#### 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

# REVIEW

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

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#### MOON-LIGHT.

When the moon is shining brightly, over hill and valley fair. Let us stand amid the heather, in the midnight summer air:

Let us gaze upon the beauty of this world so wondrous dear, While the nightingale is singing, in a voice

both loud and clear Of the wonderful Creator, whose hand hath done it all,

hears our prayers lifts us when we fall!

In our ears the rustling tree tops, and the rippling of the stream, While we stand and gaze upon them, as a phantom or a dream;

For we see them half in fancy, with the moon-light for a veil,

And the beauty of the visions, as a mesmerism hail.

Let us gaze upon the aspect of a frosty winter's night, When the stars above are gleaming, and the moon is shining bright,

And the gleam upon the river, doth enchant us where we stand, As we watch the longdrawn shadows,

from the trees upon the land, Yet behold we not its beauty, till it's passed beyond our sight, Nor acknowledge its enchantment till dis-

persed by morning light. Day, from dawning calm at morning, until | mileage-fifteen miles. even's still repose,

Resembles life in all its stages, as it slowly onward goes; Let us then remember Heaven; with its calm and glorious light

As we look upon the beauty, of a pleasant moon-light night!

MAGGIE E. FRASER. Kingston, Kent Co., N. B.

### DOMINION PARLIAMENT.

OTTAWA, July 28.—In the dominion parliament yesterday the question of preferencial trade was discussed. The matter was, eventually stood over until to-

On the question of British mail subsidies Sir Richard said that the question of a fast line was held in abeyance. An agreement had been made with the Elder-Dempster Company for carrying the mails for the summer months. He hoped it would be a better arrangement than with the Allan and Dominion Lines.

Mr. Foster said that the service was so unsatisfactory as regards speed, that practically no mails were carried by the Canadian route. It was a question in his mind as 'o whether any subsidy should be granod.

Sac Richard Cartwright replied that there was a good deal to be said in favor of this. He was not sure that it was wise to pay subsidies at all. The only justification was to keep up the business end of Canada's ports. About one-eighth or one-tenth of our mail only went by the Canadian line. The balance went by New York.

The service between the main land and Magderen Islands and between ports in Prince Edward Island and Great Britain were also discussed. The prohibition resolution comes up to-morrow.

### RAILWAY SUBSIDIES.

The railway subsidy bill was brought down last evening. Following is a summary:

Revotes 500 miles at \$3,200-\$1,600,-

New votes at \$3,200, 879 miles-\$2,812,-

Rainy River at \$6,400-\$896,000. Quebec bridge -\$1,000,000.

Other bridges in Quebec-\$201,425. Bridges in Nova Scotia-\$33,750. Total new votes-\$4 893,175. Total new and revotes for railways and

bridges- \$6,540,295, Hawkesbury to South Indian river, Ontario-thirty-five miles.

Central Ontario railway -twenty-one

-DEALERS IN-

Dry Goods, Clothing, Hats, Caps, Boots, Shoes, Hardware, Crockeryware, Groceries and Provisions.

If you are in need of any of the undermentioned articles, we have them at prices that are sure to suit.

## Bry Goods.

Dress Goods, Organdies, Prints, Ging-hams, Flannelettes, checked and plain Muslin, Table Linen, Towels and Crockeryware. Toweling, Dress Lining and Canvass, Ladies' Undervests, Cotton and Cashmere Hose, Lisle Thread and Tafetta Gloves, Men's Ready-Made Suits, Trousers, Overalls, Linders, Drawers, White and Colored Shirts, Collars, Cuffs, Neckties, Suspenders, Hats, Caps, Men's Cotton and Cashmere Hose, Spring Roller Window Shades, etc., etc.

### Mardware.

We carry an assortment of the ordin-

ary lines of Shelf Hardware, also Shovels, Manure Forks, Hoes, Wire Netting for Window Screnes, etc.

We have a good line of Crockery ware including Cups and Saucers, Plates, Vegetable Dishes, Gravy Boats, Side dishes, Teapots, Butter Crocks, Molasses Jugs, etc, etc.

# Harness.

We have some exceptionally good values in Driving Harness, Double Hames, Bridles, Reins, etc., etc.

