

General Business.

"AURORA."

THE STANDARD BRED STALLION "AURORA," No. 1884, the property of the Government of New Brunswick, will stand at the Government stables.

FREDERICTON, until the 15th day of June next.

After that date he will be sent to either of the following places, viz:—

Chatham, Woodstock, Campbellton or Moncton.

provided satisfactory inducements are offered. Correspondence on the subject may be addressed to the SECRETARY FOR AGRICULTURE, FREDERICTON.

TERMS: \$15.00 for the season. To be paid at the time of service.

Mares will be looked at the "Aurora" office and if sufficient number offer the horse will be brought to Chatham and line money given. Apply at Fredericton to

D. J. STOCKFORD, Fredericton, 6th April, 1888.

AURORA, No. 1884. Chestnut Stallion, foaled 1876, imported to New Brunswick by J. A. Jackson, Daniel Lambert (102) and of Fanny Jackson. Daniel Lambert was sired by Ethan Allen (40) and out of Fanny Jackson, the dam of Aurora (1884) was sired by Stowell Jackson and out of Betty Conroy. Ethan Allen was sired by William Black Hawk, he by Hill's Black Hawk (9). Stowell Jackson's dam was a daughter of Betty's Emperor, he by Betty's Napoleon, out of Fanny Pallen. Betty Conroy was sired by North American and out of a daughter of Sherman's Black Hawk.

Daniel Lambert (102) the sire of Aurora (1884) was the sire of 28 in the 20 list of sires and dams with 21 in the 20 list.

Fanny Jackson, the dam of Aurora (1884) was also the dam of Aristos (77) record 2,274, and Annie Page, record 2,275. Her (77) record 2,274, was full brother to Aurora and was the sire of H. B. Winship, with a record of 2,291.

By a careful study of the above pedigree it will be observed that the Government Stallion, Aurora, is well bred on both sides. His sire, Ethan Allen, and his dam were great producers of speed. It will also be observed that Aurora is bred to a beautiful and noble line of horses, and makes a very fine appearance in body. 5-17.

"PREFERE."

The above imported and registered Percheron Horse, will make the Season of 1888 in the following districts:

Chatham, Douglastown, Newcastle, Derby, Iniantown, Blackville.

will return by way of the South side of the Miramichi River to N. ELSON, will also travel.

Napan, Black River, Bay du Vin & Black Brook

"PREFERE" is a dark iron gray, foaled in 1883, and bred by M. Desroches, Normandy. His sire was Count Desroches; Dam, La Grande. He is 17 hands high and when on the Government Scale one year old weighed 1885 lbs, and now weighs 1940 lbs.

Further information as to route, terms of service, etc. will be made known on application to K. FLAUNGAN, Chatham, or to the Green.

Joseph Jardine.

"Young Columbus."

will make the Season of 1888 in the County of NORTHUMBRIA.

PEDIGREE.

YOUNG COLUMBUS is a well-shaped Chestnut Stallion, standing 16 hands, bred by J. A. Jackson, Scotia, foaled in 1881 got by Columbus, dam by Moscow, Grand-dam by Mambrino Chief (14).

COLUMBUS sire of Young Columbus, was got by Old Columbus (64) 20, Dam by Black Hawk Hamilton (11) by Hill's Black Hawk (9), Sherman's Black Hawk (9), and the sire of Aurora (1884) and Grand sire of Daniel Lambert, Fochon's sire and Van Knox.

Old Columbus was the sire of Confidence, 2,288, Smith's Columbus 2,311.

Old Columbus was a Chestnut horse, white hind feet and one white fore foot and ankle, was foaled in Quebec about 1850, of unknown origin, but must have possessed a grand amount of rich blood which he has shown in his get and their descendants. He was a covered racer, could trot a mile in 2:30, a quarter in 34 seconds and a full mile in 2:45 in 1870.

Sheridan's Columbus (65), by Old Columbus (64) the sire of eleven in 2:30 and better, best of whom were Loly Three 2:45, Woodford Manhattan 2:45, Fox 2:48, Van Vanderbilt 2:55, Phil Sheridan 2:59.

Phil Sheridan (60), by Old Columbus (64) the sire of 50 and better, best of whom are Phyllis 2:54, Adelaide 2:55, Commonwealth 2:55, Valley Chief 2:55.

