General Business.

FISHING TACKLE.

A fine assortment of Fishing Tackle just received at the Newcastle Drug Store.

ALL THE POPULAR FLIES, SUCH AS, Jock Scott, Durham Ranger; Popham, Silver Doctor, Black Dose, Nigger, Dusty Miller and Butcher.

An Extra supply of Casts from 15c. to 90c.

Also a lot of novelties, consisting of folding hats, drinking cups and pocket flasks. Newcastle Drug Store, E. LEE STREET,

AT THE CHATHAM CARRIAGE

Newcastle, May 10, 1897.

Agricultural Warerooms. \$85.00. \$85.00

The '97 Model.

MASSEY, HARRIS BICYCLE



Beautiful in Design! Faultless in Construction! The standard equipment of this Bicycle is like the machine itself, the best that can possibly be produced. Dunlop Tires, Perry Chain,

Christy Saddle. -ALSO-FEATHERSTONE BICYCLE

'97 MODEL. COMBINATION TANDEMS.

Beebe Woodframe Bicycle \$60. ALEX. ROBINSON Agent. Chatham, N. B

INTERCOLONIAL RAILWAY



On and after Monday the 7th September, 189 the trains of this railway will run daily (Sunday excepted) as follows: WILL LEAVE CHATHAM JUNCTION.

Through express for St. John, Halifax and Pictou, (Monday excepted)
Through express for Quebec and Montreal,
Accummodation for Moncton
Accommodation for Campbellton,

ALL TRAINS ARE RUN BY EASTERN STANDARD TIME. D. POTTINGER. Railway Offic , Moncton N. B. 3rd September, 1896

Millinery Jubilee



BOUOUET. In commemoration of the

QUEEN'S JUBILEE,

AT A LARGE DISCOUNT. The ladies who have not yet procured their mid-summer millinery will do well to call at the Bouquet and secure great : argains. JOSIE NOONAN

IMPROVED PREMISES Just arrived and on Sale at

Roger Flanagan's

Wall Papers, Window Shades. Dry Goods. Ready Made, Clothing. Gents' Furnishings Hats, Caps Boots, Shoes &c. &c

Also a choice lot of GROCERIES & PROVISIONS.

FLANAGAN. ST. JOHN STREET CHATHAM.

International S. S. Co.



Three Trips a Week for

NOMMENCING May 31st, the steamers of this Company will leave St. John or Eastport, Lubec, Portland and Boston every MONDAY, WEDNESDAY and FRIDAY morning at 8 o'clock (standard.) Returning, leave Boston same days at 8 o'clock. a.m.
Through Tickets on sale at all Railway Stations, and Baggage Checked through.
Passengers arriving in St. John n the evening can go direct to the Steamer and take Cabin Berth or State Room for the trip. state Room for the trip. For rates and information apply to nearest Ticket C. E. LAECHLER, Agent,

Executors'

All persons having just claims against the Estate of the late John Shirreff, High Sheriff deceased, are hereby requested to file the same duly attested with M. S. Benson, Attorney-at-Law, within three months from the date hereof, and all persons indebted to the said Estate are required to make immediate payment to Mary Henrietta Shirreff.

Dated at Chatham 15th day of March, 1897. MARY HENRIETTA SHIRREFF, Executrix, HARRY SHIRREFF, Executor.

Bye-Road Appropriations, Northumberland County, 1897.

LUDLOW.

William R. McCluskey, Commissioner. To expend in district where most required, \$35 Thomas O'Donnell, Commissioner.

To expend in district where most required, \$50 John Murphy, Commissioner.

To expend in district where most required, \$40 BLISSFIELD.

Arbo road.....

Thomas Cowie, Commissioner.

Doaktown to Blackville parish line, south Holmes' siding road, Weaver's siding road, Sutherland road, Hurley Brook road, Weaver's road. To open road river to highway at T. Moran's, 15 Ronald Hurley, Commissioner. Road to meadows at Witherall's, Fowler's hill. Green's to Hogan's,

Gilks' road,... Bamford's to Mersereau's, Mitchell road. Harris road, Hogan's Hill, Robert Swim. Commissioner.

To expend in district where most required, \$30 Hugh Murray, Commissioner.

