$9.03. Point
Levis 576m \$12.44; return \$18.66. Campbellton 274m \$5.98; return
\$8.97. Moncton 89m \$2.67; return \$4.01.

Halifax to **S J**, 6 30, 18 00; ar 18 00, 5 30†. **S J** to Halifax 7 00,
22 15; ar 18 20, 9 10†.

Point Levis to **S J**, 8 00; ar 5 30†. **S J** to Point Levis 22 15; ar
19 45. Campbellton to **S J** (in addition) 7 00c; ar 18 00. **S J** to
Campbellton 7 00; ar 20 05c. Moncton to **S J** (in addition to all fore-
going) 8 15c; ar 12 55c. **S J** to Moncton 11 00c; ar 16 15. Latter
trains are to and from Point duChene.

Boston and **S J**, Boston & Maine, MC & NBR, 455m, \$10 unlimited;
\$8.50 limited. Vanceboro, NBR, 90m, \$3.00. Fredericton, 66m,
\$2.00. St. Andrews, 141m, \$3.10. St. Stephen, 117m, \$3.10.

Boston to **S J**, 8 30, 18 00; ar 5 45†, 14 25. **S J** to Boston 6 40
(Flying Yankee) 8 50c, 20 30†; ar 9 50 (F. Y.) 14.00, 13 00. Vance-
boro to **S J** (in addition) 14 25c, 4 00f; ar 19 15c, 11 00f. **S J** to
Vanceboro, 10 10f; ar 17 45f.

Fredericton to **S J**, NBR, 6 00, 11 30, 15 50c; ar 8 20, 14 25, 19 15c.
S J to Fredericton, 6 40, 8 50c, 16 45; ar 9 25, 14 15c, 19 15.

† Saturday excepted. * Daily, Sunday included. † Monday excepted. * Stops if signalled.
c Accommodation. † Freight. § No connection Sunday. † Dining Station.



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Fredericton to **S J**, ULS, 84m, \$1.00. Leave daily, 8 24. **S J** to Fredericton, daily, 8 24.

St. Andrews to **S J**, NBR, 7 00, 15 30; ar 14 25, 5 45†. **S J** to St Andrews, 6 40, 8 50c; ar 13 45, 18 45c.

St. Stephen to **S J**, NBR, 9 30, 12 20, 21 45; ar 14 25, 19 15, 5 45†. **S J** to St. Stephen, 6 40, 8 50, 20 30†; ar 11 20, 16 00, 4 10.

St. Stephen to **S J**, GSR, 82m, 8 30; ar 13 50. **S J** to St. Stephen, 10 54; ar 16 12. St. Andrews to **S J**, leave 7 00 NBR and take GSR at Crossing at 9 17. **S J** to St Andrews 10 54, take NBR at Crossing at 17 50.

Boston to **S J**, ISS, calling at Portland and Eastport. Leave Boston M. W. F. 9. **S J** to Boston M. W. F. 7 24. Saturday for Boston direct 19 15.

Annapolis and Digby to **S J**, NSS, M. Th. Sat., after arrival of trains from Hx and Yarmouth. **S J** to Digby and Annapolis, M. W. F. 7.09.

Yarmouth to **S J**, YL, W. and Th. 15 00. **S J** and Yarmouth Tu. and F. 18 24.

Minas Basin and **S J**, MBS. Steamer leaves **S J** Th. about 18 00 for Parrsboro and other ports as tides suit.

Salmon River and Grand Lake to **S J**. Strs lv M and Th mornings. **S J** to Salmon River W. and Sat. 7 24.

Grand Manan to **S J**. Strs lv M. 7 24. **S J** to G. Manan Tu. 8 24.

St. Martins to **S J**, see St. Martins.

Hotels—Dufferin, \$3.00; Royal, \$3.00; Victoria, \$2.00; New Victoria, \$2.00; Belmont, \$1.50; Park, \$1.50; Central, \$1.00.

St. Louis, KNR, Richibucto to **S L**, 16 00; ar 16 20. **S L** to Richibucto, 17 00; ar 17 20. Connect with KNR for Kent Junc., ICR.

St. John to **C**, 7 00, 22 15; ar 20 05c, 8 00†. **C** to St. John, 7 00†, 19 20; ar 18 00, 5 30†.

Halifax to **C**, 18 00; ar 8 00†. **C** to Halifax, 19 20; ar 9 10†.

Moncton to **C**, 1 45†, 5 00f, 10 30c. **C** to Moncton, 7 00†, 8 00f, 19 20c.

Point Levis to **C**, 8 00, Levis 17 05c; ar 19 00, 18 15. **C** to Point Levis, 8 20; ar 19 45. To Levis, 6 00c; ar 5 18c.

St. Martins, SMU, Hampton, 30m. Hampton to **S M** 12 30; ar 15 10. **S M** to Hampton, 8 30; ar 11 15. Connect with ICR.

St. Stephen, Br NBR, via McAdam Junction, 34m, \$1.10; Vanceboro, 40m; St. Jahn, 117m, \$3.10.

McAdam Junction to **S S**, 2 00†, 9 40, 11 40, 23 55, 19 00; ar 4 10†, 12 20, 13 15, 16 00, 21 30. **S S** to McAdam Junction, 7 30, 9 30, 12 20, 21 45, 16 00f; ar 9 10, 11 00, 14 45, 23 55, 18 00f.

St. John to **S S**, 6 40, 8 50, 20 30†; ar 11 20, 16 00, 4 10†. **S S** to St. John, 21 45, 9 30, 12 20; ar 5 45†, 14 25, 19 15.

GSR, Carleton, 82m, \$2.50. Carleton to **S S**, 11 10; ar 16 12. **S** to Carleton 8 30; ar 13 35.

Str Flushing to G Manan and Campobello Th, to Easport Fr.

† Saturday excepted. ‡ Daily, Sunday included. † Monday excepted. * Stops if signalled.
 c Accommodation. † Freight. § No connection Sunday. ‡ Dining Station.

- Salisbury**, ICR, St John 76m, \$2.28; Halifax 201m, \$4.80.
 St John to **S**, 7 00, 11 00c, 22 15; ar 1 03, 9 52c, 15 37. **S** to St
 John, 2 48†, 8 52c, 15 10; ar 5 30†, 12 55c, 18 00.
 Halifax to **S**, 6 30, 18 00; ar 15 10, 2 48†. **S** to Halifax, 9 52,
 1 03†; ar 18 20, 9 10†.
 Pt du Chene to **S**, 6 40c, 13 30; ar 8 52, 15 10. **S** to Pt du Chene,
 9 52, 15 37c; ar 11 35, 17 35c.
 Harvey to **S**, AR, 48m, 5 15. **S** to Harvey 10 45. Connect with
 ICR day express to Halifax and Pt du Chene, c to St John.
- Shediac**, ICR, St. John, 106m, \$3.00; Halifax, 189m, \$4.56;
 Point du Chene, 2m; Painsec Junction, 9m.
 St. John to **S**, 7 00, 11 00; ar 11 28, 17 25. **S** to St. John, 6 47,
 13 38; ar 12 55, 18 00.
 Halifax to **S**, 6 30; ar 14. **S** to Halifax, 11 28; ar 18 20.
 Moncton to **S**, 10 28, 16 30c. **S** to Moncton, 6 47c, 13 37.
 Point du Chene to **S**, 6 40, 13 30; ar 6 47, 13 37. **S** to Point du
 Chene, 11 28, 17 25; ar 11 35, 17 35.
- Sheffield**, ULS, St. John, 66m, \$1.00; Fredericton, 18m, \$0.50.
 Steamers leave St. John and Fredericton daily, 8 24.
- Shippegan**, terminus, CtR, Gloucester, 70m. Gloucester to **S** 14 00;
 ar 19 00. **S** to Gloucester, 7 00; ar 12 30.
- Sussex**||, ICR, St. John, 44m, \$1.32; Halifax, 233m, \$5.33.
 St. John to **S**, 7 00, 11 00c, 16 35, 18 00f, 22 15; ar 8 43, 13 30c,
 18 25, 20 20f; 23 53. **S** to St. John, 3 58, 6 40, 10 35, 16 15; ar 5 30,
 8 30, 12 55, 14 16, 18 00.
 Halifax to **S**, 6 30, 18 00; ar 16 15, 3 58†. **S** to Halifax, 8 43,
 23 53; ar 18 20, 9 10†.
 Point du Chene to **S**, 6 40c, 13 30; ar 10 35c, 16 15. **S** to Point
 du Chene, 8 43, 13 45c; ar 11 35, 17 35c.
 St. John to **Q**, 7 00, 11 00c, 16 35, 18 00f, 22 15. **Q** to St. John,
 8 00, 12 13c, 13 28c, 17 30; ar 8 30, 12 55, 14 15, 18 00.
 Halifax to **Q**, 6 30; ar 17 30. **Q** to Halifax, 7 33, 22 45; ar 18 20,
 9 10.
 Sussex to **Q** (in addition to above) 6 40; ar 8 00. **Q** to Sussex,
 17 08; ar 18 25.
 Point du Chene to **Q**, 6 40c, 13 30; ar 12 13c, 17 30. **Q** to Point
 du Chene, 7 33, 11 40c; ar 11 35; 17 35c.
 Hampton to **Q**, 12 48; ar 13 28.
- Torryburn***, ICR, St. John, 6m, \$0.18; Halifax 271m, \$5.95.
 St. John to **T**, 7 00, 11 00c, 16 35, 18 00f, 22 15. **T** to St. John,
 8 15, 12 34c, 13 52c, 17 44.
 Halifax to **T**, 6 30; ar 17 44. **T** to Halifax, 7 17, 22 30; ar 18 20,
 9 10†.
 Sussex to **T** (in addition to above) 6 40; **T** to Sussex, 16 52.
 Point du Chene to **T**, 6 40, 13 30. **T** to Point du Chene, 7 17, 11 20.
 Hampton to **T**, 12 48; ar 13 52.

