SPORTS OF THE SEASON.

It occurs to me that that energetic newspaper man who presides over the Bangor fair, Hon. J. P. Bass, has used our government horses for all they are worth as an advertising card. Honesty to the people demanded that he should have told them exactly how matters stood. He should have advertised "if we can get the New Bruns-had the gall to ask the latter nine for a wick horses insured they will be here," as that was the distinct understanding between the government and Mr. Bass.

The attorney-general deserves all praise for his position—the horses would not move from the stable to go to Bangor unless fully insured and at the fair's expense. Every horseman backs him up—for notwithstanding the jabber of the reckless there was a risk which he was not justified in taking.

But speaking of horses reminds me that there is a 700 pound wonder in the govern- last Saturday, missed a treat. I hear that ment stables in the form of a four months | the only Kelly was a whole show in himself. old filly. If it keeps on growing its dam will soon be crowded out and the box stall and the crowd had a gilt-edged time.

can trot and run as of yore. Sandy never | why we should not capture both games. could keep at his work, but he's going to Bangor all the same.

What puzzles me is that the owner of Sandy Morris should play him out in a any kind of shape again. He looks well, but how will he perform?

The handsomest animal in the stables is Edward Allright, and his owner is as proud of him as he is of the Queen. He is entered, I believe, for a few races at Bangor, but whether he will start or not is a question. Allright is green, but those who have seen him say that he will disturb the records under 2.30.

Speaking of the races at Moosepath, last Saturday, "Vagrant" says in the Halifax Echo: "Those who were present had the pleasure of witnessing a couple of capital finishes, to races that were not devoid of incidents calculated to excite, and Mr. Shattord, who leased the park and promoted the meeting, has won the esteem of the visiting horsemen for his attention to their wants and his efforts to make the meeting a success." He tells truth. The meet was a success, in spite of the kickers, and I congratulate the enterprising gentleman who organized it.

nouncements elsewhere, St. Stephen has decided on a race for four year olds and under, for a purse of \$150, to take place on the first day of the meeting.

The track committee at St. John has decided that the \$200 for special races will be divided as follows: \$120 for a four-year players to play for less money this season. old purse to be trotted on the first day of the meet, best 3 in 5, and \$80 for two-yearolds to be trotted the second day, half-mile heats, best 2 in 3.

The area within the Fredericton track is

to say now? The Moosepath races were a great success. Every winner got his money and the meet paid. I hope it will be the last time that any effort is made to cry down such an enterprise.

Another thing pleased me, and scores of others were glad, too. The attendance was not limited to sports and boys. The ladies were out in force, and they enjoyed

If our cricketers go to Halifax they are bound to have a strong eleven. My motto in such cases is, "Let the best men go," and rather than send an eleven which would some of the newest Yankee centreboard not represent the playing of the club re- sloops make the passage across the Atmain at home

"The Lone Stars bribed the umpire," said one of three small boys who burst in on me, last Friday, after the paper had gone to press. "They give him half a fig of Black Jack-two cents' worth !- and he worked for them every time. The Lone Stars beat us-we're the Lower Cove Stars -6 to 3, and the umpire threw up his hat and hollered like the rest. Won't you write something about his being bribed, mister?" So here it is.

All the leagues, this year, seem to illustrate the truth of that good old Bible saying, "The last shall be first, and the first last." In the National league, Boston was first, now it is fifth; New York was fourth, now practical lesson in yacht-designing and it is first. St. Louis was away down in the | yacht sailing. American association list, and now it is

first; and in the International association, a few months ago Syracuse had a big lead, and now Toronto is ahead and Syracuse is

game on Friday! They didn't get it. In common fairness, both of our home clubs should refuse to have anything to do with a visiting nine that interferes with fixed dates. If the Nationals had pursued this course with the St. Stephens, we should have escaped a good deal of cheap talk.

The Bangors say that next time Davison pitches against them they will make him hang a lantern on the ball.

Those of us who didn't go to Hampton,

I spoke of Sandy Morris in a grocer's cart, a few weeks ago. Well, it was a surprise party to find this well known.