Knowles' to Donalds', John Connell road, Knowles' to Mahoney's, McCornack road, McLachlan road, McLachlan to Mahoney's, . . . Murray's to Connell's, Connell's to Mahoney's, Murray's to Arbo's, Arbo road to Driscoll's,.... Arbo road to Duff's, Duff's to Grand Lake road, 10

BLACKVILLE.

Edward Hayes, Commissioner.

Renous bridge to Whalen's, north side, \$10 Whalen's to Colepaugh's, ... Renous bridge to mouth Dungarvon, south Road from highway north side to close bridge, Renous towards McLaggan's, 10 Dennis Hogan road, Highway to river at Edward Hayes', 10 Wm. Hogan road, Highway to river at Everett Donovan's, north side, 5 To pay John M. Donovan for work done last year,

Percy Lebbins, Commissioner. David Coughlan road, river to railway, \$10 Harris' siding to river, 10

B. N. T. Underhill's to Joseph Arseneau's... Shaddick road, Underhill road along the Christie line, 10 Lockstead road, McLaggan's to Geo. Stevens, McKenzie's to Vickers front road, 20 Railway station to river,.... 10 Wm. Hennessey's to Forks road, 10 Bernard McCormack, Commissioner.

Myers to Dungarvon, South side Bartholemew's River, 15 North side

Joseph McCarthy, Commissioner, (Special.) To pay John A. Underhill bal, due on bridge on White Rapid Brook, \$ 8 25

David Morehouse, Commissioner.

From main post road to front road at Nat. Morehouse, New road south side Miramichi Jas. B. Morehouse road south side Miramichi commencing at school house north side, Obadiah Arbo road at school house north Old mill road south side Cain's river..... Thos. Colford road south side Cain's river, Main road north side Cain's river, Jas. J. Porter road north side Cain's river. Horseshoe road. To cut road roand Noonan's hill between Glen Porter P. O. and Shinnick-

burn P. O.,.... To pay Michael Murray work done last Main road to river at Harvey Arbo's.....

DERBY. John Russell, Commissioner.

Railway crossing to Wilson's Point, \$15 Road at east side of I. C. R., to Derby Junction, Daniel Harrigan, Commissioner.

Betts road,.... Parker road to Williamstown. Road to Bryanton's siding...

John G. Cliff, Commissioner. Michael Kelley's road,..... Indiantown to Southesk.... Highway to railway station at Indiantown,

NORTHESK.

Peter Russell, Commissioner.

Parish line to McKay's bridge, Road through Indian reserve, Crowley road, Road leading to R. C. church, Hutchison P. O. down the front. McKay's cove to John McLean's, From Whitneyville to Protectionville new

John S. Mullin, Commissioner.

From John McLean to Red Bank bridge,.. \$10 Boom road,... N. West boom to A. Matchett's front road, A. Matchett's to Wm. Curtis, Johnston bridge to parish line Southesk, Little Sevogle road. 10 To pay for work done last year, • • • • • • George Estey, Commissioner.

• \$15

.....

10

On main road in district, ...

Hosfordroad,...

Shaddick road through English Settlement, 10 Copp's to old schoolhouse, ... John R. Allison, Commissioner. Parish line to Trout Brook...

.....

Ways to Dennis' old homestead, Lumsden road. Robert Mullin road, To pay Daniel Dennis for work done last

Trout Brook to Rolph Bridge.

SOUTHESK. John Dennis, Commissioner. From R. C. Church Red Bank to Somers' Bridge, Somers' Bridge to John Dennis, From R. C. Church to Holmes, Crossing, . . Somers' Bridge to Jas. B. Johnstone's, " Geo. B. Tozer, 10 To pay for repairs to Somers' Bridge, 120 To pay over expenditure last year, Thomas Lawlor, Commissioner. To be expended in district where most re-

..... \$50. quired, John D. Goodfellow, Commissioner. Road from Timothy Murphy to John Haynes, To be expended in district where most re-

ROGERSVILLE.

Francis McCail, Commissioner. To be expended in district where most required, \$100

Ephrain LeBlanc, Commissioner. To be expended in district where most re-Benjamin Lavoie, Commissioner.

To be expended in district where most re-..... \$100 quired,

NELSON.

James Lynch, Commissioner.

