THE HERALD.

VOL. V., NO. 31. FREDERICTON, N. B., SATURDAY, JULY 7, 1894. $1.00 PER YEAR

Board of Works Jan 1 95

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Queen Street, Fredericton, N. B.

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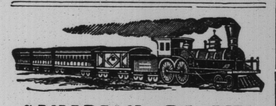

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6.35 A. M.—Mixed for Woodstock and points North, via Gibson.

10.10 A. M.—Accommodation for Fredericton Junction, St. John and points east. Vanceboro, St. Stephen and St. Andrews.

3.20 P. M.—Accommodation for Fredericton Junction and St. John, also with Night Express for Bangor, Portland and Boston.

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Woodstock and North, via Gibson branch, 4.20 p. m.
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7—2.

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Fredericton, May 6th 1893.

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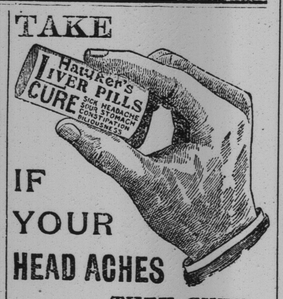

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FARM AND FIRESIDE.

Timely Hints Useful to the Farmer and His Household.

The county of York is now coming forward to take its proper position in dairying. There are now in operation in the county, two butter factories and five cheese factories. At Harvey, the creamery is supported by seventy patrons. On June 14th, 5,326 pounds of milk was received which produced 255 lbs. of fine butter, twenty-one lbs. of milk to one lb. of butter. This creamery is run on what is called the separator system. The milk is taken to the factory and run through the separator, the skim milk returned to the patrons. This system is considered to be the most profitable. At Kingsclear the creamery is doing good work on the gathered cream system, the cream only being taken to the factory, the skim milk left at the farm. This system costs less for hauling the cream, but if farmers would investigate the matter closely they would find that instead of twenty-one lbs. of milk to one lb. of butter as by the separator system, they would take from twenty-four to twenty-six lbs., and sometimes more, milk, to make one lb. of butter, by raising the cream by gravitation at the farm. Thirty-three patrons support the creamery. On the 11th of May they received 188 inches of cream which produced 192 lbs. of butter.

Prince William cheesefactory June 8th received 3,380 lbs. of milk. Same date last season only 2,411 lbs. was received, an increase of 969 lbs. Doing very good work with good prospects for the season.

Douglas and Bright cheesefactory June 12th received 3,465 lbs. of milk, in good condition. All the samples made very good tests, but I have not the figures at hand.

Burt's Corner cheese factory 24 patrons, 2,481 lbs of milk received, mostly of very good quality, but the Babcock test showed a considerable difference; highest sample showed 4.40 per cent of butter fat; the lowest of the ordinary samples 3.50 per cent, and one sample showed only 1.60 per cent. of butter fat. This sample was fairly well skimmed.

After what has been written and said upon tampering with and adultering milk, no one can plead ignorance and I have concluded to publish the tests so that honest patrons may be protected, and perhaps I may also publish the names of the parties who own the milk.

Millville cheese factory, thirty-one patrons, with a number to come in, 2,700 lbs. of milk received, nearly double of last season's quantity. Babcock tests, highest 4.40 per cent; lowest test [ordinary] 3.80 per cent; the vat showed 3.80 per cent butter fat; one sample showed only 2.80 per cent, which is rather poor milk. A number of samples had not been very well cared for, neither aired nor cooled as they should have been,

Middle Southampton cheese factory, twenty-nine patrons, a few to come in; received 3,000 lbs. of milk in very good condition. Babcock test, highest 4.20 per cent, lowest 3.40 per cent; vat 3.90 butter fat. No exceptionally low tests here. This is a new factory, the company has made a very good start, and it is to be hoped the farmers will supply these factories with plenty of good milk well preserved, so that it will arrive at the factories in proper condition, well aired, well cooled, and in perfectly clean cans, so that the makers may build up a first class reputation for their goods, and the business made a success to all concerned. In the evenings I addressed very attentive meetings at Keswick Ridge, Burtt's Corner and Middle Southampton.