Moscow, sire of the dam of Young Columbus was by Hyslop's Hambletonian (10), the sire of forty in 2:30 and better, best of whom were Netie 2:34, Orange Girl 2:36, Geo. Wilson 2:37.

MAMBRINO CHIEF (14) sire of the Grand Dam of Young Columbus, was got by Chief (11), who has four in 2:30 list. He is the sire of Mambrino King in County Edinburgh, Sir Charles, Helena and Mambrino Moll, horse well known in New Brunswick.

MAMBRINO CHIEF (11) was the sire of six in 2:30 and better, best of whom were Loly Three 2:45, Woodford Manhattan 2:45, Fox 2:48, Van Vanderbilt 2:55, Phil Sheridan 2:59.

YOUNG COLUMBUS has in his veins the blood of four great families, viz:—Hambletonian, Chief, Columbus and the Moscovs, and along with being a descendant of the greatest trotting family he is himself a descendant of the best of the travelling route will be made known by posters and on application to the Green.

Mares sent to Newcastle for service will be carefully looked after and well cared for.

SEASON 1888.

Jas. Dickson, Groom. Newcastle, April 24, 1888.

BLACK CLAY STALLION.

DUKE OF WELLINGTON. Imported by the Northumberland Agricultural Society will make the Season of 1888 on the same terms, etc., as last year. His route will embrace Blackville, Iniantown, Derby, Newcastle, Nelson, Douglastown, Napan and Chatham. Duke of Wellington will stand in Chatham every second week after May 1st; other stopping places made known by the Groom after his first visit.

DUKE OF WELLINGTON is a Black Clay Stallion, bred by Alex. Lang, Garmilard, Paisley, and let first prize at Burghal, Paisley, and let first prize at Cardle and let first prize at home and in 5 years old obtained the 4th prize at the Mid-County Show, Paisley. Blooming Healer was a good dam and his dam was by Black Hatler, Grand Dam by Waggoner.

Any further information can be given by the Groom.

Miramichi Advance.

CHATHAM, N. B. - MAY 10, 1888

Lighting the Streets.

It is gratifying to know that there is an unmistakable public sentiment in Chatham favorable to an improvement in the lighting of the streets, and that it found what may be pronounced a unanimous expression at the meeting of ratepayers on Monday evening, in favor of adopting the electric system.

That the electric light is to take the place of gas-light for this important service is settled, but we hope our councillors, who have the deciding of the matter in their hands, will not make the mistake of arranging for the service embraced in the only written offer that was placed before the meeting, for we believe an arrangement more satisfactory to the people can be made.

Some of the speakers at the meeting suggested that the offer before them was not the best that could be obtained, and it is fortunate that the resolution adopted departed from it. It is important—now that a change is to be made—that the best possible service shall be secured and, we think, no one will venture to say that ten arc-lights will supply that service. Let ten lights be placed as they may, and it is evident, that more than one-half of the town will not be satisfactorily lighted, and it will, therefore, be a mistake if the arc-light is not altogether abandoned and the incandescent secured instead.

For the rest of the ten arc-lights a service of say fifty incandescents can be had, which will place a light, equal in power to that of the best street-lamp now in use in Chatham, on every street corner in the town.

We do not mean only every street-corner within the area now embraced by the gas-light system, but practically every public street corner within the police district. By adopting this system the light will be equally distributed in all parts of the town, and all will be treated alike, while ten lamps, however powerful they may be will give an uneven and unsatisfactory service. The sum which the meeting limited the police committee to is sufficient to secure the improved service we refer to and we, therefore, hope the mistake of having the ten arc lights instead of fifty incandescents will be avoided. Lighting the town is a very important matter, and a mistake at the inception of the new departure will be made unless the best possible result is obtained for the money authorized to be spent.

"Progress," St. John's new paper says:—

Postoffice Inspector Stephen J. King lived in Fredericton, and was prevented from taking a late train from that city, owing to, let us say, lack of car accommodation or any other cause, his cholera would rise. There are 5,000 or 6,000 people, Mr. Inspector, who feel at present as you would under those circumstances. A 4 o'clock train leaves Fredericton every afternoon for St. John, yet the latest mail for St. John closes at 10:45 a. m. Think over it, Mr. King.