From Ivory road to Chatham Junction, ... \$25 Mahoney's corner to Casey's, Cross road at school house to Sutton road past Burns', ... Sutton's corner to Kent's, Sutton road to parish line past Gaffney's, Foley's Hill to Ivory's including bridge, Ivory's to Lynch's,.... Stephen Vereker's to Wallace's,.... Ivory's crossing to Stephen Vereker's, Jerry McCarthy road, To pay for work done last year, To pay Fitzpatrick, Power and Lynch work James Grennan, Commissioner. ment, north side, ... Cross road at church to Mahoney's, . . Butler road, Cross road at church past Dalton's to Semiwagan river bridge, east side,

From Cross road at church to head of settle-Mahoney's to Kirks', 15 Mahoney's cross to John McCarthy's, L. Grennan's corner to John Sullivan's, P. Aylward's to McDougall's, past Cain's, Cross roads at church to Lynch's, ... To pay L. Grennan for work done last year, 10 Joseph Connolly, (Special.)

To pay for work done last year, \$90 Thomas McDonald, (Special.)

To pay for work done last year, \$105 80 Tarte said he did not mean to say that subject, the working of the liquor law, Alex. Harper, Commissioner. To pay Wm. Garbutt for work done, \$11 Monahan ferry road, From great road past Saunders' to Semi-

wagan bridge, 15 Harper ferry road, S. W. boom road. Gallen road Stewart road, Garbutt road,

CHATHAM.

Robert Loggie, Commissioner.

To expend in district where most required, \$50 Alex Dickson, Commissioner. To expend in district where most required, \$40 For Bridge at Manderson's and on the Forrest road,.....

John Thompson, Commissioner. Harper road,... Brown road, Douglasfield road (Rectory road to Nelson Johnstone road Connell road,

Dunphy road. Rectory road, Patrick Connors, Commissioner. Chapel road,... \$10 Gordon road,... From Richibucto road to Maher road, Searle road,... Jardine road... 10 Blakney road,

Brown road,... NEWCASTLE.

John Cassidy, Commissioner. Chaplin Island road to Northesk parish Road from Northwest Bridge to Jones road, Road past Jones'. Sweeney road, Cross road at rear of front lots. Buckley Road,

Casey and Gormley road, John Hutchison, Commissioner. To be expended in district where most re-

John Lyons, Commissioner.

Johnstone road Old Bartibog road Lynch road, ... Clark Road, Petrie road, ... John Sullivan road, P. Loggie road,

(Continued on 4th page.)

Miramichi Advance.

OHATHAM, N. B., - - JULY 1, 1897. A False Cry of Economy.

The opposition at Ottawa presented to the public a genuine sample of small party tactics last week in making use of their majority in the Senate to prevent the extension of the Intercolonial Railway to Montreal. The scheme appears to have been one which the late government itself entertained, and would have probably carried out had it remained in power, and is one which so good an authority as Mr. Pottinger has estimated would increase the earnings of the railway by more than three hundred thousand dollars a year, while the outlay necessary to realise this result would be only \$210,000 annually. It is well known that the politicians now out of office, made some bargains, when in office, in connection with I. C. R. extensions, which were, to say the least, so very extravagant as to, perhaps, suggest to their minds the idea of the jobbery they claim to scent in the present proposals. However, the Conservative majority in the Senate did its work and defeated the government's proposal to purchase the Drummond County Railway as a part of the proposed extension, and on Saturday last Hon. Mr. Blair, as Minister of Railways, moved that the sum of \$157,500 be voted to pay the expenses

of one year's trial of the extension of the I. C. R. to Montreal. The government, he said, had decided it was in the general interest to make the insist upon the right of the House of Commons to put them in possession of fixed and determined and nothing is going to stay the operation of that policy. "We believe," added Mr. Blair," that after the experiment opposition will have died out. The idea that there is a job will have been fully exploded by the investigation which is going to take place in the other chamber. We invite investigation." (Cheers.) "More, we defy it!" (Renewed cheers.) "We have nothing to tear and the result of an investigation will be to clear the air and dep ive anybody who objects to the proposal of the ground they take. When we meet Parliament two years hence all opposition will have disappeared. In my opinion, the more this proposal is considered the more it will take hold of the public mind." Mr. Foster described Mr. Blair's statement as a mixture of declamation and