Yours truly,
JOHN ROBERTSON,
Dairy Supt.

SUMMER CARE OF SHEEP.

In the hot days of the midsummer it is a trying time for the sheep with their flannel coats under the hot sun, or during sultry days. At such times the sheep should never go unseen more than half a day. They are apt to suffer from looseness of the bowels at such a time, and while this is not of itself of any serious import, yet it attracts the flies, and once fly-blown and neglected, a sheep becomes the sorriest, most woe-begone animal in existence. Under such extreme misery the wretched animal hides itself in some fence corner, or a thicket, and gives up, slowly perishing without complaint or effort to resist. The shepherd, therefore, must watch the flock, and, as a precaution, count them every time he sees them. The ewes from whom lambs have been taken may need to be milked, and, if this is neglected, the udder may become swollen, and possibly sore, and blown by the flies; or a mere scratch may become blown, and once the maggots make an entrance in any way it is a difficult matter to dislodge them. The best application to any sore or wound on a sheep is tar; it covers the spot with a dry film, and its odor is offensive to the flies, while it has a stimulating effect on a wound that hastens healing. Crude petroleum is also useful in this way. The feet are not to be forgotten. They should be examined weekly lest some grit may gather under the sole and make it sore, and the filth, poisoning the wound, will quickly produce the first appearance of foot rot. This is most important to be done when the weather is wet, and the filth is more apt to gather and remain as an irritating matter under the softened crust of the hoof. The hoof should be kept free of all ragged horn by paring.

PACKING BUTTER.

Creamery butter has an advantage of uniformity over that produced in small private dairies. The dairy churning is large, the cream has been ripened altogether uniformly; the churning is all made at one time, and hence the entire butter product for that day is of uniform flavor, texture and color. A tub can be filled at one time, and the merchant who buys or sells it will find the butter exactly the same in quality from top to bottom of the tub.

In the small private dairy every churning, of course, is of even quality of product, but one day's product is sometimes not large enough to fill a tub; and hence the different days' churnings required to complete the filling are likely to show some difference in color and general quality, and therefore the butter will not grade evenly in the tub, and this lack of uniformity results in a lower price. In reality the butter from the small dairy may be as good, fresh, and possibly a better article than the other, but this lack of uniformity detracts from its marketable value where butter is graded by experts.

Butter from these small dairies should be sold in prints of one pound each. If a cream separator is used in the small private dairy, and the cream ripened day by day at the same temperature, the butter is likely to be of a more uniform quality, and will grade uniformly, the same as the creamery article; but as a rule, comparatively few small dairies use the separator. The farm butter may be sold to advantage in small packages of from one to five pounds.

A YORK COUNTY MAN

Who Has Made His Pile in The West.

Among the recent visitors to Fredericton was Hon. Isaac Stevenson of Wisconsin, who claims York as his native county. Mr. Stevenson went to Maine when a youth, and thence drifted to Wisconsin where he has become one of the States' most prominent men, and immensely wealthy. He has been a member of Congress and handles more lumber than goes down the St. John river in a year.

In the first place, he is president and manager of the J. Stevenson Co. of Escamba, Michigan, whoch in its big yard in Chicago, retailed last year, 60,000,000 feet of lumber. He owns the majority of stock of the N. Luddington Co., a 40,000,000 concern. He owns five-eighths of the stock of the Stevenson Manufacturing Co'y, which has an output of 15,000,000 feet of lumber. At Peshtigo, seven miles from Mr. Stevenson's home, which is Marinette, Wis., a city of some 15,000 souls, there is a large water mill. He is president of these two companies, which manufactured 45,000,000 of feet last year and expect to do the same this season. He is also president of the Stevenson transportation company, and the boom company of which he is president employs 700 men. The river on which they work has the largest output of any river in the world. Three years ago they put through the boom 676,000,000 feet of logs.