### Boots and Shoes.

We have a very nice assortment of Boots and Shoes which we are selling at prices really the lowest.

Ladies' Dongola and India Slippers in black and tan. Laced Boots. " and buttoned Boots.

Laced Boots from the coarsest to the finest. Men's Dongola and India Laced and Congress Boots

Shees, Boy's, Youth's, Misses', Children's and Infant's Boots all very cheap.

Also a complete line of GROCERIES and PROVISIONS. You will make no mistake if you buy from us as you are sure to get everythin at the lowest price. If you are looking for bargains, give us a call.

#### A. & R. LOGGIE.

picoton river-forty miles, at Parry Sound five miles.

Extension at Stanstead, Quebec-three

Port Hawkesbury, Cape Breton, to Caribeau Cove-ten miles.

Port Francis, Ontario, westerly to Rainy river-seventy miles.

Central railway, New Brunswick, extension from Newcastle coal fields to Gibson, N. R .- thirty miles.

Antler station to Moose Mountain, Manitoba-fifty miles.

Sunny Brae to County Harbor, Nova Scotia, and thence to Guysboro, additional

Port Clyde to Lockport, N. S .- twenty From Intercolonial near Halifax to

Railway, Lunenburg-twenty Central

Labelle, Quebec, to Nominque-twentytwo miles. Western Alberta Railway, from U.S.

boundary toward Anthracite--fifty miles. Restigouche and western, in addition to twenty miles previously subsidized, continuing westerly toward St. John river, a further distance of fifteen miles and from a point on the St. John river near Grand Falls or St. Leonard and extending easterly towards Campbellton, twelve milesin all twenty-seven miles.

From St. Francis branch—three miles. Canada Eastern from Nelson to Chatham, Paspebiac to Gaspe-thirty-two

Haliburton, Ontario, towards Mattawa -twenty miles.

Tilsonburg, Ont., to Ingersoll or Woodstock-twenty-eight miles.

From point on Winnipeg Great Northern Railway to Prince Albert-one hundred miles.

Owen Sound, Ont., to Meaford-twenty-one miles.

Ottawa and Gatineau railway through Hull-four miles. Edmonton, Yukon and Pacific railway

from South Edmonton to North Edmonton thence westerly through Yellow Head Pass-fifty miles.

At Deseronto-two miles; and for extension from Tweed northerly-five miles.

Ontario Belmont Company—seven lowing bridge subsidies:

Pembroke Southern Ontario railway at maska-\$50,000 (re-vote). Bancroft-twenty miles. Lake Erie and Detroit company from

Ridgetown to St. Thomas-forty-four

branches to iron mines-five miles. Parry Sound toward Sudbury-twenty

Ontario and Rainy River Co., from Stanley station, on the Port Arthur and Duluth railway, to Fort Francis-one hundred and forty miles \$6,400 per mile,

not exceeding in the whole \$896,000. Quebec bridge-one million dollars, payable forty per cent. on monthly progress estimates.

THE RE-VOTES INCLUDE:

Great Northern railway, Quebec-fifty three miles, with branch to Shawanegan Sault Ste. Marie, Ontaire, toward Michi- | Falls, seven miles.

Strathory and Western Counties, Ont. -twenty four miles.

St. John Valley and River de Loup railway, Fredericton to Woodstock -fiftynine miles.

Port Hawkesburp, C. B., to St. Peter's -thirty miles. Windsor to Truro-fifty-eight miles.

Brookfield, N. S., to Eastville -twenty five miles. Cross Creek station, Canada Eastern, to Stanley Village-six miles.

At St. Valentine, Que .- nineteen miles of which twelve is re-vote. Pontypool and Bobcageon, Ont .- forty | Great Britain."

miles (thirty-three re-vote. Pontiac and Pacific Junction, Aylmer,

to Hull-nine miles. Portage du Fort, Quebec-fifteen miles. Oxford Mountain, Ont .- thirteen miles

(four miles being re-vote.) Caplin to Paspebiac-thirteen miles. Sorel to St. Rober-seven miles.