the prop sal. Mr. Tarte alluded to the campaign against this proposal, made in the Montreal daily press, and the charges made against him and the government. He pointed out that the centre of the opposition to this proposed extension was C. N. Armstrong, a disappointed schemer, There was a projected railway scheme between Montreal and Quebec, of which Armstrong has a charter, the consummation of which included the building of a bridge at Longueuil. Armstrong had subsidized a portion of the press at Monto \$100 000 were given to La Presse newspaper by Armstrong and he had distributed other shares among newspapers. He knew of others who had received shares and intimated that the government had an enemy in its own comp. He challenged an investigation. Armstrong came to the government and asked them to buy the Baie des Chalners Rulway, or to give him a guarantee for a few millions. The government refused. They would not touch him with a ten foot pole. The statement by Mr. Taite that the opposition had been the tools of Armstrong and a lot of schemers in this mat-

ter brought Mr. Foster to his feet to move that these words be taken down, and call for a retraction. A violent altercation ensuel. Mr.

and Sr L Divies Mr. Fot-r was assuming an arrogant tone in the House

government's purchases for Intercolonial extensions, furnished to Senator Drummond County Railway is only that the receipts of the Sunday busition looks much better on its face than hotels averaged more than \$100, while similiar purchases and undertakings carried out under the anspices of the gentlemen whose policy of economy appears to have been adopted after they, themselves, were removed by the

people from the treasury benches. PARLIAMENT was prorogued

Tuesday evening. The Best Railway Management.

The claims upon the people of th Intercolonial or government control of railway interests, over those of private,

Admitting the population of the Dominion to be five millions and every fifth soul a taxpayer who represents a fam ly to McAdam, while the I. C. R. asks two dollars and twenty cents for the same thirty cents (the difference) per taxpayer a saving of two million three hundred tigures would doubtless run up to five million dollars. Or in other words the off with a five million dollar deficit against the I. C. R. than they would with the C. P. R. and the I. C. R. in the hands occupies. of one company. These figures are anything but extravagant considering the very short mileage I use for each taxpayer, viz., the distance from Moncton to St. John.

and the railway was a great distribu o of your wares before the C. P. R. was in existence and is still a great distributor. It is true your wares and products are not taxed for freight to the same extent as the local freight mentioned, but it would be if the railways running into the Maritimes Provinces were all owned by one company. If the government owned both lines it would make no difference as to the provinces west of Ontario. 1 have only to say, we never "squeai" about their public works, whether they pay or not, besides these provinces including Ontario, never had more to pay than about seventy-five cents per capita for any one year and of late years two to three cents per head would be the outside

I hope the foregoing is quite sufficient to show the mechanic, clerk, farmer and laborer, and every other man who has not an "axe to grind" that he is personally interested in the welfare and development of the Intercolonial railway of Canada, and I hope in the near future another letter may appear on these lines on the great work. I also hope this letter may appear in many of our papers in St. John Halifax and other places, so that it may start those with clearer heads than mine writing and acting with this end in view, viz., making the most of the forty-five millions of dollars invested in the I. C. R.

It is "Restigouche."

The Campbellton Telephone says :-"The word Restigouche, which is so proudly spoken by those residing in the county and in the vicinity of the wealthy and famous river, is according to the old maps, not Restigouche but Ristigouche.' "Old maps" may be very good in

their way, but it does not always follow that their makers are to be accepted as authorities in the matter of correct spellings of the names of places. It is true that the famous Salmon Club which has its headquarters on the great river, is incorporextension and were determined if they ated by the Quebec legislature under could get the consent of Parl ament to the name of the Ristigouche Salmon carry that policy into operation. While Club, but we have not been able to trace take any view they pleased with regard that spelling of the word to any reliable to the conditions, the government did authority. The earliest English historical reference to the river that we the funds to put the plan at all events have found is contained in letters of into experimental operation. That was Capt. Byron, senior officer of the British ships of war which sailed up the Bay Chaleur in July 1760 and destroyed French frigates viz. "the "Marchault,, the Bienfaisant and the "Marquis de Marloze and another, "besides 22 schooners, sloops, and "small privateers with a great quantity "of provisions and stores." The account of Capt. Byron says "We proceeded to a large river called by the Indians Rustigushi." The same account also says that they also "destroyed the town of Petit Rochelle, containing upwards of 200 houses and also both of the prophecy, and called for the details of batteries." This place was called Bourdo Point in later times, which is about three miles above Mission Point. It is said that the remains of two of the French men of war destroyed by Capt. Byron were visible off Mission Point in the remembrance of some of the older people of that place who are Grindstone Fixtures. New Brunswick Crown Land office give to the name of this river the spel'treal. Shares in this bridge amounting ing which is called in question by the Telephone, and which, having

The Liquor License Act in St. John.