He is interested in three very large paper mills, and he owns a good deal of stock in, and is a directer of a pulp, and sulphide pulp mill which puts out forty tons of paper a day. He is president of the Stevenson National Bank in Marinette, a concern that stood solid during the severe panic last year. He is also interested in the National Bank of America, Chicago, owning about a twentieth part of the capital stock. He has one of the best farms in Wisconsin, comprising 900 acres of as good land as there is on the planet. He keeps 125 cows, 125 horses and mules 1200 or more sheep. The farm is thirty miles from Milwaukee, on the railroad to Chicago. In connection with others he is running a creamery where they manufacture over 300 pounds of butter a day.

HOUSEHOLD RECIPES.

Strawberry Cheesecakes.—Bruise a pint of berries with a wooden spoon in a china bowl; add four heaped tablespoonsfuls of powered sugar and eight well whipped eggs. Line some patty pans with good paste, fill three parts with this mixture and bake in a well heated oven.

Quick Graham Bread.—One and a half pints sour milk, half a cup New Orleans molasses, a little salt, two teaspoonfuls of soda dissolved in a little hot water, and as much graham flour as can be stirred in with a spoon; pour in a well greased pan, put in oven as soon as mixed, and bake two hours.

Cheese cutlets may be made from scraps of dry cheese, and will be prefectly good if prepared some time before used. Take three ounces of grated cheese, one and a half ounces of butter, two eggs, and a little mustard and cayenne pepper. Pound these gredients well together, make up in pear-shaped cutlets. Brush over with eggs, shake in bread crumbs, arrange in frying basket and cook in deep fat till a golden brown. Serve each cutlet on a piece of toast cut exactly of its shape. Dust a little grated parmesan over and serve on a doily.

Crumb steak.—A piece of steak no bigger than the hand will make nice a breakfast dish if you have crumbs handy. Have it chopped very fine and freed from sinews and gristle. Mince fine a tablespoonful of onion and fry it a light brown in a little butter. Add the mince meat and an equal quantity of bread crumbs, season nicely and moisten with a little cold gravy or stock of any kind. It must be just moist enough to mould into shape. Pressed into a small wineglass they resemble pears, and after they are fried, they should have a sprig of parsley inserted into the stem end; or you can roll them round like sausages or make into little flat cakes. They can be dipped in crumbs, then in beaten egg, and again in crumbs. Make a little brown gravy to pour round them, or serve with a mushroom or tomato sauce.

WELL PLEASED.

Dr. Twitchell, editor of the Maine Farmer, and an acknowledged authority on all agricultural matters, spent last week with Messrs. Peters and Hubbard in their travelling dairy work in Kings County, and in conversation with Mr. Inches, expressed himself as delighted with his experience. He says he has never seen work in that line, at the various dairy stations making such progress, which was far ahead of Maine, although in that State their experience had been much longer. The advance in dairy work in New Brunswick the past three years had been marvellous, and he would not believe it had he not seen it with his own eyes. He was perfectly astonished with the intelligence of the King's Co. farmers. The only danger he saw, was that there might be too many factories too close together, but that could only apply to centres like Sussex. He highly approves of the course our dairy associations are pursuing, and thinks particularly well of the travelling dairies. He noticed the great improvement made under Prof. Robertson's supervision. The factories now are working on similar and regular lines, and are getting better prices and a more ready market, and he was astonished to find in King's Co. that not a single factory had a single cheese over a fortnight old.

The testimony of a gentleman of Dr. Twitchell's standing and intelligence is certainly worthy of great appreciation, and his observations are entirely unprejudiced.

HOW TO FEED HENS.

Hens should have all the milk they can readily eat; no kind of food is better adapted to egg production. Some milk mixed with bran will not fatten them; but if given freely, the vessels in which it is fed will need frequent cleansing to prevent them from becoming offensive. With milk to drink, fowls having a range will do well enongh on one meal a day, as this will encourage activity in scratching and picking up what they can. This feed should be given very early in the morning, and should be steamed clover hay, with a little corn and oat chop and bran mixed with it, and a little salt added to make it more palatable. The birds will have a ravenous appetite, and they can eat all of this food they want without injury.