! Saturday excepted. * Daily, Sunday included. † Monday excepted. * Stops if signalled.
 ‡ Accommodation. † Freight. ‡ No connection Sunday. † Dining Station.

THE GRIPSACK.

Upham, SMR, St. Martins 16m; Hampton, 14m. No information from manager.

Vanceboro||, NBR, St. John, 90m, \$3.00; St. Stephen, 40m, St. Andrews, 49m; Portland, 250m; Boston, 365m; Presque Isle, 145m. St. John to **V**, 6 40, 8 50c, 20 30†, 10 10f; ar 9 40, 14 00c, 1 00, 17 45f. **V** to St. John, 1 15†, 11 15, 14 25c, 4 00f; ar 5 45†, 14 25, 19 15c, 11 00f.

St. Stephen to **V**, 7 30, 9 30c, 21 45, 16 00; ar 9 40, 14 00c, 24 15, 20 20. **V** to St. Stephen, 1 15†, 11 15, 18 00f; ar 4 10†, 13 15, 21.30. Presque Isle to **V**, 4 30, 14 15c, 5 00f; ar 9 50, 24 15, 17 40f. **V** to Presque Isle, 1 25†, 11 00, 18 00c; ar 10 55†, 17 30, 13 30. Woodstock to **V**, see Woodstock.

Watt Junction, NBR, St. Andrews, 27m, \$0.95; St. Stephen, 19m, \$0.65; McAdam, 15m, \$0.50.

St. Andrews to **W J**, 7 00, 15 30; ar 8 30, 17 00. **W J** to St. Andrews, 12 22, 17 15f; ar 13 45, 18 45f.

St. Stephen to **W J**, 7 30, 9 30c, 12 20, 21 45, 16 00f; ar 8 35, 10 30c, 13 50, 11 10, 17 10f. **W J** to St. Stephen, 2 48†, 10 25, 12 19, 14 45c, 20 06f; ar 4 10†, 11 20, 13 15, 16 00c, 21 30f.

McAdam Junction to **W J**, 2 00†, 9 40, 11 40, 13 55c, 19 00f; ar 2 48†, 10 25, 12 19, 14 45c, 20 06f. **W J** to McAdam Junction, 8 35, 10 30, 13 50, 23 10, 17 10; ar 9 10, 11 00, 14 45, 23 55, 18 00.

Weldford, ICR, Moncton, 37m; Campbelltown, 185m; St. John, 126m, \$3.54; Halifax, 225m, \$5.21.

Moncton to **W**, 1 40, 10 30c, 5 00f; **W** to Moncton, 24 22, 13 10c, 19 10f; ar 1 40, 14 25c, 21 20c.

Campbellton to **W**, 19 20, 7 00c, 8 00f. **W** to Campbellton, 2 56, 12 10c, 7 40f.

Westfield, NBR, St. John 14m, \$0 55; Vanceboro, 76m, \$2.50; Fredericton Junc, 30m.

St. John to **W**, 6 40, 8 50c, 16 45, 20 30†, 10 10f; ar 7 08, 9 54c, 17 17, 21 20†, 11 29f. **W** to St. John, 5 01†, 7 49, 13 55, 18 28c, 9 34; ar 5 45†, 8 20, 14 25, 19 15c, 11 00f.

Vanceboro to **W**, 1 15†, 11 15, 14 25c, 4 00f; ar 5 01†, 13 55, 18 28c, 9 54f. **W** to Vanceboro, 7 08, 9 54c, 21 20, 11 29f; ar 9 40, 14 00c, 1 00, 17 45f.

Fredericton to **W**, 6 00, 11 30, 15 50c; ar 7 49, 13 55, 18 28c; **W** to Fredericton, 7 08, 9 54c, 17 17; ar 9 25, 14 15c, 19 15.

Welsford, NBR, St. John, 24m, \$0 90; Vanceboro, 66m, \$2 15; Fredericton Junc 21m.

St. John to **W**, 6 40, 8 50, 16 45, 20 30†, ar 22 10; ar 7 26, 10 24, 17 39, 21 47, 12 13. **W** to St. John, 4 31, 7 26, 13 36, 18 00, 9 08†; ar 5 45†, 8 20, 14 25, 19 15, 11 00.

Vanceboro to **W**, 1 15†, 11 15, 14 25, 16 00; ar 4 31, 13 36, 18 00, 21 08. **W** to Vanceboro, 7 26, 10 24, 21 47†, 12 13; ar 9 40, 14 00, 1 00, 17 45.

† Saturday excepted. * Daily, Sunday included. † Monday excepted. * Stops if signalled.
 † Accommodation. † Freight. † No connection Sunday. † Dining Station.

Fredericton to **W**, 6 00, 11 30, 15 50; ar 7 26, 13 36, 18 00. **W** to Fredericton, 7 26, 10 24, 17 39; 9 25, 14 15, 19 15.

Woodstock, NBR, Presque Isle, 88m, \$2.90; Gibson, 63m, \$2.00; McAdam Junction, 51m.

Presque Isle to **W**, 4 40, 14 15c, 5 00f; ar 7 41, 19 45c, 12 25f. **W** to Presque Isle 5 45c, 13 20, 6 00c; ar 10 55c, 17 30, 13 30c. Aroostook Junction to **W** (in addition) 4 50c; ar 8 40.

Gibson to **W**, 5 15, 11 30; ar 12 25, 14 20. **W** to Gibson, 7 50, 12 35; ar 10 33, 16 40.

McAdam Junction to **W**, 2 15, 11 25, 15 00; ar 5 15, 13 16, 17 50. **W** to McAdam Junction, 7 46, 10 30, 20 00; ar 9 35, 13 30, 23 25.

NOVA SCOTIA.

Acadia Mines, see Londonderry.

Amherst, ICR, St. John, 138m, \$3.78; Halifax, 139m, \$3.80; Point Levis, 539m, \$11.50.
St. John to **A** 7 00, 22 15; ar 12 28, 3 52†. **A** to St. John 12 35, 23 28; ar 18 00, 5 30†.

Halifax to **A** 6 30, 18 00; ar 12 10, 23 28. **A** to Halifax 12 48, 3 52†; ar 18 20, 9 10†.

Lamy's Hotel, \$1.50.

Annapolis, terminus, WAR, Hx 130m, \$3.80.

Halifax to **A**, 7 00, 14 30, from Richmond, M W and F, 6 15c; ar 13 20, 16 50. **A** to Hx 13 40, T Th and S 6 00c; ar 20 10, 16 10.

St. John to **A**, Str Secret lvs St J, M W F, 7 09. **A** to St J, Str Secret lvs. M Th S on arrival of express from Hx, \$1.50.

Digby to **A**, Str. Evangeline lvs daily on arrival of express from Hx, returns same day, \$0.75, connects with WCR.
Daily Stage for Liverpool, 68m, \$4.00, lv **A** 14 00 and stop over night at Caledonia.

Antigonish, ICR, Mulgrave 39m, Truro 84m; Hx 146m, \$3.94. St J 299m, \$6.41.
Mulgrave to **A**, 10 20, 4 45f. **A** to Mulgrave 12 42, 14 00f.
Truro to **A**, 9 00; **A** to Truro 11 58.

Aylesford, WAR, Halifax 88m, \$2.65; Annapolis 42m, \$1.30.

Hx to **A**, 7 00, M W F, from Richmond 6 15c. **A** to Hx 15 37, T Th Sat 9 00c.
Annapolis to **A**, 13 40, T Th S, 6 00c. **A** to Annapolis, 11 21, M W F, 13 40c.
Stage for Bridgewater every Thursday.

Baddeck, see Cape Breton.

Barrington, YL, Stm lvs Yarmouth Th 7 00 for Hx, calling at **B** when weather clear; returning lvs Hx Monday evening, connecting with YL strs for Boston.

Stage lvs **B** for Yarmouth W and Sat 7 00. Yarmouth for **B** W and Sat on arrival of Str from Boston.

Str LaFour lvs Yarmouth Tu and F at 8 00 for **B**; lvs **B** W and Sat at 5 00 for Yarmouth.

Bridgetown, WAR, Halifax, 116m, \$3.45. Annapolis, 14m, \$0.45.

Halifax to **B** 7 00, M, W and F from Richmond 6 15c. **B** to Halifax 14 18 Tu, Th and Sat 6 55c.

Annapolis to **B** 13 40, Tu, Th and Sat 6 00c. **B** to Annapolis 12 42, M, W and Fr 15 55c.

† Saturday excepted. ¶ Daily, Sunday included. † Monday excepted. * Stops if signalled.
c Accommodation. f Freight. § No connection Sunday. ¶ Dining Station.

Berwick, WAR, Halifax, 83m, \$2 55; Annapolis, 47m, \$1.45.
Halifax to **B** 7 00 M, W and Fr from Richmond 6 15c. **B** to Halifax 15 55,
Tu, Th and Sat 9 20c.
Annapolis to **B** 13 40. Tu, Th and Sat 6 00c; ar 15 55, 9 20. **B** to Annapolis.
11 05 M, W and F 13 17; ar 13 20, 16 50.