We are very glad to observe that

sanction of long usage, and being based

on the old indian name Rustigushi,

seems nearer right than that of

"Ristigouch e."

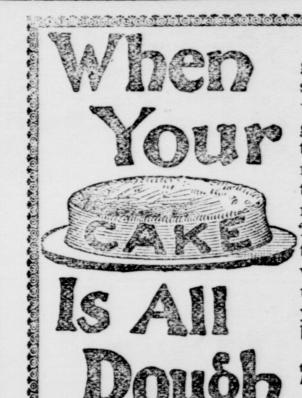
there is a decided improvement in the administration of the law bearing on the liquor traffic in districts under the license system. Excepting amongst those who hold extreme views upon the the opposition were the willing tools, wherever it is in force in the Province, is generally regarded as satisfactory; Mr. Foster st Il called for a retraction, in fact in the City of St. John the traffic in licensed premises, during proand trying to put down other members. hibited hours, has been completely The expression was perfect'y parl amen- checked. The change is most marked, especially in the leading hotels, whose According to details of the former proprietors, under the old license system, did pretty much as they pleased during prohibited hours, notably on Scott by Deputy Minister Schreiber Sundays. It is said that the Sunday 9 40 it appears that the 125 miles from business in any of the places referred 10 45 lv Riviere du Loup to Levis was pur- to, would be equal to that of any other chased for \$1,500,000, while it cost, three days of the week. Under these besides, \$1.076,939 to bring it up to circumstances it is not to be wondered 2 50 ar the standard of the I. C. R. This at, when the authorities seemed to be lv 8.00 a m..... Blackville ar 5 00 p m Nelson represented a cost of \$20,615 per mile. indifferent to the wrongdoing going | lv 8.00 at ar 8 50 The St. Charles branch, fourteen miles on under their very noses, that the long, cost \$1,758,541, or over \$125,610 | Sunday drinking in hotel bars became a mile. The price which the present notorious. One who is in a position government proposes to pay for the to know told the writer the other day \$12,000 per mile, so that the transac- ness of each of several St. John now on a Sunday the proceeds of the sales would not average more than \$5 or \$6. It may be stated, parenthetically, that under the new law, pro- John, she was able to resume her voyage prietors of hotels are permitted to serve liquors to bona fide guests at their meals and in their rooms, during prohibited hours, and it seems to be a wise provision and one which the hotel men

feel very grateful for. the abuses under the old law, led the or company management, are well stated | the administration of the liquor license by a correspondent of the Transcript who system in the Province, and the results, especially in the City of St. John, are unmistakably beneficial to the community, and creditable to the governof five and that they consume groceries, ment. Much of the success already English newspaper writers usually are, it &c., apart from fuel, equal in bulk to attained is due to the good judgment asks four dollars and fifty cents to con- of the Inspector, Mr. John B. Jones vey ten barrels of flour from St. John who, by the way, is an old newspaper man, and whose training in the journalfrom St. John to Moncton, a longer dis- istic field, has enabled him to bring to tance. This means at two dollars and the discharge of his new duties those qualities of mind which make for thousand dollars. Add the fuel and the firmness, prudence and common sense. Mr. Jones' record thus far is very people of the Maritime Provinces and a creditable and is proof of the wisdom large portion of Quebec would be better of the government in their selection of him for the responsible position he how

Ricketty Geography.

