

Public Works Office

GET YOUR JOB PRINTING DONE AT THE REVIEW OFFICE.

THE REVIEW

SUBSCRIPTION \$1.00 A YEAR, STRICTLY IN ADVANCE.

VOL. 6. RICHIBUCTO, NEW BRUNSWICK, THURSDAY, OCTOBER 4, 1894. NO. 6

GOOD COMMERCIAL AND OTHER PRINTING AT THE REVIEW OFFICE

THE GREAT NORTH SHORE ROUTE!

The Best, Surest, Safest, Quickest Route by which to reach purchasers in the North Shore Counties of New Brunswick, is via

THE REVIEW.

The regular news express to the homes of all the people, and most direct line to the pocketbooks of buyers everywhere.

See that your Advertisement is ticketed via THE REVIEW.

PREMIUM LIST

KINGSTON, KENT, AGRICULTURAL EXHIBITION, TO BE HELD AT KINGSTON ON WEDNESDAY, 10th OCTOBER, 1894.

CLASS 1.

Table with 3 columns: Prize, 1st, 2nd, 3rd. Items include Carriage Stallion, Draught Stallion, etc.

CLASS 2. BREEDING MARE WITH FOAL AT SIDE.

Table with 3 columns: Prize, 1st, 2nd, 3rd. Items include Draught Mare, Carriage Mare.

CLASS 3.

Table with 3 columns: Prize, 1st, 2nd, 3rd. Items include Draught Pure Bred Mare, Draught Pure Bred Mare under 4 yrs, etc.

CLASS 4. HORSES UNDER 5 YRS. OLD.

Table with 3 columns: Prize, 1st, 2nd, 3rd. Items include Mare or Gelding 4 yrs old, Mare or Gelding 3 yrs old, etc.

CLASS 5. CATTLE PURE BREED.

Table with 3 columns: Prize, 1st, 2nd, 3rd. Items include Short Horn Cow, Short Horn Heifer, Short Horn Calf, etc.

CLASS 9. CATTLE GRADE OR COMMON.

Table with 3 columns: Prize, 1st, 2nd, 3rd. Items include Milch Cow, Heifer, Calf, etc.

CLASS 7. SHEEP.

Table with 3 columns: Prize, 1st, 2nd, 3rd. Items include Ram, Lamb, Ewe.

CLASS 8. SWINE.

Table with 3 columns: Prize, 1st, 2nd, 3rd. Items include Boar Pig, Sow.

CLASS 9. FARM PRODUCE.

Table listing various farm produce items and their prices, such as Wheat, Oats, Barley, Potatoes, etc.

REGULATIONS.

- 1. Entries to be made on or before 10th October. 2. Stock to be the property of exhibitor. 3. Horses and Cattle to be secured by ropes and letters as directed by the Committee. 4. Stock to be on the ground by 10.30 o'clock, a. m. Grain and other produce to be in the hall same hour. 5. One prize only awarded same exhibitor in one line. Stock excepted. 6. All stock shown in Classes 3 and 5 to be registered and pedigrees shown secretary with application for entry tickets. 7. Any animal where only one is shown in any class to be left to discretion of judges whether worthy of first or any prize.

President Cleveland's

Brother, the Rev. Wm. N. Cleveland certifies to Mr. John D. Rose's sickness and cure. Mr. Rose's statement is as follows: "I, the undersigned, feel constrained to bear testimony to the value of your remedy for Dyspepsia. Last summer my stomach failed so entirely that I was unable for weeks to digest any food except an occasional cracker; meanwhile I was reduced to a skeleton, and became so weak as to be unable to walk without staggering. Having seen in a Toronto paper your remedy advertised, I procured through my sister, a bottle of your medicine. Upon trying it I began at once to mend, and in a short time entirely regained my health, gaining in eight days 13 lbs. To-day I am well and hearty, which blessing, under God, I owe (as I think) to your medicine, K. D. C. Yours truly, JOHN D. ROSE, Chaumont, New York.

The French Islands of St. Pierre and Miquelon.

The little island of St. Pierre, with the near by one of Miquelon, both covering an area of only a few square miles, are all that is left to France of her once vast possessions on the North American continent. By the treaty of Paris of 1763, "The King of Great Britain cedes the islands of St. Pierre and Miquelon, in full right, to his most Christian Majesty, to serve as a shelter to French fishermen; and his most Christian Majesty, engages not to fortify said islands, to erect no buildings upon them but merely for the convenience of the fisheries, and to keep upon them a guard of 50 men only for the police."