Brookfield, ICR, Halifax 54m, \$1.62; St John 232m, \$5.17.
Halifax to **B**, 6 30. **B** to Halifax 5 56c, 16 18.
St John to **B**, 7 00. **B** to St John, 8 32.

Canning, stage, Kentville, 9m, Port Williams station 6m.

Cape Breton, reached by ICR, via Mulgrave. BDS leave Mulgrave and
Sydney daily calling at Grandigne, St. Peters, Grand Narrows and Baddeck, both
ways.

Steamer May Queen, 3 trips a week between Baddeck and Whyoccomagh.
Steamer Rimouski leaves Mulgrave M and F for Arichat and Canso; W and Sat
for Guysboro; Tu and Th for Port Hood and Mabou.

Stage connects at Hastings daily with ferry steamer to and from Port Hood and
Mabou, also for Whyoccomagh and Baddeck; daily each way for North Sydney,
leaving North Sydney on following days for Hastings.

At Hawkesbury, stage connects with ferry steamer daily to and from St. Peter's.
Sydney, and intermediate points.

Steamer Beaver leaves Pictou every Th night for Port Hood and Mabou, calling
at Margarie and Cheticamp when weather permits. Leaves Port Hood for Pictou
F at 20 00.

Chester, stage, Kentville 46m, Hx 45m. Kentville to **C** M and Th 5 30.

Cheticamp, see Cape Breton.

Dartmouth, ICR. Halifax to **D** 18 30. **D** to Halifax 6 00. Also ferry.

Digby, terminus WCR, Yarmouth 67m, \$2 45.
Yarmouth to **D** 7 15c M Tu Th and F, 7 15 W and Sat.
St. John to **D**, NSS, M W and F 7 09. **D** to St J, M Th and Sat after arrival
of trains from Hx and Yarmouth.

Str Evangeline between Digby and Annapolis daily.

Digby and Boston, Str New Brunswick lvs **D** every Tuesday for Boston direct,
and Saturday via St. John.

Ellershouse, WAR, Halifax 37m, \$1.11. Annapolis 93m \$2.80.
Hx to **E** 7 00, 14 30, from Richmond M W and F 6 15c. **E** to Hx 8 35, 18 35,
T Th and Sat 13 35c.

Annapolis to **E**, 13 40, T Th and Sat 600c. **E** to Annapolis 8 35, M W and F
9 00c.
Kentville to **E** (in addition to above) 5 40. **E** to Kentville 16 43.

Falmouth, WAR, Halifax 48m, \$1.50. Annapolis 82m, \$2.50.
Hx to **F**, 7 00, 14 30c, M W and F from Richmond 6 15. **F** to Hx 7 16, 18 00,
T Th and S 12 25c.

Annapolis to **F**, 13 40, T Th and S 6 00c. **F** to Annapolis 9 07c, M Th and S
10 15c.
Kentville to **F** (in addition to above) 5 40. **F** to Kentville 17 45.

Folleigh, ICR, Halifax, 87m, \$2.61; St. John, 190m, \$4.58.
Halifax to **F** 6 30, 18 00; ar 10 02*, 21 30*. **F** to Halifax 5 51+*, 14 51*; ar
9 10+, 18 20.

St. John to **F** 7 00, 22 15; ar 14 51*, 5 51+*. **F** to St. John 10 02*, 21 30*; ar
18 00, 5 30+.

Grand Pre, WAR, Halifax 61m, \$1.85. Annapolis 62m, \$2.00.
Hx to **G P**, 7 00, 14 30, M W and F from Richmond 6 15c. **G P** to Hx 6 25,
17 18, T Th and Sat 11 32c.

† Saturday excepted. ‡ Daily, Sunday included. † Monday excepted. * Stops if signalled.
c Accommodation. f Freight. § No connection Sunday. ¶ Dining Station.

CLEMENT P. CLARKE, Druggist and Apothecary,

Importer and Dealer in all Kinds of MEDICINES, TOILET GOODS, &c.

100 KING STREET, ST. JOHN, N. B.

CHAS. F. FOGG & CO.,

Manufacturers and Proprietors of the

Strout Patent Heating and Ventilating Attachments.

ADJUSTABLE TO ANY FURNACE AT SMALL EXPENSE. SEND FOR CIRCULAR.

NO. 3 ROBERTSON PLACE, ST. JOHN, N. B.

CHAS. F. FOGG, New York. JAS. L. ATCHISON, St. Stephen, N. B. THOS. ELLIS, St. John, N. B.

CHATHAM RAILWAY.

11 MILES TO TOWN OF CHATHAM.

This Railway makes close connections at Chatham Junction with all trains on the Intercolonial both day and night.

Also with the Northern and Western Railway from Fredericton.

A number of comfortable busses wait on all trains and no danger of disappointment.

J. B. SNOWBALL,
Manager.

ESTABLISHED 1844.

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General House Furniture Dealers

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FANCY GOODS, ETC.

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J. W. CHURCH,

Proprietor of Church's Livery Stables.

NEW GLASGOW, N. S.

QUEEN HOTEL,

Main Street, Moncton, - - - N. B.

REFITTED, REFURNISHED AND ENLARGED.

MRS. P. GALLAGHER, Prop.

Free Coach to and from Trains.

Annapolis to **FP**, 13 40c, T Th and S 6 00. **GP** to Annapolis 9 44c, M W and F 11 10.
Kentville to **GP**, (in addition to above) 5 40. **GP** to Kentville 18 34.

Granville, reached from Annapolis.

Great Village, reached by stage from Londonderry.

Greenville, ICR, Halifax, 97m, \$2.91; St. John, 180m, \$4.45.
Halifax to **G** 6 30, 18 00. **G** to Halifax, 14 29, 5 29.

St. John to **G** 7 00, 22 15. **G** to St. John.

Mail stage leave for Wallace and W. Bridge daily. For Street Ridge, Middleboro and Wallace Bay, Tu, Th and Sat.

Guysboro. Steamer Rimouski from Mulgrave, W and Sat. Stage from **G** connects daily at Heatherton with ICR.

Halifax, ICR, St John, 277m, \$6.02; Pt Pevis, 678m, \$14.04; Campbellton, 373m, \$7.68; Moncton, 188m, \$4.55; Mulgrave, 185m, \$4.52; Truro, 62m, \$1.86.
St John to **H**, 7 00, 22 15; ar 18 20, 9 10†. **H** to St John, 6 30, 18 00; ar 18 00, 5 30†.

Pt Levis to **H**, 8 00; ar 9 10†. **H** to Pt Levis, 18 00; ar 19 45.

Truro to **H** (in addition) 5 35c; ar 8 15c. **H** to Truro, 16 00c; ar 18 35.

Mulgrave to **H**, 10 20; ar 18 20. **H** to Mulgrave, 6 30; ar 14 15.

Pictou to **H**, 5 00, 13 20; New Glasgow, 5 20, 13 55; ar 9 10, 18 20. The 5 00 and 5 20 connect on Monday with the **f** to **H**.

Annapolis to **H**, WAR, 130m, \$3.80. See Annapolis.

Baltimore, Md., and **H**, AS. Steamers from Liverpool call at **H** and proceed to Baltimore.

St Pierre, Miq, Anglo-French, leave July 9 for St Pierre, calling at St Peters, Baddeck, Sydney and North Sydney.

Boston and **H**, BHS leave **H** Wed and Sat at 15 00 for Boston. Leave Boston Wed and Sat at 12 00; ar **H** Sun and Th nights, and thence to Port Hawkesbury, Pictou and Ch'town. Leave Ch'town Mon and Th 16 00, calling at same ports; ar Boston Mon and Fri morning. To Boston, \$6.00; return, \$11.00.

Yarmouth and **H**, YL, steamer leaves **H** every Mon at 19 00, calling at south shore ports. Leaves Yarmouth Th at 7 00 for **H**.

St John's, Nfld and **H**, RCS, steamer leaves **H** July 7 at 9 00.

Stages to Chester, Tangier, etc.

Hotels—Queen, \$2.00; Halifax, \$2.00; Albion, \$1.00.

Hantsport. WAR, Halifax, 53m, \$1.65; Annapolis, 77m, \$2.35.
Halifax to **H** 7 00, 14 30c, M, W and F for Richmond 6 15. **H** to Halifax 6 58,

17 44c, Tu, Th and Sat 12 05.

Annapolis to **H** 13 40c, Tu, Th and Sat 6 00. **H** to Annapolis 9 22c, M W and F 10 37.

Kentville to **H** (in addition to above) 5 40; ar 6 58. **H** to Kentville 18 08; ar 19 10.

St. John and **H**, NBS. Leave **H** 11th and 25 July, calling at various places according to tides. Leave St. John every Th evening. No information from owners.

Heatherton, ICR, Mulgrave, 27m; Truro, 96m.
Mulgrave to **H** 4 45f, 10 20. **H** to Mulgrave 13 10, 14 45f.

Truro to **H** 9 00. **H** to Truro 11 28.

Stage to Guysboro daily.

Horton Landing. WAR, Halifax, 60m, \$1.85; Annapolis, 70m, \$2.10.
Halifax to **H L** 7 00 14 30, c from Richmond M, W and F 6 15. **H L** to

Halifax 6 30, 17 22, c Tu, Th and Sat 11 37.