Two college teams are now booked to visit us. The Colbys come Sept. 4 and 5 and the M. S. C.'s Sept. 8 and 10. Wagg surprise party to find this well known breaker in such luxurious quarters. He acquainted with their style as he is. As for looks as well as ever, and I have no doubt | the boys from Orono, there is no reason

I look forward with very great interest to the games with the Socials, Monday and Tuesday. There is no question that the Halifax men are now playing the game of grocer's cart, and then try and get him into | their lives, and those who go to the grounds on these days may expect to see some good

> I am glad to welcome Mr. Larrabee, late of the Colbys, our new catcher, who will remain with us for a month. He was needed and will be very useful.

The ever-fertile Gaffney is out in a new umpire rule—a lu-lu, by the way. Gaff suggests that all umpires who fine players shall be awarded the fine. It is a great theory. The only trouble would be a gradual decimation of the professional ranks. One year's practice under that rule and we'd have Gaffney, Kelly, Doescher, McQuade & Co. going to Europe or setting up in the iron-mill business. Then there'd be a grand rush from the ranks by anxious hearts after the vacancies. It will not work, Gaff. There is an antipathy in this country against the sudden and too rapid acquisition of wealth. There are enough Vanderbilts and Goulds as it is. Until the surplus in the Treasury is extracted we must try to make the remainder go around.—O. P. Caylor, in Sporting Life. Sporting Life.

A letter from Cleveland says: "There will be a big change in base ball this fall, and the association's death warrant has already been signed. There is a good deal of opposition among the League clubs to Brooklyn. It comes through personal channels. From what I can see, I think there is a move on foot to pool issues in I am glad to hear that the prospects for first-class races at St. Stephen are excellent. The track secretary writes me that in his estimation the entries will be numer- Clements, Robinson, Shriver and Deleous. The track is now in the National Trotting association. In addition to the regular races advertised in the circuit and Andrews in the outfield. The rest of the men could be sold to strengthen the National Trotting Association. other teams in the League."

> The Boston Globe says: "Detroit made about \$25,000 last season, but they gave out to the press that 'even' was the best they could do. The object was to get the

The Browns want the pennant so badly that a number of them offered to chip in \$50 apiece to help the management buy another first-class pitcher. That's the proper spirit.

The area within the Fredericton track is in fine shape for almost any kind of sport and will make a splendid diamond. The directors are contemplating having a few ball games and I am confident that they would be a great attraction. How many St. John people would visit the capital to see our boys play! Why, nothing but excursions would be in order.

And just here let me reiterate what I have advocated all along. Give the people a good programme, and your patronage will be generous. Make the most of your advantages. Play the government stock for all it is worth as an advertising card, and remember that about that time the new importation will be on view.

**

Taking all these things into consideration, there can be no reasonable doubt that Fredericton has a grand programme and plenty of attractions for its exhibition, Oct. 3-4. The races will be as good as any of the circuit; the grounds are all that can be desired; the government stock will be as great card, and with the government grant and the opportunities offered for good games of ball, I can't see why everybody should not be happy and rich.

The races with the followers and the growlers to say now? The Moosepath races were a great success. Every winner got his infinite property in the sum of the care is a great success. Every winner got his infinite property in the land and the opportunities offered for good games of ball, I can't see why everybody should not be happy and rich.

Hitting a pitcher hard always brings out the little peculiarities which he possesses. It is amusing to watch Getzein, of Detroit, get pounded. The German gets so excited and mad that he can't talk straight, and stutters awfully. He talks something like this: "Y—o—u b—g st—iff, wha—why didn't y—ou ga—et under it. Yo—u make me s—ick." Galvin, when hit hard, raises his foot higher. Van Haltren dances about. Mark Baldwin tosses the ball about in his hands. Morris leans forward, as if exhausted, as the ball leaves his hand, and gazes about meekly. Casey trips over his own feet. O'Day tries for delay and pitches a ball every three minutes. Radbourn starts his raise ball. Sowders takes deliberate aim.—Pittsburg Chronicle-Telegraph.

Dixon Kemp says, in the London Feld: INTERCOLONIAL "What we should like to see would be lantic and compete in all our regattas, just as the Cambria schooner did or the Genesta and Galatea cutters. We have been favored with a great many visits by American yachts, but not one of them took part in our ordinary regatta competitions. For some valid reason or other we have hitherto been debarred from the pleasure ot seeing our yachts defeated by those of America in our own waters, and under America in our own waters, and under rules which ordinarily govern match-sailing in this country. Now, however, that the Americans have adopted the basis of our rule of rating by sail area and length, and are loud in praising its adaptability for competitive sailing, it is to be hoped that some Americans will come over in their heautiful vessels and give the multitude of beautiful vessels and give the multitude of yachtsmen on this side of the Atlantic a

JACK AND JILL.