From Central railway in Lunenburg to Caledonia and Liverpool-sixty-three going into supply, and since the matter Indian Gaaden, Queens, N. S., to Shel-

burne-thirty-five miles. Quebec and Lake St. John-twelve

The resolutions for the subsidies to the Rainy River line and some ef the western roads contain clauses forbibding amalgamation with other lines.

All sudsidies of \$3,200 are for roads costing \$150,000 per mile or less. The condition is contained thrt railways costing above this figure may get an additional subsidy equal to half the excess of such cost, with the maximum allowance of \$5 .-

400 per mile. There is a new provision that the subsidized lines shall furnish the government transportation for men, material ann mails at such rates as may be agreed upon between the government and company, and in case of disagreement at rates approved by the government and towards this payment the government shall be credited by the company with a sum equal to three per cent. of the subsidy received after this acc.

### BRIDGE SUBSIDIES.

Besides the million dollars for the Quebec bridge, the resolutions include the fol-

South Shore Railway bridge over to Ya-Bridge over Richelieu at Sorel-fifteen per cent of cost not exceeding \$35,000

(new vote). Bridge over St. Francis river-fifteen Kingston and Pembroke railway for per cent. not exceeding \$50,000 (new

> vote). Bridge over Nicolet River-fifteen per cent. \$15,000. Midland Railway company bridge over

exceeding \$33,750. Bridge over St. Maurice River-same

rate, \$16,000. Bridge over Riviere du Loup-\$15,000. Over Lac River-same rate, \$15,000.

The policy of the government is that from this time forward public money voted in aid of railway construction shall no longer be a pure gift but merely an investment in consideration of which the railways shall annually render services to

the government in the free carriage of mails, government stores, militia, supplies, etc., to an extent equal to interest on the money so advanced by the government. An entirely new departure has been made by the government in granting these subsidies. All the roads for which subsidies are given must grant running powers to another railroad. Provision is made to

#### PREFERENTIAL TRADE.

DISCUSSION IN THE COMMONS THIS MORN-

OTTAWA, July 27 .- The House of Commons adjourned at 3 o'clock this morning, after having passed the immigration items except one, which was reserved for further consideration.

Hon. Dr. Borden, in the House to-day in reply to Col. Tyrwhitt, said that the regulations of General Hutton that non-Work Harness, Pads and Breeching, commissioned officers acting as instructors Express Pads and Breeching, Collars, should be able to understand and instruct recruits in English and French would be

encouraged if not rightfully enforced. Mr. McNeill, on motion going into supply, once more brought to the attention of the House the question of preferential trade. He said that he had a resolution from the Premier, which he was sorry he could not accept He was already almost humiliated at having had to chase the government as he did in respect to this matter. He read the resolution which the Premier had handed him. It was as follows: "That this House believes that it is expedient by all reasonable means to develop and to promote imperial trade, and that such an object ought to be reached to mutual concessions and approval of the features of the Canadian tariff whereby the government of Britain enjoys preference in the markets of Canada." Mr. McNeill said he could not accept this. If Sir Wilfrid Laurier would confine his resolution to mutual concessions and tariff preferences he would accept it, but as Sir Wilfrid would not do so, he would have to move his own resolution, which he did, and which is as follows: "That it is the duty of the government of Canada by all means in its power, as soon as possible to do so, to get preferential treatment for the products of Canada in the markets of

Sir Wilfrid Laurier was sorry for the tone of his honorable friend's remarks that the relations between them was getting strained. His honorable friend objected to the resolution because it was not confined to a tariff preference. Surely he did not object to postal and cable concessions. He could not move an amendment to a resolution put to the government was put in the way of censuring the government there was nothing left but to vote it down. He did not think that Mr. McNeill was promoting the cause which he had at heart.

Sir Charles Tupper suggested a slight modification in the Premier's resolution, and Sir Wilfrid replied that it was worth considering.

At the request of Sir Charles Mr. Mc-Neill withdrew his resolution to give an opportunity to have the resolution if possible amended.

Mr. Edwards once again delivered a free trade and radical speech. He said that the resolution proper was protection gone mad. Under protection the farmers of Canada were imposed with heavy burdens of improper taxation. They were taxed to relieve another class. Sone one on the other side said that the Liberals were asked to vote down Mr. McNeill's resolution. He would not vote for Mr. Mc-Neill's resolution if all the premiers in the world asked him to do so. The farmers of Canada were not of the spoon-fed class, and they did not want the British artizan to be taxed for their benefit. What the Canadian farmer wanted was even handed justice and no favors.