The unnecessary delay of the Fredericton-St. John mail referred to is bad enough, but it is not to be compared with the treatment the Fredericton and Miramichi people receive from the same department. We have had a horse service between Fredericton and Newcastle for a good while, two days being taken by the Government to get mail taken conveyed between the two places. People who live along the route complained, more than a year ago, that while a barrel of flour or a ton of hay could be sent say from Chatham to Fredericton or vice versa by the Northern & Western Railway in six or seven hours, it was not right that letters should arrive only some forty-eight hours after being dispatched over the same section of country, simply because the government would not use the railway. The explanation given in behalf of the Post-office department was that there was a four-year contract for the conveyance of the mails by horse team and that they could not change until that had expired. We see, however, that there is an advertisement out calling for tenders for a continuation of the slow service, as follows:—

Soleat tenders, addressed to the Postmaster General will be received at Ottawa until noon, on 4th May for the conveyance of Her Majesty's Mails, on a proposed Contract for four years, three times per week each way, between Fredericton and Newcastle from the 1st July next.

The conveyance to be made in a suitable vehicle, drawn by one or more horses.

The route to be followed on Monday, Wednesday and Friday of each week at 8 o'clock a. m., reaching Doaktown at 8 o'clock p. m., on same days. Leaving Doaktown on Tuesdays, Thursdays and Saturdays at 6 o'clock a. m., reaching Fredericton at 6 o'clock p. m., on same days.

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We understand that the Railway Company offered to give a through service daily, serving all the offices along the line between Chatham and Fredericton, and to also serve the offices not on the line in the same way as they are now served for what it costs the department to have the tri-weekly, old-fashioned service performed. We might enlarge on the superiority of the daily service which would place mails from Chatham and Fredericton every day in Doaktown, for instance, at 9:30 and 11:30 a. m. respectively, instead of the tri-weekly

delivery at 6 o'clock and 8 o'clock p. m., but it is not necessary, for the people understand the whole matter. Under all the circumstances—when double the service, and that promptly performed, is offered for what the old-fashioned and inadequate one costs—there any excuse for the invitation of the tenders being made as stated in the foregoing! And, yet, because our people do not all support a government that so mismanages its interests they are blamed, as if such management as any business man would tolerate in regard to his own affairs! Thousands of people suffer the inconveniences which the Government forces upon them, but we hope our councillors, who have the deciding of the matter in their hands, will not make the mistake of arranging for the service embraced in the only written offer that was placed before the meeting, for we believe an arrangement more satisfactory to the people can be made.

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We do not mean only every street-corner within the area now embraced by the gas-light system, but practically every public street corner within the police district. By adopting this system the light will be equally distributed in all parts of the town, and all will be treated alike, while ten lamps, however powerful they may be will give an uneven and unsatisfactory service. The sum which the meeting limited the police committee to is sufficient to secure the improved service we refer to and we, therefore, hope the mistake of having the ten arc lights instead of fifty incandescents will be avoided. Lighting the town is a very important matter, and a mistake at the inception of the new departure will be made unless the best possible result is obtained for the money authorized to be spent.

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The taxes paid into the treasury by workmen were used to pay passages of mechanics and laborers brought out from Europe to compete with and reduce the wages of laboring classes in Canada. (Cheers.) The finance minister had charged the Liberals with being led by Mr. Wiman, but in this country appeared to be the finance minister himself. He held that Sir Charles Tupper having offered the Americans unrestricted reciprocity, was in duty and honor bound to stand by it, and his reputation of that offer indicates an entire absence of policy or principle on the part of the government.

The debate was continued by Messrs. Hesson, Trow, Malcol and Cook.

The house divided on Sir Richard Cartwright's amendment, which was lost by 117 to 66.

The house went into ways and means committee. Sir Charles Tupper moved the adoption of his standing offer resolution. He explained that the articles omitted from the old standing offer were bran, wheat, flour of all kinds, hops, and ralted and smoked meats; trees, plants, fruits and seeds, would remain on the free list.

Sir Richard Cartwright asked why these articles were dropped? Sir Charles Tupper said that he was governed to some extent by the movements of legislation at Washington, and the offer had to be revised from time to time in the interest of the Canadian producer.