Since that the English, when at war with the French, have had, from their superior naval power, repeated opportunities to retake and repossess themselves of these islands; but they have doubtless reasoned that as the French would continue their fisheries off Newfoundland—as they have for more than 300 years—and, as without these two islands to resort to, their vessels would be continually coming into the Newfoundland ports, it would be better to avoid the contentions certain to arise if the fishermen of the two nations were brought together by arranging for this distinct separation. Be the cause what it may, the result is that we have a fairly typical French fishing town, one which might be moved from its present location and developed down on the coast of Normandy or Brittany, and be, except in size and activity, quite in keeping with its surroundings.

This is all the more noteworthy because the fishing towns and villages of Newfoundland are not in the least like English fishing towns. Instead they are usually a collection of squalid wooden houses, sometimes arranged in order, but more frequently scattered about in an irregular manner, as the will of each builder has dictated. But in St. Pierre we have stone and brick—or, by the use of mastic, the semblance of stone and brick—employed in construction. The town is laid out in well defined streets; there is the public square, the spacious quay, at which boats can be drawn up or vessels loaded and discharged, and there are, moreover, the quaint cafes, in which coffee, "cidre" and stronger beverages are sold to the consumers. In the spacious harbor, which offers admirable shelter against the force of most winds, are to be seen large numbers of French fishing vessels of the old-fashioned type, as well as many of a more modern build, while taking cargoes of fish from these are merchant ships from Nantes, Marseilles, and other French seaports. During the fishing season the port is ordinarily made the headquarters of one or more French war vessels, so that altogether in spite of its old-country resemblance, St. Pierre has about it a life and bustle that is all its own.

After spending days among the grand scenery, but somewhat depressing social and industrial conditions of southern Newfoundland, it is a relief to arrive, on a sunny day, at a place so full of activity and apparent comfort. Nature has done nothing for St. Pierre. There is not a tree on the island, and the little gardens which some of the houses have are probably the results of imported soil; but French ingenuity has made the best use of the opportunities presented, and artifice has gone a good way to repair the deficiencies of nature. This greater cheerfulness of existence is recognized by the dwellers on the coast of Newfoundland. As one who manages a lobster canning factory on one of the little desolate inlets remarked: "Life would be endurable here if we had a submarine tunnel to St. Pierre."

The town itself is somewhat cosmopolitan in consequence of the mixed character of those who visit it. It is a free port, and while the terms of the treaty limit its use to the "convenience of the fisheries," there is reason for thinking that this allowance is somewhat broadly construed. The fishermen not only from France, but from Newfoundland, Nova Scotia, England and the United States, who from time to time put in there, do so in many cases to avail themselves of sundry cheap bargains. It would be hard to connect ladies' French kid boots with the "convenience of the fisheries," but purchases of this kind and of French perfumery seem to be quite as common among the non-French visitors as fishing supplies.

There is, unless reports are misleading, another and less innocent traffic carried on from this centre. As a free port alcohol taken from the United States in bond enters St. Pierre without paying a tax. The price per gallon is under such circumstances very low, and the statement is made that the proof spirits having been reduced in strength by water and then suitably colored, finds its way all along the Newfoundland coast, and perhaps further, for use as an intoxicating beverage. There may be quite a consumption on the island, for the French fishermen frequently desire something stronger than light wines, and when one takes into account that at times there are five or six thousand of these fishermen there, beside the regular population of about the same number, the thought is suggested that perhaps the 50 police allowed by the treaty of 1763 would not be a sufficient number to preserve the public peace.

The dress of the people, especially that of the women, is the dress of the north-western provinces of France, though somewhat modified to stand the mists which roll in over the island almost every other day and completely enshroud it in their wet arms. Beside this the warmth of a French summer is not to be looked for on an island encircled by water, the temperature of which never goes above 35 degs Fahr.

Although the island of Miquelon is several times larger than St. Pierre, the latter in consequence of its better harbor, is much the more important place, the difference being that one is a fishing town and the other a fishing settlement. A part of the colonization of St. Pierre is due to the fact that it is the way station of three cable lines, viz., one from Brest in France to Duxbury, one from Brest to Cape Cod, and one a section of the line which lands at Heart's Content in Newfoundland, runs across the short strip of land to Placentia Bay, and thence via St. Pierre to Cape Breton Island, and then overland to the

United States. These services call for quite a body of expert electricians, who by their presence give a character to the place which might otherwise be wanting. There are besides the French officials, who are usually men of exceptional intelligence. The present governor, recently appointed, after service in Tonquin, was a classmate in school of the late President Carnot.

A large part of the non-French business of St. Pierre is carried on with Boston. The steamer Pro Patria, owned by a French company, makes fortnightly trips between Boston and St. Pierre, stopping at Sydney for coal and such shipments as may be made from the maritime provinces. The only other regular means of reaching the island is by the steamer St. Pierre, which once a fortnight starts from Halifax and makes a trip along the south coast of Newfoundland, touching at St. Pierre.