WESTERN ASSURANCE COMPANY, Incorporated 1851 NEW BRUNSWICK RAILWAY

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BRUNSWICK CIRCUIT

FOR 1888.

A Series of Trotting Events Never Before Equalled in the Provinces.

Purses

Saint John, N. B., 12th and 13th September, 1888, Saint Stephen, N. B., 19th and 20th September, 1888. Houlton, Maine, 25th September, 1888.

Woodstock, N. B., 29th September, 1888.

Fredericton, N. B., 3rd and 4th October, 1888.

ST. STEPHEN PARK, HOULTON PARK, MOOSEPATH PARK, Wednesday, 12th Sept., 1888 Wednesday, 19th Sept., 1888 Tuesday, 25th Sept., 1888 3-minute class—Purse \$150 3-minute class. Purse \$175 3-minute class. Purse \$100 200 2.40 200 2-40 Free for all class. "

Thursday, 13th Sept., 1888 Thursday, 20th Sept., 1888. Entries close 20th Sept., '88 Purse \$150 2.50 class. Purse \$175 2.50 class. Free for all class. " 300 Free for all class. " 300 Reserved for spe-Reserved for spe-200 cial races. cial races.

Entries close 5th Sept., 1888
A. M. MAGEE, Sec'y,
St. John, N. B.

Entries close 12th Sept., '88
J. E. Osburne, Sec'y,
St. Stephen, N. B.

Woodstock, N. B.

WOODSTOCK PARK,

Saturday, 29th Sept., 1888. 4-year old class. Purse \$100. Free for all " Entries close 22d Sept., 1888. FOSTER BROWN, Sec'y,

FREDERICTON PARK ASSOCIATION,

M. D. PUTNAM, Sec'y, Houlton, Maine.

Wednesday, 3d Oct., 1888. 3-minute class. Purse \$125.

Thursday, 4th Oct., 1888. Purse \$150. Free for all class. Reserved for special races 250. Entries close 27th Sept., 1888. W. P. FLEWELLING, Sec'y, Fredericton, N. B.

General Conditions.

All Races will be to harness, mile heats, best three in five, and be governed strictly by the rules of the Entrance money will be Ten per cent. of the purse, payable 5 per cent. with nomination and 5 per cent. the evening before the race. Entries to be made with the secretaries of the respective tracks for the races thereon. Five to enter and three to start.

A horse distancing the field will receive first money only. Horses starting in the circuit will be eligible to enter the same classes throughout the remainder of the circuit. Purses will be divided with 60 per cent. to first, 30 per cent. to second, and 10 per cent. to third.

Negotiations are pending with a view to having United States horses admitted IN BOND to attend these Arrangements will be made for special freight and passenger rates on the different lines of travel.

For further information address either of the undersigned, or the secretaries of the different tracks. W. P. FLEWELLING, Secretary,

W. F. TODD, Chairman,

Fredericton, N. B.

St. Stephen, N. B.

ADVERTISES FACTS.

When we import 16 Bales of Tobacco we do not advertise "68 Bales."

tatement we have ever made in print. Do our competitors dare to do the same?

When we make a 5 CENT CIGAR we don't advertise it as "clear Havana"—but neither do we fill A few weeks ago, we issued an invitation to the public to visit our factory and obtain proof of every

Established April 21, 1884, we have doubled our production every year, and today we

are making better Cigars than any other factory in the maritime provinces.

THE FINE HAVANA GOODS sent out by this factory are sold-and appreciated-in every part of

BELL & HIGGINS,

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JUST RECEIVED.

For Summer. Best place in town to get Shoes

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JEWELLER,

167----Union Street----167

RAILWAY.

TENDER.

SEALED TENDERS, addressed to the undersigned and marked on the outside "Tenders for Repairs to Rimouski wharf," will be received until SATURDAY, September 1st, 1888, for repairing the wharf at Rimouski, P. Q.

Plans and specifications may be seen at the Chief Engineer's office, Moncton, and at the office of the Station Master, Rimouski, P. Q.

All the conditions of the specifications must be complied with.

D. POTTINGER.

D. POTTINGER, Railway Offices, Moncton, N. B.,
August 16th, 1888.

THE LATEST SOCIALIST PUBLICATIONS.