12th ult says :-

well as far as the Maritime Provinces are "Benedick" arrived in the Mersey from speculating on means of their acquaintance concerned, but what about Ontario and Halifax, N. S. Soon after leaving Hali- to the inhabitants of other worlds. In 100 the provinces west of us?" My reply to fax she got ashore at a place called years, if no great catastrophe occurs, the that would be, "you have to pay for the Mistaken Point, near Cape Race. She I. C. R. We pay for the canals which was refloated and taken into St. John, are no use to us while the I. C. R. is of N. B, with her forepeak full of water, as much use to you as it is to the Mari- on the 26th ult. It is not thought that time Provinces. We buy thousands from she received any material damage through | 000, then one great town will extend from you, while you buy hundreds from us, the mishap, as, soon after getting to St. the Atlantic to the Pacific and to feed the



When your cake is heavy, soggy, indigestible, it's a pretty sure. sign that you didn't shorten it with COTTOLENE. When this great shortening is rightly used, the result will surely satisfy the most fastidious. Al that the quality of COTTOLFNE makes a little of it go a long way. It's willful waste to use more than two-thirds as much as you would of lard or butter. Always use COTTOLENE this way, and your cake and pastry will always be light, wholesome, delicious. Genuine COTTOLENE is sold everywhere in tins, with trade-marks - "Cottolene" and steer's head in cotton-plant wreath-on every tin. THE N.K. FAIRBANK COMPANY,

Household Necessities | THE E. B. EDDY

Telegraph Telephone Tiger Parlor ...

Wellington & Ann Sts., Montreal.

They have never been known

PAINTS, OILS, VARNISHES AND HARDWARE.

Ready-Mixed Paints, all shades, including the Celebrated WEATHER AND WATERPROOF, THE BEST EVER MADE.

School Blackboard Paint. Gloss Carriage Paint, requires no Varnishing. Graining Colors, all kinds. Graining Combs, Dry Colors, all shades.

Gold Leaf, Gold Bronze, Gold Paint. Stains, Walnut, Oak, Cherry, Mahogany, Rosewood, Floor Paints, Weather and Waterproof. Kalsomine all shades.

7 bbls. English Boiled and Raw Oil, Pure. 1 " Turpentine.

100 Kegs English White Lead and Colored Paints. 1 bbl. Machine Oil, Extra Good, Neats Foot Harness Oil. Ready Mixed Metalic Roofing, 92 per cent Iron. 10 Kegs, 100 lbs. each Dry Metalic Roofing, 92 per cent Iron.

Paint and White Wash Brushes. VARNISHES, Elastic Oak, Carriage, Copal, Demar, Furniture. Hard Oil Finish, Pure Shelac, Driers. Joiners' and Machinests' Tools, a speciality.

Special attention to Builders' Materials in Locks, Knobs, Hinges etc. Sheet Lead and Zinc, Lead Pipe, Pumps. 75 Rolls Dry and Tarred Sheathing Paper.

75 Kegs Wire Nails, \$2.45 per Keg. 30 Boxes Window Glass. 20. Kegs Horse Shoes, \$3.90 per Keg, 15 Boxes Horse Nails \$3.00 box.

10 Tons Refined Iron \$2.50 per 100 lbs. Cast Steel, Bellows, Chain, Nuts, Bolts, Washers, Grindstones, still living. The oldest maps in the WHITE MOUNTAIN ICE CREAM FREEZERS \$1.90, CLOTHES

WRINGERS \$2.50, DAISY CHURNS \$3.75. Cart and Waggon Axles, Cow Bells, Wire Screen Doors, Window Screens, Green Wove Wire 14c. yd., Barbed Wire Fencing, Counter Scales, Weigh Beams, Steelyards, Carpet Sweepers, Blasting Powder and Fuse, Sporting Powder, Guns, Revolvers. To arrive from Belgium 35 Single and Double Barrel Breech Loading Guns.

Barber's Toilet Clippers, Horse Clippers, Lawn Shears, Accordeons Violins, Bows and Fixings. FARMING TOOLS ALL KINDS

Mower Sections, 70c. doz. Heads, 40c. each, Knife Heads, \$3.00.

Guards, 35c. each, Rivets, Oilers. My Stock of General Hardware is complete in every branch and

All persons requiring goods in my line will save money by calling on me, as they will find my prices away down below the lowest; prove this by calling.

J. R. GOGGIN.

CANADA EASTERN RAILWAY. SUMMER 1897.