4 MEN KILLED.

By an Accident to a C. P. R. Express near Greenville, Maine.

The Train While Running at a Good Rate of Speed Falls Through a trestle.

The Halifax express, leaving Montreal at 8 p. m. Sunday, on the Canadian Pacific railway, was wrecked at the bridge over the west outlet of a small stream near Greenville, Maine, at 5 a. m. Monday. four persons were killed outright and eight injured, some fatally. The dead are: Engineer Fred Leavitt of Megantic, Maine, married; Fred Foss, Canadian Pacific station agent at Greenville, single; Walter Starkie, mail clerk, St. John, married G. C. Hoyt, passenger, Fort Fairfield, Me.

The injured are: Angus McDonald, fireman, single, concussion of the brain; also internal injuries. Charles Grant, station agent at Jackman, concussion of the brain and seriously scalded; Devine, Montreal news agent, leg cut and badly bruised; William J. Kelly, Megantic, Me., broken and dislocated shoulder, will recover; Richard Duke, passenger, from Gloucester county, N. B., scalp wound; Alex Balfour, Nova Scotia, cut over the eye, W. E. Williams, Manchester, Eng., scalp wounds; E. J. Mabeu, Bank of Nova Scotia, Montreal, injury to the thigh.

A wrecking train was sent from Brownville, equipped with the necessary supplies and having on board Surgeon Boothby of the Atlantic division C. P. R. and a staff of assistants, as soon as the news was known.

The dead and injured were placed on board the wrecking train and taken to Greenville, where an inquest was held.

At Moosehead Inn, the scene of the accident, the bridge crosses a rocky gorge, through which runs a rapid stream, the outlet of Moosehead lake. The Canadian Pacific station, Moosehead, is three and one half miles west. An iron bridge spans the gorge, approached by a trestle some 27 feet high. The train was made up of express, baggage, first and second class coaches and Pullman and was running at a high rate of speed when it struck the trestle. The entire train, with the exception of the Pullman, which was at the rear, went through the trestle, striking upon the rocks, stumps, and roots of trees beneath. The wooden trestle at the eastern end of the bridge completely collapsed, with forty feet of the roadbed approaching it. There were on the train twenty-three passengers, all of whom have been accounted for.

PARTICULARS OF THE ACCIDENT.

Starkey, the deceased postal clerk, was fifty-one years old, and had been connected with the service for twenty-three years. He leaves a wife and three children, the eldest thirteen years, resident in St. John. When Mr. Starkey left his home on Friday night he kissed his children and said, "God bless you." these were his last words to his family.

Notwithstanding the fact that many believed obstacles were placed on the bridge which derailed the train, Mr. Starkey has been known on more than one occasion to express the belief that this particular bridge was unsafe, and his little boy told a friend of the family that his papa was always afraid of that bridge.

The accident took place at five o'clock Monday morning. At that time the train was running fifteen miles an hour. The engineer, however must have realized the danger for it was found that the machinery was reversed. The locomotive fell first, quickly followed by the baggage, postal and second class car, leaving the remainder of the train on the track. It is very fortunate that the accident occured before the train reached the water. As it was, the locomotive and all the cars are piled beside one another on the bank of the stream. The postal car telescoped the baggage. Fred Leavitt, the engineer, was found dead at his post, the body cut about the head, and several bones were broken.

The fireman, A. McDonald, was seriously injured about the back and head. There are slight hopes of his recovery. A passenger named Hoyt, on the second class car, was intsantly killed. John S. Miller, postal clerk with Starkey, is very badly shaken up, but no bones are broken. One foot is badly bruised. Fred Grant, station agent at Jackman, was instantly killed and W. Kelly seriously injured.

There appears to be the belief even among the train hands that no obstacles were placed on the track; that the bridge was never safe for passengers. In speaking of the accident a passenger said the train was running smoothly, when suddently he felt it was off the track, next moment heard, a crash and sprang from the car just in time to see the last car falling from the bridge. The cars fell about twenty feet. He never expected to see any of the occupants come out alive and was surprised when he did. The passengers got to work as soon as possible to rescue the unfortunates and worked hard. It was a heartrending scene. All the passengers in the second-clas car was more or less bruised.