It is thought by the people of Newfoundland, and perhaps justly, that a great part of the seeming prosperity of St. Pierre is due to the large fishing bounty paid by the French government; but for this, it is said, the business would prove so unprofitable that the islands would be abandoned. It is possible that in thus maintaining this place the French people, who are already staggering under the weight of taxation, are paying the piper a high price for his music; but in the meantime they are giving to the casual visitor an opportunity to see one of the most unique colonies in the world.—Boston Herald.

HAWKER'S BALSAM OF TOLU AND WILD CHERRY is the safest, surest and best known remedy for the cure of Coughs, Colds, Bronchitis and all Throat and Lung Troubles. The Children's Favorite. Sold by all Druggists and Dealers.

HABITS OF THE MAN-EATER SHARK.

His Little Friend the Pilot-fish. Who is His Constant Companion.

Fishermen off Point Loma, San Diego, Cal., were surprised recently to capture a specimen of the man-eater shark, or Carcharodon carcharias, as the scientists call it, says the N. Y. Times. This kind of shark is rarely captured. What caused the men greater surprise was the fish found clinging to the shark's side. It was a new kind of fish to San Diego fishermen, who never before saw a pilot-fish nor were they aware of its peculiar habits. It is a shark's valet, as it were, and derives its name from the habit of keeping company with ships and large fish, especially sharks. It is the Pompius of the ancients, who described it as pointing out the way to embarrass-d sailors.

A pilot-fish is of great use to its big companion in showing it the way to its food. The naturalist Dr. Meyer observed from the deck of the ship on three occasions a shark led by a pilot. When the shark neared the ship the pilot swam close to the snout or near one of the pectoral fins of the big fish. Sometimes he darted rapidly forward or sideward, as if looking for something, and constantly went back again to the shark. When the doctor threw overboard a piece of bacon on a shark hook the shark was about twenty paces from the ship. Instantly the pilot-fish came, snuffed at the dainty morsel, and swam back to the shark, swimming many times round his snout and splashing as if to give him exact information about the bacon. The shark began to put himself in motion, the pilot showing him the way, and in a moment he was fast upon the hook.

The pilot obtains most of his food directly from the shark in feeding on the parasitic crustaceans with which the sharks and other large fish were infested, and on the smaller pieces of flesh which are left unnoticed by the shark when it tears its prey. The pilot, being a small fish, only about twelve inches long, obtains greater security against attacks from other fish when in the company of a shark. The shark never attacks the pilot fish for the good reason that the small fish is too nimble.

The man-eater shark, such as that taken by the San Diego fishermen, grows to enormous size. The British Museum has the jaws of one which was thirty-six feet long. Lieut. Gaillard, United States Army, showed the writer teeth from one of these monsters which he found in the phosphate beds of South Carolina which were six inches long from apex to the point where the tooth entered the jaw. These great teeth belonged to a shark fully seventy feet long. The mouth of the man-eater is wide, the teeth sharp, and the jaws strong. Probably this species and the tiger shark are the most voracious of their kind. An instance is cited of a boat's crew chasing a man-eater off the Massachusetts coast and throwing a harpoon into the fish. The shark turned and seized the boat, with great ferocity, near the bows, breaking its voracious teeth. It was killed with a lance. A fisherman off Swampscott in a small boat

was seen to wave his hand for assistance. Another boat immediately started toward him. A man-eater was seen to slide from the fisherman's boat, the angler remaining in the frail craft. The shark renewed the attack, carrying down the boat before assistance arrived. It came to the surface bottom up. The unfortunate fisherman was never seen again.

The tiger shark though one of the most active and graceful of the shark family, is very ferocious. Its teeth are like razors. In the stomach of one taken on the Atlantic coast nearly a whole fullgrown swordfish was found. A dozen wounds in the shark's skin proved the severity of the fight.

Off the coast of Guatemala not long ago roamed a man-eater with a terrible fame among the sailors and natives. He bore the name of "San José Joe," and was known to have eaten six men alive. So great a terror was Joe that the Government of Guatemala offered a reward of \$500 for his destruction. Many times was Joe pursued with vigor, and many rounds of ammunition were wasted in vain attempts to shoot him. Frequently he was wounded. Blood stains in the water proved that he had been hit. Yet, according to the last reports received, Joe was "still in the ring." A steamer's captain once seen Joe astern of his ship. The shark's head and tail extended beyond the sides of the ship. As the vessel was forty two feet beam, Joe must be between forty and fifty feet long. This is not improbable, as the sharks caught near San Diego this year measured thirty-two feet, and in the warmer waters south of there they are even larger.