Hon. Mr. Mills protested against the withdrawal of wheat, corn, flour and meal from the statutory offer.

Mr. O'Brien said he objected to the course of the government for directly opposing reasons to those expressed by Hon. Mr. Mitchell. This standing offer placed in a humiliating position and was in direct conflict with the principle of the national policy, which should be maintained in its entirety. He wanted the standing offer repealed altogether as it was binding upon the government and the minister of finance was digging a pitfall for the Conservative party.

Mr. Mills said that the government's course proved that they were not sincere in their professed desire for reciprocity in natural products. They were now tinkering with this offer in the hope of making it unacceptable to Americans. He pointed out that by Mr. Mills' bill petroleum was made free.

Hon. Mr. Mitchell strongly condemned the course of the government and reminded the house that there was a bill now before congress proposing that articles to be placed on the free list under the Mills bill should not be free when imported from Canada unless such articles were admitted free into Canada.

The debate was continued by Messrs. Mills, Tupper, Davies, Mitchell, Platt and Jones, the resolutions being finally carried and the house adjourned.

MAY 2. The house went into committee of supply. The vote of \$10,000 for dominion exhibition was struck out.

Hon. Mr. Jones expressed regret that this year, when the exhibition was to be held in Halifax, the dominion grant was to be withdrawn.

Sir Charles Tupper said it was necessary to economize somewhere, and this grant could be dropped without serious injury to the country.

On motion to vote money for health statistics, Hon. Mr. Mills said it might contribute towards the health of the members of the government to learn that Mr. Campbell, Liberal candidate, was elected in Kent, Ont., to-day, by an increased majority. (Cheers.)

A long discussion took place on the vote for immigration. Sir Richard Cartwright and Messrs. Wilson and Paterson pointing out that a large proportion of the expenditure for this service was really devoted to subsidizing Tupper papers and electioneering agency, and was a gross waste of public money.

Mr. Perley, of Assiniboia, urged that more immigration agents should be appointed in the northwest.

Hon. Mr. Mills pointed out that some of the immigration agents from the Northwest were now engaged as electioneering agents in Russia. (Cheers.)

Messrs. Lister, Jones, Armstrong, Mills, Cartwright and Davies condemned the conduct of the government in permitting their employes to canvass against the Liberal candidates, while three translators had been dismissed two weeks ago for speaking against the government.

After passing the immigration and quarantine estimates the house adjourned.

MAY 4. Hon. Mr. Thompson introduced a bill to amend the Criminal Procedure Act.

Mr. Davies stated that on the second reading of this bill he would direct attention to the imprisonment of Mr. Hawke, of the Moncton Transcript, for contempt of Court.

On motion to provide indemnity for members of New Brunswick Assembly, Mr. Mills urged that it was useless to grant a Legislature to the Territories, if the people up there were to have no revenues to maintain such an institution.

MAY 4. On motion to go into supply, Hon. Mr. Mitchell brought up the quarantine question, stating that immigrants landed at Quebec had proceeded to Ontario, and after their arrival in the last named province, small pox was developed among them. He urged a better system of inspecting immigrant vessels arriving at Canadian ports.

Hon. Mr. Carling defended the present system of inspection.

Soon after the house met, Sir William Ritchie, deputy governor, came down to the senate chamber and gave royal assent to a number of bills.

Sir Richard Cartwright and Mr. Casrain condemned the present system of inspecting vessels at Rimouski as wholly insufficient.

On the vote for pensions, Sir John Macdonald said it was intended to grant a pension of \$400 a year to Mrs. Gowland whose husband was killed in the massacre at Frog Lake.

A long discussion took place on the subject of militia grants, several members urging the claims of local corps that served in the Northwest rebellion to land compensation.

Hon. Mr. Jones urged the claims of Capt. Fortune, of Halifax, for compensation for injuries received during the Northwest troubles.

Sir Adolphe Caron promised to consider the matter.

After recess, a lively tilt occurred between Messrs. McNeil and Lister on the question of medals issued to volunteers who served in the Northwest rebellion.

Mr. Edgar said that the medals should not be issued to commemorate a civil strife.

Mr. McNeil said Mr. Edgar was impugning the wisdom of Her Majesty in granting the medals.

Children Cry for