THE DEAD AND INJURED.

Driver Leavitt was found lying under his cab, pinned down by a heavy draw bar which lay across his head. The bar was raised and the body taken from under the cab. The bar had cruelly crushed one side of his head and it was this injury no doubt that caused death. His right arm was also cut clean off above the elbow; and he was dreadfully scalded. Shortly after Leavitt's body was found Postal Clerk Miller, who was sitting on the ground in a dazed state, called for somebody to rescue poor Starkey, who was in the postal car. Baggagemaster Harry Roop and Brakeman Bev. Dibblee climbed through the side door of the car, and soon came upon Starkey, but

HE WAS QUITE DEAD.

He lay underneath a pile of debris and mail bags, and a sharp splinter of wood struck him under the chin and passed completely through the top of his head. His death must have been instantaneous.

The body of Foss, who was riding in the engine at the time of the accident, was found near that of Leavitt. He was quite dead, his injuries being internal, besides being badly scalded.

The body of Hart, the second-class passenger from Fort Fairfield, was got from under the wreckage of the second-class car. He was terribly crushed, and his entrails protruded from a ghastly wound in the stomach.

The fireman Angus McDonald, jumped and thereby saved himself from instant death, but he is badly injured about the head, and as he is suffering from concussion of the brain his condition is critical.

Station Agent Grant was terribly injured and was hardly expected to recover last night. He is hurt internally and badly scalded.

Baggageman Kelly had his shoulder broken, and Mr. Shufelt, the express messenger, was bruised about the legs.

Among the passengers on the ill fated train were Percy H. Gilmore, well known in Fredericton, his brother Daniel Gilmore and Mrs. Barbeau of Montreal, daughter of Senator Dever of St. John. Mrs. Barbeau gave an interesting account of the accident to the Globe. She said with her husband she was sound asleep when the crash came. A severe jolting, bumping sensation was felt, and many of the passengers were doubled up in their berths. All knew at once that an accident had occurred, but as their car did not upset or fall they did not imagine how terrible it had been. The conductor at once came in and told them to keep their seats, that there was no further danger. When they went out a few minutes later they saw how terrible had been the disaster and how narrow had been the escape of the passengers in the parlor car. About fifty feet of

THE CENTRE OF THE TRESTLE WAS DOWN

and through this had fallen the engine, postal, baggage, second-class and first-class cars, and all were badly smashed and broken. The parlor car itself was partly over the end of the trestle, and had only been saved from falling to the bottom by the fact that the first-class car stood almost on end, with the sleeper resting against it. The engine, which had broken loose from the cars, was fully two hundred feet from the remainder of the train and lay bottom up almost buried in the mud. The wheels were off and it presented a completely demolished appearance. The postal, baggage and second-class cars were all telescoped and complete wrecks. Indeed, of the second-class car there was hardly a thing left. The first-class car was partly telescoped, and was in but little better condition than the others. The sleeper was the only car of the whole train that appeared worth trying to save. The forward trucks were broken and the end against the first-class car was somewhat broken in, but not badly, the vestibule arrangement having saved it from total destruction. The bridge was as bad a wreck as the cars. Great timbers have been broken off like pipe stems and the immence heavy rails were almost double. While help was coming the male passengers did their best to

GET OUT THE KILLED AND WOUNDED.

The female passengers remained in the sleeper and assisted in dressing wounds of those who needed help. Some of the sights were terrible. Men were brought with their heads crushed, their limbs torn off and their bodies so scalded that the flesh fell off wherever it was touched. Some of the workers fainted at the sights but speedily recovered and returned again to their work. The medical men and others who arrived inprovised a hospital under the trees and did all in their power to make the injured comfortable.

SELECTIONS FROM SUNBURY.

Maugerville.