Annapolis to **H L** 6 00c, Tu, Th and Sat. **H L** to Annapolis 9 41, 11 05c, M, W and F.

‡ Saturday excepted. ¶ Daily, Sunday included. † Monday excepted. * Stops if signalled.
Accommodation. † Freight. § No connection Sunday. ‡ Dining Station.

- Kentville, W&AR.** Halifax 71m, \$2.15; Annapolis, 59m, \$1.80.
 Halifax to **K**, 7 00, 14 30, from Richmond, MWF, 6 15c; ar 10 15, 19 10, 11 55.
K to Halifax, 5 40, 16 47, ar T Th & S, 10 50; ar 10 45, 20 10, 16 10.
 Annapolis to **K**, 6 00, Tu, Th & S, 13 40; ar 16 32, 10 15. **K** to Annapolis,
 10 30; ac MW&F, 12 25; ar 13 20, 16 50.
 All through trains 15min at **K**.
 Stage for Canning, 9m, leave 17 00; for Chester, 46m, M and Th, 5 30.
 Hotels—Lyons, \$1.50; Porter, \$1.25.
- Lawrencetown, WAR,** Halifax, 108m, \$3.25; Annapolis, 22m, \$0.70.
 Halifax to **L** 7 00, c M, W and F from Richmond 6 15. **L** to Halifax 14 43,
 c Tu, Th and Sat 7 30.
 Annapolis to **L** 13 40, c Tu, Th and Sat 6 00. **L** to Annapolis 12 17, M, W and
 F, 15 18.
- Liverpool, YL,** steamer leaves Yarmouth Th 7 00. Leaves Halifax Monday
 evening.
 Stage to Annapolis 68m, \$4.00, daily.
- Lockport, YL,** steamer leaves Yarmouth Th, 7 00. Leaves Halifax Monday
 evening.
- Londonderry, ICR,** Halifax, 79m, \$2.37; St. John, 198m, \$4.74.
 Halifax to **L** 6 30, 18 00; ar 9 43, 21 13. **L** to Halifax 15 08, 6 08; ar 18 20,
 9 10.
 St. John to **L** 7 00, 22 15; ar 15 08, 6 08. **L** to St. John, 9 43, 21 13; ar 18 00,
 5 30.
 Stages for Acadia Iron Mines, Great Village, Economy and Five Islands.
- Louisburg,** reached from Sydney, 26m.
- Lunenburg, YL,** steamer leaves Yarmouth Th 7 00. Leaves Halifax Monday
 evening.
- Maccan, ICR,** Halifax 131m, \$3.64; St John 156m, \$3.94.
 Halifax to **M**, 6.30, 18 00. **M** to Halifax 13 07, 4 08.†
 St John to **M**, 7 00, 22 15. **M** to St John, 11 49, 23 10.
 Spring Hill to **M**, 6 40. **M** to Spring Hill, 20 29.
 Stage for River Hebert, Joggins and Minudie.
- Maitland,** reached by stage from Shubenacadie.
- Margaric,** see Cape Breton.
- Meteghan, WCR,** Yarmouth, 30m, \$1.10; Digby, 37m.
 Yarmouth to **M** 7 15, M, Tu, Th and F, 7 15 W and Sat. **M** to Yarmouth
 4 59c M Tu, Th and F, 4 40 W and Sat.
 Digby to **M** 15 00c M, Tu, Th and F, 15 00 W and Sat. **M** to Digby 8 48c
 M, Tu, Th and F, 8 35 W and Sat.
 Steamer to Westport and Weymouth.
- Middleton, WAR,** Halifax, 102m, \$3.05; Annapolis 28m, \$0.85.
 Halifax to **M**, 7 00, c MW&F, from Richmond 6 15. **M** to Halifax 14 58, c T
 Th and S, 7 55.
 Annapolis to **M**, 13 40, c T, Th and S, 6 00. **M** to Annapolis, 12 00, c MW and
 F 14 58.
- Mount Uniacke, WAR,** Halifax 27m, \$0.81; Annapolis 103m, \$3.10.
 Halifax **M U**, 7 00, 14 30, c M, W and F, 6 15. **M U** to Halifax, 9 15, 19 00, c
 T, Th and S, 14 13.
 Annapolis to **M U**, 13 40, c T, Th and S, 6 00. **M U** to Annapolis 8 10, c M,
 W and F, 8 25.
 Kentville to **M U** (in addition to above) 5 40. **M U** to Kentville 16 10.
- Mulgrave, ICR,** Halifax, 184m, \$4.51; St. John, 337m, \$7.03; Truro, 123m.
 Truro to **M** 9 00. **M** to Truro 10 20.

† Saturday excepted. ‡ Daily, Sunday included. † Monday excepted. * Stops if signalled.
 c Accommodation. f Freight. § No connection Sunday. ¶ Dining Station.

THE GRIPSACK.

Sydney and **M** BDS, daily. Arichat and Canco, steamer Rimouski leaves **M** M and F; W and Sat for Guysboro; Tu and Th for Port Hood and Mabou.

New Glasgow, ICR, Halifax 105m, \$3.00; Mulgrave 80m; Truro 43m; St. John, 258m, \$5.74.

Halifax to **NG**, 6 30, 16 00; ar 10 40, 20 20. **NG** to Halifax, 5 20 (connect with f at Truro on Mondays and with x on other days) 13 55; ar 9 10, 18 20. Mulgrave to **NG**, 4 45f, 10 20; ar 10 00f, 13 40. **NG** to Mulgrave 10 15f, 10 55; ar 16 30, 14 15.

Newport, WAR, Halifax 40m, \$1.20; Annapolis 90m, \$2.70. Halifax to **N**, 7 00, 14 30, c M, W and F from Richmond, 6 15. **N** to Halifax, 8 10, 13 18, c T, Th and S, 18 25.

Annapolis to **N**, 13 40, c T, Th and S, 6 00. **N** to Annapolis 8 43, c M, W and F, 9 12. Kentville to **N** (in ad to above) 5 40. **N** to Kentville 16 65. Stage to Brooklyn daily.

North Sydney. Ferry to Sydney. Daily stage to Hastings. See Sydney

Oxford, ICR, Halifax, 108m, \$3.00; St. John, 169m, \$4.30. Halifax to **O** 6 30, 18 00. **O** to Halifax 14 05, 5 05.

St. John to **O** 7 00, 22 15. **O** to St. John 10 45, 22 17.

Paradise, W&AR, Halifax, 111m, \$3.30; Annapolis, 19m, \$0.60. Halifax to **P** 7 00, c M, W and F from Richmond 6 15. **P** to Halifax 14 33, c Tu, Th and Sat 7 15.

Annapolis to **P** 13 40, c Tu, Th and Sat 6 00. **P** to Annapolis 12 27, 15 33.

Parrsboro. Terminus CCR, Spring Hill June 32m. S H June to **P**, 13 35. **P** to S H June 8 15. No information from management.

St John and **P**, MBS, steamers leave Hantsport 11th and 25th and Maitland 4th and 18th calling at **P**, returning leave St John Th evenings, \$2.75. No information from owners.

Pictou, ICR, Halifax, 116m, \$3.24; St. John, 269m, \$5.92; Truro, 54m. Halifax to **P** 6 30, 16 00; ar 11 15, 20 50. **P** to Halifax, 5 00, 13 20; ar 9 10, 18 20. The 5 00 on Monday connects with f from Truro to Halifax.

Truro to **P** 9 00, 18 40. **P** to Truro 5 00, 13 20. Stellarton to **P** (in addition) 6 35. **P** to Stellarton 16 40.

Boston and **P**, BHS, steamer leaves Boston Sat 16 00, ar **P** Tu about 12 00 going to Charlottetown. Does not call on return. Boston to **P** \$9.00. Montreal and Quebec and **P**, QS, leave Montreal 9th and 23rd July, Quebec following days for **P**. Leave **P** for ports named 16th and 30th July on arrival of ICR evening train.

Magdalen Islands and **P**, Steamer Beaver leaves every M after arrival ICR trains for Magdalen Islands \$4.00, touching at Georgetown \$2.00, and Souris, PEI, \$2.50. Leave Amherst, Magdalen Islands, Tu evening, on return. Cape Breton and **P**, Steamer Beaver leaves **P** every Th at 21 00 for Port Hood, \$2.00; Marjorie, \$2.70; Cheticamp, \$3.00. Returning leaves Cheticamp about 12 00 Friday.

Hotels—New Revere, \$1.50; Central House.

Port Hawkesbury, see Cape Breton.

Port Hood, see Cape Breton.

Port Hastings, see Cape Breton.

Port Williams, W&AR, Halifax 66m, \$2.00; Annapolis 64m, \$1.95. Halifax to **PW**, 7 00, 14 30, c M, W and F from Richmond, 6 15. **PW** to Halifax, 6 00, 17 00, c T, Th and S 11 10.

Annapolis to **PW**, 13 40, c T, Th and S 6 00. **PW** to Annapolis 10 00, c M, W and F 11 35.

‡ Saturday excepted. ¶ Daily, Sunday included. † Monday excepted. * Stops if signalled.
c Accommodation. † Freight. § No connection Sunday. † Dining Station.

VICTORIA HOTEL,
CASSON & LEARMENT, PROPRIETORS.
TRURO, N. S.
Good Sample Rooms.

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Dyer and Cleaner of Wearing Apparel.

Feathers cleaned and Dyed in all shades.