Mr. Domville made a brief reference to his own proposition, that all goods obtaining the British preference should be only voted when the goods arrived at Canadian ports.

It is understood that the Senate reform resolutions will be dropped.

By different nations every day in the week is set apart for public worship-Sunday by the Christians, Monday by the Greeks, Tuesday by the Persians, Wed-Shubenacadie River-fifteen per cent. not | nesday by the Assyrians, Thursday by the Egyptians, Friday by the Turks and Saturday by the Jews.

# DR. A. W. CHASE'S 25c. is sent direct to the diseased parts by the Improved Blower. Heals the ulcers, clears the air passages, stops droppings in the throat and permanantly cures Catarrh and Hay Fever. Blower free. All dealers, or Dr. A. W. Chase Medicine Co., Teronto and Buffalo.

EXHIBITION NOTES.

In the 1899 Prize List of the St. John Exhibition, a sweepstakes Class for Carriage Horses has been added, in which over \$300 is put up in prizes. Horses that have been exhibited in other classes and won prizes will also be allowed to enter in this class. They will be shown in ing harness, and the harness and equipage will be considered in making the awards. There are sections in the class for tandems and four in hands as well as for matched

In the Cattle Classes the prizes have also been increased. Prizes will this year be given from a breeders young herd and also for both two year old cows and two year old heifers in all pure bred cattle

In the dairy grade class a prize has been added for the best herd of four grade cows over one year old and at least three to be in milk.

The Swine Classes will give prizes to boars and sows under 1 year and over 6 months, and also to them under 6 months. Prizes to sow with litter of not less than five pigs will be added.

In the Horticultural Department the Fruit Committee have recommended in addition to the regular prize list, the following special prizes to New Brunswick exhibitors.

Sec. 1.—Apples (best ten varieties) 1st \$8-2nd \$6-3rd \$4-4th \$2. Sec. 2.-Apples (best five varieties)

most suitable for export 1st \$6-2nd \$4-3rd \$3-4th \$2. Sec. 3.-Collection of fruits exhibited

by the grower in which perishable fruits may be shown in a preserved natural condition 1st \$10-2nd \$8-3rd \$6-4th \$4. It is proposed to put some permanent coops in the poultry building and a prize

list much more extended than last year is

being put up. Among the other additions cash prizes and Diplomas will be given for the heaviest dozen of white eggs, heaviest dozen of brown eggs and the best display of eggs laid by pure bred fowls.

SCIATICA is one of the most painful and torturing diseases. No one need endure torments any longer. Milburn's Rheumatic Pills have cured some of the worst cases, and never fail to give prompt relief from the pain. 50c. a box, all druggists.

### A SERVANT'S DILEMMA.

(Youth's Companion.):

What critics call the "motive" of the following story is pretty old, but the story itself is new and moderately amusing, not to say instructive. We borrow it from the Cleveland Plain Dealer, which says it is told of a "certain Cleveland family of high aspirations." Some time last summer they let it be generally understood that they were going to the seaside. At the last moment something prevented them from going on the day fixed upon, but they had advertised their departure so thoroughly that they concluded they must make it appear that they had actually gone. They dismissed their help, all save a Swedish girl, sent away the horses, bolted and barred the front of the house, and of course pulled down the shades

Then they retired to the rear apartments until such time as they could start

-after dark, of course-on their journey. Twenty-four hours passed, and they were still there. Of course they imagined that the appearance of the house would warn away callers, but, strange to say, they had one. She was a lady of somewhat absent-minded ways, and rang the bell so long that at last the girl, carefully coached, was sent to the door.

"Is Mrs. - at home?" inquired the "She told me to say she was by the sea-

side," said the honest girl. "Oh, gone away?" said the visitor. "No, not gone away-yoost by the sea-

side." "Well, she had to go away to get to the seaside, didn't she?"

She was gone some little time, and when she came back her face was very red. "It's all right," she said. "She was

The girl looked puzzled

"I don't know. I go ask."

here by the seaside yet." "But I don't understand." "Well, if you don't understand I lose my vob."