JUNE 18—Books, to the amount of sixty dollars, have been bought for the school library, district No. 3. The amount of thirty-four dollars was raised by a social, and this amount was increased to forty dollars by A. R. Miles; the other twenty dollars being the grant given by the Board of Education. A. R. Miles also supplied lumber for a book-case, which has been built by W. Foster.

Rev. Mr. Freeman held service here in Sewell's hall, yesterday.

Alex. Baird, ably assisted by his daughter and some friends, gave an entertainment in the Upper Maugerville hall on Wednesday evening, June 13th.

Sheffield.

JUNE 28.—Rev. Harry Harrison, of Stanley, occupied the pulpit of the Methodist church last Sabbath evening.

Rev. A. D. McCully and Wm. H Harrison are attending the conference meetings at Sackville.

Rev. J. M. and Mrs. Austin entertained the young people of the place last Monday evening. A very enjoyable time was spent, and an opportunity afforded of bidding farewell to Mrs. McKendry and little girl, who leave today for their home in Belleville, Ont. Mrs. McKendry has been in the place two years, and by her genial disposition, has made many friends. She will be much missed.

Mrs. George Taylor and Miss Phoebe Burpee left last Tuesday for a few weeks' visit to Amherst.

Mrs. James Gilchrist is visiting her father, T. P. Taylor.

Mrs. Dunn is visiting her daughter, Mrs. C. N. Barker.

Jonathan Bridges has been spending a few days with friends.

The reading circle met last Friday evening at the residence of Charles Burpee. A large number were present. The circle will not meet again until September, it being a very busy season of the year.

The cheese factory has been opened a little over a week, under the management of Jepson London. It is hoped the cheese will prove as satisfactory as when made by his brother.

THE NEWS IN QUEENS.

Upper Gagetown.

JUNE 27.—A strawberry festival and fancy sale is to be held in the temperance hall on Monday, the 2nd of July, and if the weather is find there will doubtless be a large crowd. There is also to be a Sunday school concert in the Baptist church on the eve of July 1st.

Capt. D. Weston is very low at present.

Miss Bessie Estabrooks is very ill with typhoid fever.

Mrs. Gilbert Coy and S. Purvis are getting better.

Harvey Chase is having his house thoroughly repaired and painted, and also the addition of a verandah. Mr. Coles, of Lower Jemseg, is doing the work.

G. G. Slipp is also having his building repaired, A. R. Currier is doing the work.

James Currier is building a barn for John M. Cain, Burton.

Miss Nettie M. Coy is having a summer house built.

Allen Currier took a crowd out sailing the other evening in the yacht Dawn. The party, numbering twenty-one persons, enjoyed a fine time, although there was not much wind.

FROM RURAL DISTRICTS.

Interesting and Spicy Gossip from Our Active Correspondents.

GLEANINGS FROM YORK.

Durham.

JUNE 17—Mr. and Mrs. Charles Henderson are much rejoiced over the birth of another daughter.

Moses Pond caught a small bear last week.

Mrs. Dymmicus Hanson is recovering from a very severe illness.

Henry Pond's family have had the measles and are all convalescent excepting Miss Eva.

Mr. and Mrs. John Estey were to Maugerville on the 17th on a visit to his brother, James Esty.

Central Kingsclear.

JUNE 21.—Gilford Hammond lost his fine stallion, four years old, the other day.

Mr. and Mrs. Leazer Hammond has gone to Manitoba again to visit their daughter, Mrs. Henry Perley.

Hiram Kilburn, from Presque Isle, has been visiting friends here.

Miss Maggie Colter, our popular young school teacher is about taking her vacation and intends spending a part in St. John.

The Government road machine has been doing some fine work in the parish. It has been at New Market settlement and done four miles in four days. Who has got a word to say against the machine now?

Charles Kilburn's two daughters have returned home from Fredericton where they have been for the past year attending school and taking music lessons.

Rev. A. E. Lepage has gone to conference, and Mrs. Lepage and her youngest son leave to-morrow.

Burtt's Corner.