Kid Gloves cleansed and Dyed at short notice.

C. E. BRACKETT, Proprietor.

Kentville to **P W** (in addition to above) 5 40; ar 6 00. **P W** to Kentville 18 55; ar 19 10.

Stage to Canning daily.

Pugwash, reached by stage from Thompson.

River John, reached by stage from Truro and Pictou.

Roundhill, WAR, Halifax 124m, \$3.65; Annapolis 6m, \$0.20.

Halifax to **R**, 7 00, c M, W and F, from Richmond 6 15. **R** to Halifax, 13 58, c T, Th and S, 6 25.

Annapolis to **R**, 13 40, c T, Th and S, 6 00. **R** to Annapolis, 13 02, c M, W and F, 16 25.

Shelburne, YL, steamer leaves Yarmouth Th 7 00. Leaves Halifax Monday evening.

Shubenacadie, ICR, Halifax 40m, \$1.20; St John 237m, \$5.41.

Halifax to **S**, 6 30, 16 00c, 18 00. **S** to Halifax, 6 33c, 7 45†, 16 50.

St John to **S**, 7 00, 22 15. **S** to St John, 8 00, 19 30.

Stages daily for Maitland, Guy's River and Musquodobit, and on Saturdays for Kennetcook and Noel.

Spring Hill, ICR, Halifax 122m, \$3.42; St John 155m, \$4.11.

Halifax to **S H**, 6 30, 18 00; ar 11 25, 22 52. **S H** to Halifax, 13 35, 4 35†; ar 18 20, 9 10†.

St John to **S H**, 7 00, 22 15; ar 13 35, 4 35. **S H** to St John, 11 25, 22 52; ar 18 00, 5 30†.

Moncton to **S H**, 17 25; ar 21 00. **S H** to Moncton, 6 40; ar 10 15.

Parrsboro to **S H** 32m, CCR, 8 15. **S H** to Parrsboro, 13 35.

Spring Hill Mines, CCR, Spring Hill Junction, 5m; Parrsboro, 27m.

Spring Hill Junction to **S H M** 13 45. **S H M** to Spring Hill Junction 10 45.

Parrsboro to **S H M** 8 15. **S H M** to Parrsboro 14 00. No information from management.

Stellarton, ICR, Halifax 102, \$3.00; Pictou 14m; Mulgrave, 83m.

Halifax to **S**, 6 30, 16 00. **S** to Halifax 5 30, 14 05.

Pictou to **S** (in addition) 16 40c. **S** to Pictou 6 35c. Hopewell to **S** (in addition) 6 10c. **S** to Hopewell 17 28c.

Stewiacke, ICR, Halifax 45m, \$1.35; St John 232m, \$5.31.

Halifax to **S**, 6 30. **S** to Halifax 6 19c, 16 40.

St John to **S**, 7 00. **S** to St John, 8 12. Truro to **S** (in addition) 5 35. **S** to Truro, 17 48c.

Sydney, BDS, steamers leave Mulgrave and Sydney, daily, calling at Grand-igüe, St. Peters, Grand Narrows and Baddeck both ways.

Reserve Mine to **S** 10m, SLR, \$0.25, 3 trains daily, connecting with BDS and ferry to North Sydney, Cow Bay and Glace Bay reached by team from Reserve Mine. See Cape Breton.

Tangier. Reached by stage from Halifax, 56m.

Thomson, ICR, Halifax, 104m, \$3.00; St. John, 173m, \$4.37.

Halifax to **T** 6 30, 18 00*. **T** to Halifax 5 13†*, 14 13.

St. John to **T** 7 00, 22 15. **T** to St. John 10 40, 22 08†. Stage to Pugwash 12m.

Truro, ICR, Halifax, 62m, \$1.86; St. John, 215m, \$5.04. Muirgrave, 123m.

Halifax to **T** 6 30, 18 00, c. 16 00; ar 8 50, 20 14, 18 35. **T** to Halifax 16 00, 7 05†, 5 35c; ar 18 20, 9 10†, 8 15c.

St. John to **T** 7 00, 22 15; ar 15 45, 5 45†. **T** to St. John 9 05, 20 35; ar 18 00, 5 30†.

Mulgrave to **T** 10 20; ar 15 40. **T** to Mulgrave 9 00; ar 14 15. New Glasgow 5 20c and Pictou 5 00c to **T** in addition. **T** to Pictou and New Glasgow 18 40.

† Saturday excepted. ¶ Daily, Sunday included. † Monday excepted. * Stops if signalled.
c Accommodation. f Freight. § No connection Sunday. ¶ Dining Station.

Annapolis to **T**, via WAR, 8 00c Tu, Th and Sat at Windsor Junction. **T** to Annapolis 5 35.

Stage to River John and Pictou M, W and F. To Maitland. To Maitland daily.

Hotels—Victoria, \$1.50; Winans, \$1.50; Maitland House, \$1.00.

Westport. Steamer to Freeport, Weymouth, via Meteghan and Sandy Cove. Returning to **W** from Weymouth, etc., on Tu and F.

Westville. ICR, Stellerton 3m; Pictou 11m.

Stellerton to **W** 6 35c, 10 35, 20 10 **W** to Stellerton 5 23, 13 52, 17 12c.

Pictou to **W** 5 00, 13 20, 16 40. **W** to Pitou 6 47c, 10 45, 20 20.

Wentworth. ICR, Halifax 91m, \$2.73; St John 189m, \$4.53.

Halifax to **W**, 6 30, 18 00; **W** to Halifax, 14 42, 442.

St John to **W**, 7 00, 22 15. **W** to St John, 10 10, 21 38.

Stage for Tatamagouche daily.

Weymouth. WCR, Digby 22m; Yarmouth 45m, \$155.

Digby to **W** 15 00c M Tu Th and F, 15 00 W and Sat. **W** to Digby 9 38c M Tu Th and F, 9 15 W and Sat. Yarmouth to **W** 7 15c, M Tu Th and F, 7 15 W and Sat. **W** to Yarmouth 4 09c M Tu Th and F, 4 00 W and Sat.

Steamer to Westpool Tu and F.

Wilmot. WAR, Halifax 98m, \$3 00; Annapolis 32m, \$0 95.

Hx to **W** 7 00, M W and F from Richmond 6 15c. **W** to H 15 10, Tu Th and Sat 8 12.

Annapolis to **W** 13 40, Tu Th and Sat 6 00c. **W** to Annapolis 11 48, M W and F 14 23.

Windsor. WAR, Halifax 46m, \$1.38; Annapolis 84m, \$2.55.

Hx to **W** 7 00 14 30 from Richmond M W and Fr 6 15c; ar 9 00, 17 35, 10 05.

W to Hx 7 50, 18 10, T Th and Sat 12 55c; ar 10 45, 20 10, 16 10.

Annapolis to **W** 13 40, T Th and Sat 6 00c; ar 18 10, 12 55. **W** to Annapolis 9 00, M W and F 10 05c; ar 13 20, 16 50.

Kentville to **W** (in addition to above) 5 40. **W** to Kentville 17 35.

S S Hiawatha leaves for Kingsport and Parrsboro.

Victoria Hotel, T. Doran, \$1.25.

Windsor Junction. ICR and WAR, Halifax, 14m, \$0.42; St. John, 263m, \$5.82; Annapolis, 116m, \$3.45.

Halifax to **W J**, ICR, 6 30, 16 00c, 18 00; WAR 7 00, 14 30; ar 7 03, 16 35c, 18 40; WAR 7 40, 15 30. **W J** to Halifax, ICR, 7 38c, 8 35†, 17 48; WAR, 10 00, 15 23c Tu, Th and Sat, 19 35; ar 8 15c, 9 10†, 18 20; WAR 10 45, 16 10c Tu, Th and Sat, 20 10.

Truro to **W J**, ICR, 5 35c, 7 05†, 16 00; ar 7 38c, 8 35†, 17 48. **W J** to Truro 7 03, 16 35c, 18 40.

Annapolis to **W J** 6 00c Tu, Th and Sat, 13 40; ar 15 23c Tu, Th and Sat, 19 35. **W J** to Annapolis 7 15c M, W and F, 7 40.

Kentville to **W J**, in addition, 5 40; ar 10 00. **W J** to Kentville 15 30.

Wolfville. W&AR, Halifax, 64m, \$1.95; Annapolis, 66m, \$2.00.

Halifax to **W** 7 00, 14 30 c M, W and F from Richmond 6 15. **W** to Halifax 6 10, 17 08 c Tu, Th and Sat 11 19.

Annapolis to **W** 13 40 c Tu, Th and Sat 6 00. **W** to Annapolis 9 54 c M, W and F 11 25; ar 13 20.

Kentville to **W** (in addition to above) 5 40. **W** to Kentville 18 47.

Yarmouth. terminus WCR, Digby, 67m, \$2.45.

Digby to **Y** 15 00 c M, Tu and Th, 15 00 W and Sat; ar 6 30c. 6 00. **Y** to Digby 7 15 c M, Tu, Th and F; 7 15 W and Sat; ar 10 45c, 10 15.

Halifax to **Y**, YL, steamer leaves Halifax M evening. Steamer leaves **Y**, Th 7 00.

† Saturday excepted. † Daily, Sunday included. † Monday excepted. * Stops if signalled.
c Accommodation. f Freight. § No connection Sunday. † Dining Station.

St. John to **Y**, YL, steamer leaves St. John, Tu and F at 6 24. Leaves **Y**, M and Th 3 00.