N and AFTER MONDAY, JUNE 21, until further notice, trains will run on the above Between Fredericton Chatham and Connecting with I. C. R. Loggieville. FOR FREDERICTON GOING MORTH. Fredericton, ... 12 15 ar. 3 30 p m ..Gibson,.... 12 12 3.10 a.m. 3.30 " ... Marysville, ... 12 00 .. Cross Creek, .. 10 47 ...Doaktown,... 8 50 \ 10 45 ...Blackville,... 7 40 .. Chatham Jet . 6 45 { 7 50 ar7 30 GOING SOUTH EXPRESS. .. Chatham .. . 6 12 6 50 FOR IND'TON INDIANTOWN BRANCH. FOR BLK'VLE LV.

The trains between Chatham and Fredericton will also stop wnea signalled at the following flag Stations—Derby Siding, Upper Nelson Boom, Chelmstord, Grey Rapids, Upper Blackville, Blissfield Carrol's, McNamee's, Ludlow, Astle Crossing, Clearwater, Portage Road, Forbes' Siding, Upper Cross Creek, Covered Bridge, Zionville, Durham, Nashwaak, Manzer's Siding, Penniac.

Express Trains on I. C. R. run through to destinations on Sunday. Express trains run Sunday mornings CONNECTIONS are made at Chatham Junction with the I, C. RAILWAY for all points East and West, and at Fredericton with the C P. RAILWAY for Montreal and all points in the upper provinces and with the C. P. RAILWAY for St John and all points West, and at Gibson for Woodstock, Houlton, Grand Falls Edmundston and Presque Isle, and at Cross Creek with Stage for Stanley.

THOS. HOBEN, Supt. ALEX. GIBSON, Gen'l Manager

If there's a marine mishap anywhere on on ten or fifteen. And how far shall we be the North American coast north of Cape removed from our children of five hundred Cod, the ordinary English marine reporter | years, say fifteen generations hence? appears to have a mania for connecting it | Before reaching us they will have to count in some way with St. John N. B. Hali-

fax is all right, but as soon as the There is no doubt, whatever, that British shipmaster gets clear of that port, no matter whether he is going to Europe, local government to completely change up the St. Lawrence or round Cape Horn, it is St. John that is sure to bob up and run against him-according to high nautical authorities in the English papers. If the writer of the above-quoted paragraph were not as innocent of geographical knowledge beyond Land's End as would probably have occured to him that St. John, N. B., is about six hundred miles from Cape Race and that, to

St. John Letter.

reach it, the Benedick would have to

CURIOUS FIGURES-NOTES AND NOTABLES-THE MARKETS, ETC.

Lord Kelvin says that it is proved by science that the earth has been habitable about 30,000,000 years. Comparatively our record of man's existence extends back only a few days, and in those few days he has made only a superficial survey of its surface, Probably seven-tenths of the land on this The London Timber Trades Journal of globe has never felt the pressure of human toot, yet we sometimes feel that the world Ontario may say that "it is all very On Wednesday morning the steamer is very small and astronomers are always natural increase in the population of North America will be about 100,000,000, in 500 years somewhere in the vicinity of 700,000,-

people as large a crop will have to be produced on one acre of land as is now produced 22,568 paternal and maternal ancestors, yet, it is said one's features and traits of character are sometimes reproduced after the lapse of five hundred years. Man and his destiny is the subject of a good deal of fruitiess

of "Brokers" to advertise in the Boston Herald that they will pay 5 per cent interest a month on all deposits of \$10 and over. They will doubtless be able to retire from business in a few weeks.

The U. S. postal authorities allow a firm

A slight fire and two burglaries were reported in the city last Tuesday. The

thieves got \$60 in money and some jewelry. The Jubilee celebration last Tuesday was pass even Halifax by several hundred

one of the most brilliant events of the kind that ever occurred in St. John. The day was delightful, there were from 15,000 to 20,000 visitors in the city, and the elaborate programme that had been prepared was carried out to the letter. The Polymorphian parade started at 8.30 o'clock. There were the Jamieson Raiders, the Armored Knights, the Robin Hood Archers, the Youthful Tars, the Highlanders, the Zulu Warriors, the Algerines and the Royal Guards with bands and finely decorated floats, making a procession more than a mile long. This was followed by a military display at 10.30 and a royal salute at 12 The firemen with their apparatus gaily trimmed paraded in the ait-rnoon, followed by a torch light procession and fireworks in the evening. There was no hitch, no drunkenness, no disturbance. Twenty years ago the smoke was arising from the ruins of old St. John and

barracks. A large number of farmers in the vicinity of

the public squares were full of tents and