JUNE 27.—We are having very warm weather here and the crops are looking splendid.

The cheese factory is running full blast, and our popular cheesemaker is pushing the business to its full extent. They are gathering more milk than they did last year, and everything seems to be flourishing.

G. E. Lawrence took to himself a life partner on Wednesday last.

The Twelfth of July is not far ahead, when we are expecting to have a good time.

The young men are all away to the bark woods.

Mrs. Lewis Brewer, of Upper Woodstock, is the guest of Mrs. Wesley Brewer.

Aaron Price is loading cars with bark at Cardigan Station for Frank A. Cuttings, of Boston, Mass.

W. H. Lawrence has been moving his house a short distance from where it was to give room for the other building he is about putting up.

The statement in a late issue that George Brewer, of Zealand Station, was run in for being intoxicated, was not correct. There was a mistake in the name.

Brockway.

JUNE 25.—The weather is somewhat cooler than it was last week. The crops and grass in this section are looking splendidly but the potato bugs are here in full force, and it is feared by the farmers, that the potato crop will be a failure.

Our school closes for vacation next Friday. Miss McClay has given prefect satisfaction in the school, and will take charge of it again during next term.

Strawberries are very plentiful and there will be an abundance of blueberries if there is no heavy frost.

Three gentlemen and one lady from Boston spent last week with Wellington Davis They left on Friday feeling satisfied that some of the best trout fishing in the world is to be found in N. B.

Mrs. Thomas Cloney has been very sick the past week. She was visited yesterday by Dr. Dibblee of Moore's Mills, who thinks she will recover.

Mr. and Mrs. Davis go to St. Andrews this week to spend a few days among their friends there.

Miss Georgia Kelly of York Mills, is visiting Miss Brockway.

Mr. and Mrs. Jas. Vail have moved into their new house, and the many friends of the young couple wish them a happy life in it.

Miss Mabel Vail goes this week to make an extended visit with her sister Mrs. Nason at Hardwood Creek. Miss Allie Vail will accompany her to make a short visit.

We are pleased to know that Miss Maud Young is recovering from her recent illness under the careful treatment of Dr. Dibblee.

Lower Prince William.

JUNE 27th.—Rev. Mr. Manzer, of St. Marys, occupied the pulpit of the Baptist church last Sunday morning and afternoon

Walter Mott, of Jacksonville, Carleton Co., has been visiting his friends in this place.

D. C. Joslin is having his barns moved and otherwise repaired. Jacob Kitchen has the work in charge.

Woodford Harper and family of Fredericton, have taken up their abode here; they were formerly residents of this place.

Henry McAdam, of Nashwaaksis, is in the village.

Miss Lizzie Peters and Mrs. J. L. Cliff have gone to Hampstead, Q. C., on a visit to their friends.

Mr. Ellis, of St. John, representing the Federal Life Insurance company, passed through here last week.

Mrs. L. Estabrooks is very low and no hopes are entertained for her recovery.

Rev. G. W. Foster is spending a few days in this locality.

On Friday evening last an entertaining concert was given in the village school house under the superintendence of the teacher, Miss Lottie Vandine. The program was as follows:

Opening chorus, Old Folks at Home; dialogue, Mother Goose, by pupils; recitation, The School Master's Guests; dialogue, A Mistake in the Person; song and chorus, Lost on the Lady Elgin; recitation, Mother's Little Man; dialogue, A Catch at Last; duett, Where are you going; dialogue, Hospitality; chorus, Trabling Back to Georgia; recitation, The Ould Oirish Tay; song, Mrs. Murphy's Boy Dennis; dialogue, Mulrooney and the Black Philly, and the entertainment closed with God Save the Queen. Admission tickets were sold at ten cents each, and the proceeds, which amounted $9.70, will go towards buying a map for the school.

Nevers Kitchen is making some improvements on his residence, George Jordan has charge of the work.

Bertha—Sometimes you appear really manly, and sometimes you are absolutely effeminate. How do you account for it? Harold—I suppose it is hereditary. Half my ancestors were males and the other half females.