Boston to **Y**, YL, steamer leaves Boston Tu and F at 10 00. Leaves **Y** Sat and W evenings on arrival of WCR train, \$5.00; return, \$8.00.

Barrington to **Y**, steamer LaTour leaves Barrington for **Y**, W and Sat at 5 00. Leaves **Y** for Barrington and intermediate ports Tu and F at 6 00. On 3rd, 17th and 31st July leaves **Y** at 4 00, extending the trip to Clyde River. Stage for Argyle, Pubnico and Barrington leaves **Y** W and Sat on arrival YLS. Leaves Barrington W and Sat at 7 00.

Shelburne and **Y** and Wedge Point and **Y** daily stages.

P. E. ISLAND.

Alberton, IR, Tignish 13m, Chn 103m.
Tignish to **A** 6 00c, 13 10; ar 6 50c, 13 50. **A** to Tignish 5 15c, 11 14; ar 6 05c, 11 55.

Chn to **A**, 6 00, 8 45c; ar 11 14, 5 05c. **A** to Chn 7 05c, 13 50; ar 15 00, 19 10. Stage to Kildare and Cascumpec Tu and Fr.

Bedeque, reached by stages from Chn and Summerside Tu, Th and Sat.

Cape Traverse, Terminus Branch IR, Emerald Junction 12m.

Emerald Junc to **C T**, 17 45c; ar 18 35c. **C T** to Emerald Junc, 6 25c; ar 7 15c.

Cardigan, IR, Georgetown 6m, Mt Stewart Junc 18m.

Georgetown to **C**, 7 00, 14 40c. **C** to Georgetown, 9 38c, 17 28.

Mt Stewart Junc to **C**, 8 25c, 16 35. **C** to Mt Stewart Junc, 7 17, 15 03c; ar 8 10, 16 15.

Stage for Montague Bridge daily.

Cascumpec, reached by stage from Alberton Tu and F.

Charlottetown, IR, Tignish, 117m; Cape Traverse, 43m; Souris, 60m; Georgetown, 46m; Summerside, 49m.

Tignish to **C** 6 00c, 13 10; ar 15 00c, 19 10. **C** to Tignish 6 00, 8 45c; ar 11 55, 18 05c.

Summerside to **C** (in addition) 6 15c; ar 9 35c. **C** to Summerside 15 30c; ar 18 50c.

Souris to **C** 6 15, 13 20c; ar 9 20, 18 15c. **C** to Souris 6 30c, 15 15; ar 11 15c, 18 25.

Georgetown to **C** 7 00, 14 40c; ar 9 20, 18 15. **C** to Georgetown 6 30c, 15 15; ar 10 00c, 17 45.

Cape Traverse to **C** 6 25; ar 9 35. **C** to Cape Traverse 17 40; ar 18 35.

St. John, N. B., to **C** via ICR and PES from Point du Chene to Summerside, \$5.00. See Summerside.

Pictou to **C**, PES, \$2.00. Steamers leave **C** M, W, Th, F and Sat 6 00 connecting with ICR for Halifax. Returning leave Pictou same days on arrival of ICR from Halifax. Fare **C** to Halifax \$4.20.

Summerside to **C**, PES, steamer leaves every Sat about 17 00. **C** to Summerside leave every M morning.

Boston and **C**, BHS, steamer leaves Boston Sat at 12 00. Leaves **C** for Boston Th at 5 00, \$6.50.

Montreal, Quebec and **C**, Q. S., steamer leaves Montreal 9th and 23rd July, Quebec 10th and 24th for **C** and Pictou. Returning leaves Pictou calling at **C** 16th and 30th July.

Local steamers leave **C** for Orwell, Tu, W, and Th; for West River Tu and F; for Rocky Point Tu, W, F and Sat; for Vernon River Bridge and Murray's Harbor Tu, W, Th and F. Daily trips every half hour to and from Southport.

Stage for Pownal, Vernon River, Orwell and Belfast, daily; for Flat River and

‡ Saturday excepted. ¶ Daily, Sunday included. † Monday excepted. * Stops if signalled.
c Accommodation. † Freight. § No connection Sunday. ‡ Dining Station.

PRINCE EDWARD ISLAND RAILWAY.
 TRAINS ARE RUN BY EASTERN STANDARD TIME.
 CHARLOTTETOWN TO TIGNISH. TIGNISH TO CHARLOTTETOWN. CHARLOTTETOWN TO SOURIS. SOURIS TO CHARLOTTETOWN. IN EFFECT JUNE 1, 1888.

CHARLOTTETOWN TO TIGNISH.		TIGNISH TO CHARLOTTETOWN.		CHARLOTTETOWN TO SOURIS.		SOURIS TO CHARLOTTETOWN.	
M	STATIONS.	EXPRESS.	ACCOMMO.	M	STATIONS.	EXPRESS.	ACCOMMO.
	Charlotte ^h d	6.00 A.M.	3.30 P.M.		Charlotte ^h n	6.15 P.M.	6.30 A.M.
5	Royalty Jc.	6.14 "	3.49 "		Cemetery.	6.30 "	6.15 A.M.
10	*Millon.	6.27 "	4.07 "		Harmony.	6.30 "	6.30 P.M.
13	*Colville.	6.48 "	4.31 "		9 York.	6.38 "	6.39 "
17	North Wit.	6.48 "	4.35 "		13 Bedford.	6.45 "	6.45 "
20	Hunter R.	6.58 "	4.50 "		14 Selkirk.	7.00 "	7.00 "
25	*Frederic ⁿ .	7.16 "	5.09 "		21 St. Peter's.	7.20 "	7.20 "
29	Bradalbane.	7.26 "	5.18 "		30 Morrell.	7.42 "	7.42 "
37	Frederald J.	7.30 "	5.26 "		30 Lot 40.	7.47 "	7.47 "
35	Emerald J.	7.30 "	5.40 "		38 Mt. Stew ^t J.	7.47 "	7.47 "
40	Kensington.	7.53 "	6.17 "		43 Tracadie.	7.47 "	7.47 "
44	*N. Annan.	8.04 "	6.33 "		43 Bedford.	7.47 "	7.47 "
49	Sum ^r erside.	8.15 "	6.50 "		51 York.	7.47 "	7.47 "
54	Miscouche.	8.45 "	7.05 "		55 Royalty Jc.	7.47 "	7.47 "
60	Wellington.	9.05 "	7.25 "		56 Cemetery.	7.47 "	7.47 "
65	*Richmond.	9.19 "	7.41 "		60 Charlottet ^h n	7.47 "	7.47 "
68	*Northam.	9.27 "	7.49 "				
70	Port Hill.	9.35 "	7.57 "				
72	*Elliott's.	9.40 "	8.05 "				
76	*Conway.	9.53 "	8.18 "				
80	*Portage.	10.03 "	8.28 "				
85	*Coleman.	10.20 "	8.45 "				
89	O'Leary.	10.30 "	8.55 "				
91	Mill River.	10.30 "	9.05 "				
94	Bloomfield.	10.47 "	9.22 "				
100	*Elmsdale.	11.03 "	9.38 "				
103	Alberton.	11.14 "	9.49 "				
108	*Montrose.	11.27 "	9.58 "				
110	*Kildare.	11.41 "	10.12 "				
112	*DeBlois.	11.41 "	10.12 "				
117	Tignish.	11.55 "	10.26 "				

MOUNT STEWART JUNCTION TO GEORGETOWN.		GEORGETOWN TO MOUNT STEWART JUNCTION.	
M	STATIONS.	EXPRESS.	ACCOMMO.
	Stew ^t J.	4.35 P.M.	8.25 A.M.
9	DeBlois.	4.43 "	8.35 "
7	DeBlois.	4.56 "	8.54 "
13	*Perth.	5.02 "	9.03 "
14	*Baldwin's.	5.15 "	9.21 "
15	*Perth.	5.28 "	9.38 "
24	Georgetown.	5.45 "	10.00 "

EMERALD JUNCTION TO CAPE TRAVERSE.		CAPE TRAVERSE TO EMERALD JUNCTION.	
M	STATIONS.	EXPRESS.	ACCOMMO.
	Emerald Jc.	5.45 P.M.	6.32 "
4	*Albany.	6.02 "	6.48 "
7	*Kinkora.	6.17 "	6.63 "
12	C. Traverse.	6.35 "	6.81 "

J. UNSWORTH, Supt., Charlottetown, P. E. I.
COLLINGWOOD SCHELEBER, Chief Engineer and Gen. Man. Can. Gov. Railways, Ottawa.

* Indicates Flag Stations, at which Express Trains stop when signalled.
 Accommodation Trains will stop at all Stations when signalled, or when they have Passengers or Freight to take on or leave off.
 † All Trains run daily (Sunday excepted.)

Wood Islands, Tu, Th and Sat; for Bonshaw, Hampton, Victoria, Crapaud, Tryon, and Bedeque, Tu, Th and Sat.

Crapaud, reached by stage from Chn, Tu, Th and Sat.

Egmunt Bay, reached by stage from Wellington, 6m, Tu, Th and Sat.

Emerald Junction, IR, Cape Traverse 12m, Chn 31m; Tignish 85m; Souris 81m; Summerside 17m.

Cape Traverse to **E J**, 6 25c; ar 7 15. **E J** to Cape Traverse, 17 45c; ar 18 35c. Chn to **E J**, 6 00, 8 45c, 15 30c; ar 7 40, 10 56c, 17 40c. **E J** to Chn, 7 30c, 13 04c, 17 40.