The Condition of the Burnt District—A New Prosperity to Rise.

It is almost impossible for people who are not acquainted with the conditions existing in the forest regions of Minnesota, Wisconsin, and Michigan to understand how there could be such wholesale destruction of human life as is reported by the fires which are sweeping over those localities. It is not strange, therefore, that many persons are disposed to question the correctness of reports stating that hundreds and perhaps thousands of lives have been lost in these holocausts.

In the regions named, lumber is the only industry. The entire population, except the few tradesmen in the towns and villages, is made up of woodchoppers, teamsters, and mill-hands. The forests come close up to the edges of the towns and villages. The buildings are all of wood. The roads and streets are made of "sabs" and sawdust. The forests are filled with dead timber, and a dense underbrush which, scorched by the fierce Summer heat, has become as dry as tinder.

In a word, the whole country closely resembles a vast "tinder box." The long drought which has prevailed this year has rendered everything highly inflammable. It has even converted the sawdust in the thoroughfares into a powder. The water in many of the sloughs and swamps has disappeared. The heat and dryness of the atmosphere are so oppressive as to make the visitor, unfamiliar with such conditions, almost marvel that spontaneous combustion does not at once begin.

In a dry season like the present, forest fires cannot be prevented. The flames sweep over thousands of acres, consuming everything in their path and creating volumes of dense smoke which settles over the whole country like a pall. The smoke, the dust, the depressing atmosphere, the dry, hot winds, and the insufficiency of water reduce many of the townspeople and villagers to a condition of physical helplessness and misery even before the death-dealing flames invade their homes.

When the fire attacks a town or village there is no way to impede its progress. There is frequently no water, and almost always not enough water with which to fight the flames. There is nothing for the people to do but to abandon their burning domiciles, and there is no place to which they can fly except to the swamps. These are often not accessible, or, if reached at all, are found to be beds of fire. The "sabs" roads are quickly converted into tracks of glowing coals. The very earth itself seems to be burning. Hundreds of people die of suffocation.

From the ashes of these fires will come a new prosperity. They mark the end of the lumber industry in the devastated region, for they denude the land of forests. The people who return to these scenes of desolation and the new settlers will devote themselves to agriculture. "Woodchopping" and "logging" will give way to the cultivation of corn and wheat. In the short space of a few years, these vast acres now covered with flame and ashes and the charred bones or blackened bodies of human beings, will be divided into farms which will yield rich returns for the care and labor of their owners.—The Herald, Chicago.

K. D. C. cures nervous dyspepsia.

R.A.D'OLLOQUI, M.D. PHYSICIAN & SURGEON, KINGSTON, KENT CO., N. B.

W. G. KING, PHYSICIAN AND SURGEON, Buctouche, N. B.

Thos. J. Bourque, M. D. PHYSICIAN AND SURGEON, RICHIBUCTO, N. B.

O. J. McCully, M. A., M. D. Memb. Roy. Col. Surg., Eng. SPECIALTY, DISEASES OF EYE, EAR AND THROAT.

PHINNEY & CARTER, Barristers and Attorneys-at-Law, NOTARIES PUBLIC, ETC. RICHIBUCTO, N. B.

H. H. JAMES, Barrister at Law, Notary, SOLICITOR AND CONVEYANCER, Referee in Equity. JUDGE OF PROBATES. BUCTOUCHE, N. B.

C. RICHARDSON, Barrister, SOLICITOR, NOTARY PUBLIC Referee in Equity. RICHIBUCTO, N. B.

R. HUTCHINSON, Q. C., Clerk of Peace, VICE CONSUL FOR SWEDEN AND NORWAY, LLOYD'S SUB-AGENT.

Geo. V. McInerney, Barrister, Attorney, Notary, &c. Solicitor for the Merchants Bank of Halifax. RICHIBUCTO, N. B.

B. S. BAILEY, NOTARY PUBLIC, STIPENDIARY MAGISTRATE, ISSUER OF MARRIAGE LICENSES, AUCTIONEER & GENERAL AGENT. Weldford, N. B.

R. Barry Smith, BARRISTER, ATTORNEY, &c., NOTARY PUBLIC. Office—Brown's Block, Main street, MONCTON, N. B.

POWELL & BENNET, BARRISTERS AND ATTORNEYS, SACKVILLE, N. B.

H. M. FERGUSON, J. P. Issuer of Marriage Licenses, ACCOUNTS COLLECTED AND PROCEEDS PROMPTLY PAID OVER. KINGSTON, KENT COUNTY, N. B.

Jas. Brown, CONTRACTOR, AND MANUFACTURER OF DIMENSION LUMBER, Weldford Station, I. C. R., Kent County.