SEND FOR CATALOGUE TO The New York Labor News Co., 25 EAST FOURTH STREET,

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AND OTHERS INTERESTED IN

CHEAP TELEPHONES.

THE St. JOHN TELEPHONE COMPANY are about opening a Telephone Exchange in this city, and are making arrangements, which will be completed in a very short time, for giving the public telephones at much less rates than have heretofore obtained in this city.

obtained in this city. A Company also purpose starting a Factory in this city for the manufacture of Telephones and other electrical apparatus, thus starting a new industry. The ST. JOHN TELEPHONE COMPANY ask the public to wait until a representative of their company shall call upon them This company is purely a local one, and we cordially solicit your support in our endeavor to introduce a new, better and cheaper Telephone than any yet offered the public.

ST. JOHN TELEPHONE CO.

A representative of the Company will be at the office of The Provincial Oil Co., Robertson Place, where those wishing to subscribe may sign subscribers' list.

THE Equitable

\$1,775,317.81.

Assurance Society. Condensed Statement, January 1, 1888.

ASSETS......\$84,378,904 85 LIABILITIES, 4 per cent. 66,274,650 00 SURPLUS......\$18,104,254 85 New Assurance......\$138,023,105 00 Outstanding Assurance... 483,029,562 00
Paid Policy Holders in 1887 10,062,509 81
Paid Policy Holders since
organization...... 106,610,293 34

Total Income...... 23,240,849 29 Premium Income...... 19,115,775 47 Increase in Assets...... 8,868,432 09 Assets to Liabilities, 127 1-2 per cent.

ESTIMATED SURPLUS (41-2 p. c.) \$22,796,904 85 Percentage of Assets to Liabilities, 137.

THE VIGOROUS EQUITABLE.—Every year when The Equitable Life Assurance Society presents its big figures in the shape of a report, the remark is made that it will be impossible to repeat the success—and then The Equitable proceeds not only to repeat but to excel it. The results of the business of 1887 are simply enormous. The pivotal fact is that The Equitable has the largest surplus of any of the leading life assurance companies in the world, whether gauged by percentage to liabilities or by the number of dollars and cents. Over eighteen millions are surplus, out of eighty-four millions of assets. This, too, is on the basis of measuring liabilities on the severest standard; that which assumes that no more than 4 per cent. will be obtained as interest on more than 4 per cent. will be obtained as interest on investments throughout the future. Every bit o income in excess of 4 per cent. will be clear gain to the policy-holder, over and above the assumptions. If interest on prime investments should fall to 3 1-2, The Equitable with its big surplus can stand it, when companies with relatively less would be embarrassed. CHAS. A. MACDONALD, Agent, St. John, N.B. E. W. GALE, Agent, St. John, N.B.

A. W. MASTERS, Jr., Special Agent. A. C. EDWARDS & B. A. FIELDING, Joint General Agents for the Maritime Provinces, Hali-fax, N. S,

GENERALAGENCY

Province of New Brunswick

The Commercial Union Assurance Co.

(Limited), OF LONDON, and Phœnix Insurance Co., of Brooklyn, A. C. FAIRWEATHER, CHAS. J. TOMNEY.

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Exhibited at World's Fair, Antwerp; Colonial Fair, London—received Medal and Diploma. Exhibited at all the leading cities of the Dominion. Received Bronze and Silver medals and cash prizes. Exhibited in the United States, etc.

Prizes have been awarded pupils at several exhibitions, as follows: Mr. S. T. Frost, 1st prize, Provincial Exhibition; Miss Melvin, 1st prize, Dominion Exhibition; Miss Treffer, 1st and 2nd prizes, Yarmouth Exhibition, '86; Miss Humphreys, 1st prize, Sackville Exhibition, 1886; Miss Barbour, 1st prize Provincial Exhibition, St. John.

Pupils from Moncton, Chatham, Grand Falls, Fredericton, Woodstock, Charlotte County, Kings County, Nova Scotia and Missouri, U. S. Several have exhibited at Montreal and Toronto.

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154 Prince Wm. Street, St John, N. B 115 Sydney Street, opp. Victoria School.

Commencing June 25th, 1888. PASSENGER TRAINS WILL LEAVE INTER COLONIAL RAILWAY Station, St. John, at

†6.40 a. m.—Fast Express for Bangor, Portland, Boston and points west; also for Fredericton, St. Andrews, St. Stephen, Houlton, Woodstock, Presque Isle, Grand Falls and Edmundston. PULLMAN PARLOR CAR ST. JOHN TO BOSTON.