"Oh, then, I guess I do understand," said the friend of the family, and she went down the steps. General Booth, though he celebrated

his seventieth birthday some time ago, declared, on his return to London on the 13th ult., from a tour in Australia and New Zealand, that he is as full of energy as ever.

COOK'S SURE COUGH CURE

#### FORD'S MILLS.

JULY 25th.-Not having seen any items from this vicinity for some time I thought I would break the spell hoping others would in the future follow my example.

Owing to the inclemency of the weath r

the farmers have done little toward have Mr. Woodville Ingram and sister Miss

Janie, of Harcourt, spent Sunday at Mr. Joseph Cails. Miss Jennie Curran and Miss Jennie Stevenson of Manchester, N. H., are visit-

ing at their uncle. Mr. Thomas McWil-Dr. J. Leslie McWilliam of Kingston, Mr. G. L. Sangster and Mr. Fred G.

Williams of Moncton, spent Sunday at Mr. Thomas McWilliams of this place. Miss Florence L. Warman, of Molus River, is visiting at her sister, Mrs. John

Cails. Miss Phinney and her niece Miss Alma Carter of Richibucto, spent a few days of last week at Mr. John Phinney's.

Mr. T. Harrison McWilliam, of Mt. Allison, is spending his vacation at home. Quite a number of the young folks of

McWilliam's Mills took a moonlight drive to Trout Brook Saturday evening and surprised Mr. and Mrs. Thomas Cail. A. very pleasant evening was spent. Music and games were enjoyed During the evening a sumptuous repast was served. Mr. and Mrs. Cail proving a charming host and hostess.

A large number of the young folks of this place took in the picnic at Bass River. Miss Mary Carruthers is spending her vacation at home.

A party including Miss Jennie Curran, Jennie Stevenson, Laura Cail, Gussie Mc-William, Messrs. G. L. Sangster, Ernest McWilliam, James Cail and Fred G. Williams spent Monday of this week fishing at Trout Brook. A very enjoyable day was spent. Trout and eels were numer-

It is noted with pleasure that Mr. Fred J. Carruthers is to take charge of this school next term.

Miss Cynthia E. Ward who has been

visiting at St. John for some time was the guest of Mr. J. M. Ford last Sunday. Hoping I have not taken up too much

of your valuable space I will conclude

OLD MAN.

with " Au revoir."

haying very difficult.

MAIN RIVER NOTES. JULY 26 .- Not seeing any notes from our quiet little village, Jimsey concluded to have some published in your valuable

Owing to the heavy rain of late it makes

Mrs. J. O'Hare, of Newton, Mass., is visiting her mother, Mrs. P. Hanraban. Many of our young folk enjoyed the

Bass River picnic very much. Miss Mary Hanrahan spent last week visiting friends at Upper Main River.

Miss Ella Graham is the guest of Miss Annie McDermott. District No. 4 is still vacant.

Miss Forster paid a visit to many of her friends last week. Miss Ethel Shirley has returned to

Moncton after a short visit to her parents.

Mr. Isaac Ells has gone to Buctouche. Miss O. B. McLeary spent Sunday in South Branch. Miss Annie McCann has returned home

after an absence of five years in Boston.

# C. P. R. Engineer's State-

ment.

JIMSEY.

Ben Rafferty of Winnipeg Division says Dodd's Kidney Pills are 0. K

Winnipeg, Man., July 31 .- Probably the most enthusiastic man in Manitoba in regard to Dodd's Kidney Pills is Ben Rafferty of the C. P. R. He is one of the drivers on the big trans-continental road and the jarring of the engine and long hours combined to bring on Kidney Disease from which Mr. Rafferty suffered for twenty years. He was cured by Dodd's Kidney Pills. His case is so well known throughout Canada that a Toronto gentleman wrote to Mr. Rafferty recently asking him if he could recommend Dodd' Kidney Pills. Mr. Rafferty wrote in re-

Winnipeg, May 30th, 1899 Dear Sir-I received your note of yesterday. I will recommend Dodd's Kidney Pills at any time to any person with pleasure. They are O. K.

Yours truly,

B. RAFFERTY.