Tignish to **E J**, 6 00c, 13 10; ar 13 04c, 17 40. **E J** to Tignish, 7 30, 10 56. Summerside to **E J**, 6 15c; ar 7 30c. **E J** to Summerside 17 40.

Georgetown, Terminus Branch IR, Mt Stewart June 24m.

Mt Stewart June to **G**, 8 25c, 16 35. **G** to Mt Stewart June, 7 00, 14 40c; ar 8 10, 16 15.

Stage for Lower Montague, Sturgeon, and Murray Harbor North, Tu, Th and Sat; for Launching Tu and Sat.

Hunter River, IR, Chn 20m; Tignish 96m.

Chn to **H R**, 6 00, 8 45c, 15 30c. **H R** to Chn 8 14c, 13 43c, 18 12.

H R to Summerside 16 50.

Stage for New Glasgow, Cavendish and Hope River, Tu, Th and Sat; for Wheatley River and Rustico, M, W and F.

Kensington, IR, Chn 40m; Tignish 76m.

Chn to **K**, 6 00, 8 45c, 15 30c. **K** to Chn, 5 48c, 12 31c, 17 18. Summerside to **K** 6 15.

Tignish to **K**, 6 00c, 13 10. **K** to Tignish 7 53, 11 29c. **K** to Summerside 6 17c. Stage for Margate, Long River, French River, Park Corner, Indian River, Burlington and Malpeque, Tu, Th and Sat.

Malpeque, reached by stage from Kensington, Tu, Th and Sat.

Montague Bridge, reached by daily stage from Cardigan, and by daily steamers from Georgetown.

Miscouche, IR, Summerside 5m; Charlottetown 54m; Tignish 62m.

Charlottetown to **M** 6 00, 8 41c. **M** to Charlottetown 10 44c, 16 11.

Tignish to **M** 6 00c, 13 10. **M** to Tignish 8 45, 13 26c.

Stage for Fifteen Point and Cape Egmunt, Tu and F.

Mount Stewart Junction, IR, Chn 22m; Souris 38m; Tignish 128m.

Chn to **M S J**, 6 30c, 15 15; ar 8 05c, 16 25. **M S J**, to Chn 8 15, 16 40c.

Souris to **M S J**, 6 15, 13 20c; ar 8 10, 16 20c, 16 20. **M S J** to Souris 8 20c, 16 30.

Murray Harbor, Stage from Cardigan, M, W and F. Steamers from Chn Tu, W, Th and Sat.

Rustico, stage from Hunter River M, Tu and F.

Royalty Junction, IR, Chn 5m; Souris 55m; Tignish 111m; Summerside 43m.

Chn to **R J**, 6 00, 6 30c, 8 45c, 15 15, 15 30c; ar 6 14c, 6 50c, 9 05c, 15 30, 15 49c. **R J** to Chn, 9 05, 9 17c, 14 41c, 17 55c, 18 56.

Souris to **R J**, 6 15, 13 20c; ar 9 05, 17 55c. **R J** to Souris, 6 50c, 15 30.

Tignish to **R J**, 6 00c, 13 10; ar 14 24c, 18 43. **R J** to Tignish, 6 14, 9 17c.

Summerside to **R J** (in addition) 6 15c; ar 9 17c. **R J**, to Summerside 15 49.

St. Eleanors, stage from Summerside daily.

St. Peters, IR, Souris, 22m; Charlottetown 38m.

Souris to **S P** 6 15, 13 20c. **S P** to Souris 9 35c, 17 20.

† Saturday excepted. ¶ Daily, Sunday included. † Monday excepted. * Stops if signalled.
c Accommodation. f Freight. § No connection Sunday. ¶ Dining Station.

Charlottetown to **S P** 6 30c, 15 15. **S P** to Charlottetown 7 20, 15 02c.
Stage for Greenwich and Farmington, Tu and F.

Souris, terminus, IR, Charlottetown 60m; Tignish 165m; Georgetown 62m.
Charlottetown to **S** 6 30c, 15 15; ar 11 15c, 18 25. **S** to Charlottetown 6 15,
13 20c; ar 9 20, 18 15c.

Tignish to **S** 6 00c; ar 18 25. **S** to Tignish 6 15; ar 18 05c.
Stage for Cherry Grove, Lot 45, 3m, and North Lake, Tu, Th and Sat; for East
Point, South Lake, Red Point, Bothwell and Chepstow, Tu and F; for Bay Fortune,
Rollo Bay and Souris West, W and Sat.

Summerside, IR, Charlottetown 49m; Tignish 68m.
Chn to **S** 6 00, 8 45c, 15 30c; ar 8 15, 12 00c, 18 50c. **S** to Chn 6 15c, 12 00c,
16 55; ar 9 35, 15 00c, 19 10.

Tignish to **S** 6 00c, 13 10; ar 11 05c, 16 25. **S** to Tignish, 8 30, 13 05c; ar
11 55, 18 05c.

Point du Chene and **S**, PES, \$1.50. Steamer leaves **S** daily on arrival of morn-
ing train from Chn. Leave Point du Chene daily on arrival of ICR by train from
St. John.

Chn and **S**, PES, steamer leaves Chn for **S** every M morning, and leave **S** for
Chn every Sat about 17 00.

Daily steamer to and from Bedeque.

Stage for Bedeque Tu, Th and Sat; for St. Eleanor's daily.

Tignish, Terminus, IR, Chn 117m; Souris 166m.

Chn to **T**, 6 00, 8 45c; ar 11 55, 18 05c. **T** to Chn 6 00c, 13 10; ar 15 00c,
19 10.

Stage for Skinner's Pond and Lot 2, Tu and F.

Tracadie, IR, Chn 16, Soris 43m.

Chn to **T** 6 30c, 15 15. **T** to Chn 8 31, 17 05c.

Souris to **T** 6 15, 13 20c. **T** to Souris 7 40c, 16 08.

Vernon River, reached by daily stage from Chn, and by Steamer Tu W
Th and F.

BUSINESS NOTICE.

THE GRIPSACK is devoted to travel and the traveller. It will be
published every month throughout the year, and will be sold at 10 cents
a copy or \$1 a year in advance.

Its circulation will be wherever the traveller goes in the Maritime
Provinces, and in all the principal outside points from whence he comes.
While it will be one of the best of advertising mediums, it will never
be made merely an advertising scheme to exclusion of reading matter.

Hotel men, railroad men and any other men, are requested to forward
items of interest, personal and general. They will also confer a favor by
pointing out any errors which may have crept into the time-tables of this
issue.

Agents are wanted in different parts of the Provinces.

For advertising rates and other information, address:

KNOWLES & REYNOLDS

Publishers,

107 Prince Wm. Street,

St. John, N. B.

AS IT IS DOWN EAST.

Nobody can know the exact temperature of New York in the summer. Everybody does know that it is hot, very hot, hot beyond all reason. The signal service man, away up on the roof of a big building near the water, has one record; it is official, but it does not express what Gotham feels. The druggist in the *Herald* building has another oft-quoted thermometer, which is as much too near the ground for a test as the signal service man is too much above it. In the crowded tenement districts of the east side, there is still another temperature—a reeking, stifling heat, which carries with it disease and death. In any part of the city, and at any point on the Hudson, it is hot enough for discomfort in the summer months, and the worst of all is that the night brings no relief. In a lesser degree, so it is in Boston, save when the maligned east wind tempers the heat to suffering humanity. The cool nights are wanting.

It is in the Maritime Provinces that the luxury of real summer rest is found. We have days which are warm without being hot, and nights with a temperature which lulls the most restless to sleep. The journey hither is by lines of rail on which speed, comfort and safety are found, and this speed, comfort and safety is preserved over the Intercolonial after St. John is reached. St. John, now that it offers a choice of first-class hotels, has many inducements to tempt the tourist. Making it his headquarters he can go hither and yon to the best of fishing grounds. Should he prefer to go further and not fare worse, he can enjoy all the benefits of good hotels with all the pleasures of the seaside at such places as Richibucto, Dalhousie and St. Andrews. Other places offer great natural advantages. Some of them have good hotels, and some of them have not. As a rule, however, the hotel accommodation is steadily growing better.

Persons at a distance, unacquainted with the Provinces are often in need of information as to desirable excursion routes and their cost, hotel accommodation at various points, etc. The publishers of THE GRIPSACK will be happy to send private replies to those making inquiries on these subjects. Any information so given will be in the interests of the traveller and not in the interests of any particular railway, hotel, or locality. We want all who come to the Provinces to be satisfied, and our aim is to tell the truth. This is not only morally right, but in the long run it pays best.

THE UNITED STATES has 150,000 miles of rails, or more than enough to girdle the earth twelve times, as a writer in *Scribner's* for July puts it. More than 13,000 miles were constructed in 1887.

GRIPSACK RAIL-ERIES.

PILL-ARS of the Church—Doctors of Divinity.

GAS-TRONOMICAL.—Speaking of gas-pipes, isn't your wind pipe your gasp-pipe?

WHERE did Noah keep his bees in the ark? In the arc-hives, of course.

BUCKET SHOP FLOWERS OF SPEECH.—Buy *stocks*. Result, financial *dis-asters*.

CHURCH lotteries are not wrong. It is perfectly proper for a church to have a chance-sell.

EXTRAORDINARY ENTERPRISE.—A complete novel was recently sent to the publishers by Cable.