†8.50 a.m.—For Bangor and points west, Freder icton, St. Andrews, St. Stephen, Houlton and Wood †4.45 p. m.—Express for Fredericton and intermediate stations.

†8.30 p. m.—Night Express for Bangor, Portland, Boston and points west; also for St. Stephen, Houlton, Woodstock, Presque Isle and Grand Falls.

PULLMAN SLEEPING CAR ST. JOHN TO BANGOR.

RETURNING TO ST. JOHN FROM Bangor at †6.15 a. m., Parlor Car attached; †7.30 p m., Sleeping Car attached.

Vanceboro at ¶1.15; †11.15 a. m.; 2.21 p. m.

Woodstock at †7.46; †10.30 a. m.; †8.00 p. m.

Houlton at †7.40; †10.30 a. m.; †8.10 p. m.

St. Stephen at †9.30 a. m.; †12.20; †9.45 p. m.

St. Andrews at †7.00 a. m.

Fredericton at †6.00; †11.30 a. m.; †3.50 p. m.

Arriving in St. John at ¶5.45; †8.20 a. m.; †2.25; †7.15 p. m.

LEAVE CARLETON FOR FAIRVILLE. t8.00 a m.-Connecting with 8.50 a. m, train from †4.30 p. m.—Connecting with 4.45 p. m. train from St. John.

EASTERN STANDARD TIME. Trains marked † run daily except Sunday. ‡Daily except Saturday. ¶Daily except Monday. F. W. CRAM, Gen. Manager.
H. D. McLEOD, Supt. Southern Division.
A. J. HEATH,
Gen. Pass. Agent, St. John, N. B.

Intercolonial Railway.

1888--Summer Arrangement--1888

ON AND AFTER MONDAY, June 4th, 1898, the trains of this Railway will run daily (Sunday excepted) as follows:—

TRAINS WILL LEAVE ST. JOHN.

A Sleeping Car will rnn daily on th 22.15 train to Halifax.

On Tuesday, Thursday and Saturday, a Sleeping Car for Montreal will be attached to the Quebec Express, and on Monday, Wednesday and Friday a Sleeping Car will be attached at Moneton.

TRAINS WILL ARRIVE AT ST. JOHN.

Express from Halifax and Quebec..... 5 30 Express from Sussex..... 8 30

D. POTTINGER, Chief Superintendent. RAILWAY OFFICE, Moncton, N. B., May 31, 1888.

GRAND SOUTHERN RAILWAY.

All trains are rue by Eastern Standard time.

EXCURSION TRAINS

To Bay Shore and Sand Cove. COMMENCING TODAY, and until further notice, Excursion Trains will leave Carleton for the BAY SHORE and SAND COVE at 2.30 p. m., 4. m. and 5.15 p. m., Local Time. Returning, will leave Sand Cove 10 minutes after arrival there. JOHN ACADEMY OF ART

UNION LINE.

UNTIL FURTHER NOTICE, the splendid Steamers DAVID WESTON and ACADIA, alternately, will leave St. John (Indiantown) for Fred ericton, and Fredericton for St. John, EVERY MORNING (Sundays excepted), at 9 o'clock, local time selling at intermediate stees. time, calling at intermediate stops. Fare \$1.00.
Connecting with New Brunswick Railway for Woodstock, Grand Falls, etc.; with Northern and Western Railway for Doaktown, Chatham, etc.; and with steamer Florenceville for Eel River, Woodstock, etc.

stock, etc.
On THURSDAYS and SATURDAYS Excursion
Tickets issued to Brown's, Williams', Oak Point
and Palmer's wharves, good to return on day of issue, for 40 cents, or to Hampstead and return for 50

cents,
SATURDAY EVENING AND MONDAY MORNING
TRIP.—For accommodation of business men and
others, Steamer ACADIA will leave Indiantown
every Saturday evening, at six o'clock, for Hampstead, calling at intermediate stops. Returning,
will leave Hampstead at six o'clock Monday morning, to arrive at Indiantown at nine, thus affording
an opportunity to spend a day of rest and change
in the country without encroaching on business
hours.

Fare to Hømpstead, etc., and return, 50 cents.
R. B. HUMPHREY, Manager. Office at wharf.
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