A St. John bill collector says his business is so bad that he cannot even collect his own thoughts.

MRS. SILLIBUS says the reason she never travels on the cars is because she is afraid of railway collusions.

MESSRS. CLARK, the celebrated thread manufacturers of Paisley, are the largest holders of reel estate in the world. This is real-y sew.

MRS. SILLIBUS says her son Sammy is getting along splendid in Gastronomy as he is now in comic sections which relates, as you know, to the humor-wrist or funnybone of the arm.

ST. JOHN property owners think that it is very im-pole-light for the companies to stick so many electric light and other poles along the streets. Wire such things permitted? If the Western Union adds some more, strangers will tel-a-graphic story about the city.

Joseph Chamberlain is to marry Miss Endicott of Washington. It looks a little fishy but Miss Endi-cott Joe just the same. Will he hook her dresses?

SHE—"Gus, darling, you can never be my true lover."

GUS—"Why, my adorable?"

SHE—"How can you be my *true* love when you are my beau, Gus?"

TO ERASTUS WIMAN.

You ask what makes us look so sad?

The reason, to explain I'll try, man;

You've failed with your Commercial Fad,

Pray, why have you *harrassed-us*? *Why-man*?

A St. John man says his wife has a pet poodle pup which is continually frisking about, alternately howling and barking. He wants to know if that is not purp-pet-ual motion?

ALONG THE LINES.

Conductor Clarke, of the W. and A. R., is taking a "lay off" on account of ill-health.

The recent pilgrimage from Memramcook to Ste Anne de Beaupre, P. Q., required twenty-one cars.

Conductor McQuarrie of the I. C. R. has taken the most popular conductor's prize at a Moncton festival.

Gavin Rannie has gone West to show Uncle Sam what our ingenious Provincial inventor knows about "Track Lifters."

The tide of summer travel from Boston to St. John is increasing every week. The steamers are bringing three hundred passengers and more at a time.

The Union Pacific Railway is ably represented down east by James S. Smith. His headquarters are in Boston which probably accounts for his bean-evolent look."

V. L. Leavitt, General Passenger Agent for the International Line of Steamers, was at the Quincy in Boston, when our envoy left there. He had better Leav-itt and come down for a cooler.

Charles E. McPherson, the popular District Passenger Agent of the Canada Pacific Railway, was in St. John lately and was entertained in good style by the pious pilgrims at "Saints' Rest."

A. J. McAlary, who succeeds Mr. Draper as Travelling Agent for the I. C. R., was in Montreal when last heard from. We are sorry to learn that Mr. Draper's delicate health compelled him to resign.

Messrs. Thos. Ridgedale, T. P. A., for the Wisconsin Central and A. B. Macklin of the C. & A. R., were in St. John about the middle of June under the chaperonage of Col. Billy Wood, whose a-billy-ty in this line cannot be questioned.

Mr. Herb. Philps, T. P. A. for the Chicago & Rock Island Road, was in St. John during the last week in June. As he carried some fishing gear with him when he left, it is quite probable that he has gone to capture some finny-uns.

Many will hear with regret that Conductor Edwards of the W. and A. R., is obliged to take a temporary rest from his duties on account of ill-health. A number of his friends hearing of this recently surprised him in Halifax by a present of a silver basket containing ten \$20 gold pieces. Joe was very much affected by the substantial token of the regard in which so many held him.

 THINGS NO ONE KNOWS.

- Why hotel clerks, as a rule, are thin.
- Why a junction is the most forlorn place on a railroad line.
- Why the Halifax and St. John police have such a slouchy look.
- Why nearly all railway conductors are fat ; or on the road to fatness.
- Why some men who don't believe in advertising should expect money.
- Why fashion should compel men to wear starched linen in hot weather.
- Why so many manufacturing sites are lying idle in the Maritime Provinces.
- Why Halifax business men care more for dress than the business men of St. John.
- Why the Grand Southern railway should not be compelled to fence its track.
- Why permission was given to disfigure some of St. John's best streets with poles for wires.
- Why some St. John people are eternally looking backward and wailing about dull times.
- Why the landlords of some hotels in small towns are never seen except when trains arrive and depart.
- Why merchants who do the biggest business have more time to attend to callers than the small fry have.
- Why people should suffer with hay fever, when they can get rid of it by coming to the Maritime Provinces.
- Why some of the most moral and religious railroad officials should be the most unpopular. This is general ; we don't mean you, Mr. ———.

TWENTY YEARS AGO, on a January morning, the original railway mail clerk left St. John on his first journey. His name was Fred. W. Blizzard. On the same day John E. Earle left Shediac on a like journey, while two clerks were put on such of the railway as was completed in Nova Scotia. Thus was began the railway postal service in the Maritime Provinces. At that time, and for a long time after, a wheelbarrow would contain all the mail sent from St. John on ordinary days. Now, huge piles of bulky bags go to and from the office many times a day. The work once done with ease by four men now requires nearly sixty men, and there are times when the mass of matter is so great that downright hard physical work, sustained for hours, is required by those on the run. When the amount of matter which is handled every day and night is considered, it will be seen that the journey of the railway postal clerk is not by any means a pleasant tour.

HERE THERE AND THEREABOUTS.

S. A. Wetmore, of the *Boston Herald*, is visiting St. John.

The *Evening Gazette*, St. John's new daily will appear about the 21st of this month.

Simeon Jones looks well after his return to St. John from the Argentine Republic.

C. H. Green, from Palmer & Sons, drug sundries, Montreal, was in the Celestial City last week.

Charles Rolfe, night foreman of the *Boston Globe*, will spend his vacation in St. John this month.

Editor George Stewart, of the *Quebec Chronicle* has been visiting the scene of his early labors, St. John.

E. T. C. Knowles, barrister, of St. John, has the best wishes of friends in his new life as a married man.

A number of members of the Quebec Press Association will have an excursion to France on an ocean steamer.

Messrs. A. C. Smith & Co. have opened a branch drug store in Bathurst, N. B. Mr. W. F. Pepper is in charge.

Citizen Train is starting on a tour in which he proposes to give 400 lectures. He will begin at Pennsylvania and go west.

Manager W. E. Collins, of the Bank of B. N. America, St. John, has returned from his southern tour, much improved in health.

J. W. Bengough, *Grip's* caricaturist, purposes giving illustrated lectures in the Maritime Provinces some time this summer. He should draw well.

One of the things that surprises every traveller is the fact that such a sheet of water as Bedford Basin should have so few summer residences around its shores.

James Hannay is still at Parrsboro, N. S., engaged in literary work, part of which is a history of the war of 1812. That struggle could have no more capable historian.

The first carload of oil in bulk ever brought to St. John has just arrived by the I. C. R. It is for the Imperial Oil Company, whose card will be found in this issue.

Mr. and Mrs. Laviolette, of Montreal, are enjoying their honeymoon at the Inch Arran, Dalhousie. The bride is a daughter of District Supt. A. R. McDonald, I. C. R., of Riviere do Loup.

The idea of a summer hotel at Mount Pleasant, St. John, is one which time is sure to strengthen. The location is a splendid one, and with its system of parks, lakes, etc., no better could be chosen.

St. John's new weekly, *Progress*, is making rapid strides in public favor. Its circulation is increasing every week, and is likely to keep increasing so long as the paper is as bright and breezy as it now is.

H. T. Stevens has good reason to feel proud of the growth of the *Moncton Times*, but he is ever more proud of that boy of his which arrived about eighteen months ago. The paper and the boy both bear evidence of a remarkably healthy growth.

One of the events of July in St. John will be the visit of Grand Canton Shawmut I. O. G. F. from Boston on the 24th. The visitors will number about 150 and will be in charge of Commandant J. E. Palmer.

The Lancaster stream with its nine miles of connecting lakes will be lively this season. The company in whose hands it is has erected suitable buildings for residences, and provided it with an abundance of boats. Much is to be done yet, but in the meantime the place affords a good deal of enjoyment to those who are interested.

Some distinguished visitors are said to be travelling incognito in the Provinces. They have been expected in St. John and Fredericton and reception committees from the police force and bank employes have been on the *qui vive* for them. It is said they have a splendid outfit by which any safe or vault can be cracked in a very short time.

Edgar L. Wakeman, formerly editor of the *Chicago Current*, and now a special contributor to a number of leading American papers, is visiting the Provinces. Mr. Wakeman is a graphic and graceful writer whose letters have a finish not attained by all correspondents. Later in the season he intends to visit Newfoundland, the Azores and Ireland.

Superintendent Gilbert Murdoch, of the St. John Water Service, is one of the most notable of travellers on foot. Every summer his duties require him to visit every house reached by the water supply in the city and Portland, to obtain data for the annual assessment. When the total mileage of the streets and byeways traversed day by day is considered, it will be seen that Mr. Murdoch does a wonderful amount of walking.

No TOURIST who wishes to see the Provinces to the best advantage in summer can afford to miss a visit to Prince Edward Island. Few places in America offer so much quiet enjoyment at so small a cost as does the Garden of the Gulf.



MAP
SHOWING
RAILWAYS & STEAMBOAT
ROUTES
IN THE MARITIME PROVINCES.

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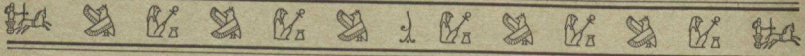
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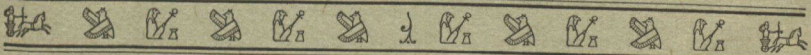
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