

POOR DOCUMENT

13^d of Works.

Fredericton

VOL. III.

FREDERICTON, N. B. SATURDAY, FEBRUARY 11, 1893.

No. 46

Professional Cards.

H. D. CURRIE, D. D. S.,
DENTIST.
Queen St., Fredericton, N. B.
Ether and Gas administered; All
Local Anesthetics used for painless ex-
traction of teeth.
All work carefully performed. Exam-
ination Free.

C. E. DUFFY,
Barrister - at - Law,
NOTARY PUBLIC, &c.

OFFICES: West side of Carlton St., Second
Door from Queen St.
Fredericton, N. B., April 3.

BLACK, JORDAN & BLISS,
Barristers, Notaries, &c.
SOLICITORS BANK OF NOVA SCOTIA
260 QUEEN STREET.

Money Loaned on Real Estate at lower
current Rates.
Fredericton, N. B., May 2.

FIRE AND LIFE INSURANCE.
Best English, American and
Canadian Companies.

APPLY AT OFFICE OF
JAS. T. SHARKEY,
Fredericton, N. B., April 3.

JAS T. SHARKEY,
Barrister & Attorney,
FREDERICTON, N. B.
Fredericton, N. B., April 3.

T. AMOS WILSON,
BOOKBINDER
—AND—
Paper Ruler.
Cor. Queen and Regent Sts.
Fredericton, N. B., Dec. 27.

The Best Stock of
MILLINERY
to be found in the city is at the
Millinery Establishment

MISS HAYES,
QUEEN ST.
CANADIAN PACIFIC RY.
NEW BRUNSWICK DIVISION.
All Rail Line to Boston, &c. The
Short Line to Montreal, &c.

ARRANGEMENT OF TRAINS.
In Effect Oct. 3rd 1892.

DEPARTURES.
EASTERN STANDARD TIME.
6.15 A.M. EXPRESS for St. John, St.
St. Peter, I. Andrews, Hon-
ton, Woodstock and points
North, Bangor, Portland, Boston and
South and West.

10.30 A.M. ACCOMMODATION for
Fredericton, St. John and
points East, also with Night
Express for Bangor, Portland and Boston,
and Bangor excepted, with Short Line Express
for Montreal, Ottawa, Toronto, the West
North West and Pacific Coast.

ARRIVALS.
9.15 a.m. from St. John, etc.
1.15 a.m. from St. John, Bangor,
Montreal, etc.
7.10 p.m. from St. John, St. Ste-
phen, Presque Isle, Wood-
stock, etc.

GIBSON.
DEPARTURE.
6.20 A.M. MIXED, for Woodstock,
Fredericton, I. Edmundston,
and all points North.

ARRIVE.
4.50 p.m. from Woodstock and
points North.

All above Trains run Week days only.
G. E. McPHERSON, D. McPHERSON,
Gen. Supt. Pass. Agt. Gen. Supt. Pass. Agt.
St. John, N. B. Montreal.

Spring Medicines!

Hood's Sarsaparilla.
Ayer's Sarsaparilla.
Radway's Sarsaparilla.
Our Own Sarsaparilla.

W. H. CARTEN,
Druggist and Apothecary, Cor. Queen and Carleton Sts.
ESTABLISHED 1855
Taylor's
Leaves
145 & 147
FRONT ST. EAST TORONTO

Don't Fail to Read This!

A WANT SUPPLIED.

Having noticed lately the eagerness of purchasers of Ready-Made Clothing to get a better article than that which is imported from Montreal, I have decided this coming year

To Fill the Bill.

I am now showing a line of Custom Made Clothing at Ready Made Prices.

Ask to see the Fifteen Dollar Custom Made Overcoats.

A few suits of Montreal clothing that I have on hand I will close out BELOW COST. I would also call your attention to the fact that I am closing out my stock of Gen'l's Furnishings, consisting of—White and Regatta Shirts, Neckwear, Suspenders, Collars, Cuffs, Caps, Silk Handkerchiefs, etc., consequently

GREAT BARGAINS

Wait Purchasers of the above goods at

**150 QUEEN STREET,
JAMES R. HOWIE.**

GRANBY RUBBERS.

Honestly Made. Latest Styles.
Beautifully Finished. Everybody Wears them.
Perfect Fit. All Dealers Sell Them.

THEY WEAR LIKE IRON.

Watches and Jewelry

CAUTION.
EACH PLUG OF THE
MYRTLE NAVY!
IS MARKED
T. & B
IN BRONZE LETTERS.
NONE OTHER GENUINE.

F. J. McCausland
Opp. A. F. Randolph & Son's
Fredericton, N. B., June 7.

JOHN H. FLEMING.
LIVERY
152 Union Street,
Saint John, N. B.

A ST. CATHARINES MIRACLE.

An Old and Esteemed Citizen Restored to Health and Strength.

Mr. C. W. Helms, Sr., relates the Particulars of his suffering and Relief to a Standard Remedy for Rheumatism.

St. Catharines Standard.

Usually the other day, the Standard learned that Mr. C. W. Helms, Sr., one of the oldest and most respected citizens of St. Catharines, had been restored to health after years of suffering, in a manner bordering on the miraculous. The editor of this paper had known Mr. Helms for years, and he was anxious to hear from him the story of his wonderful recovery. He had not seen Mr. Helms for some months, but met with a very warm welcome when he took the train upon which he had come. Mr. Helms's home is on the corner of St. Paul and Court streets, and he is well-known to all our older residents as a citizen of the highest integrity, having lived in this city since 1835.

"I have had rheumatism," said Mr. Helms, "more or less for the past twenty years, which when got so painful that I could not get about at all. I had been to all the doctors here and to some in Toronto and Buffalo, but I could get no relief worth speaking about. Five years ago I went to Welland and took a vapour bath and felt so much relieved that I took two more. The relief, however, was only temporary, and soon after a half year ago the lameness and pains came on again and so completely upset me up that I could hardly do anything. I applied to a number of doctors for treatment and two of them treated me but without relief. My age they said was against me; that if I were younger man there might be some hope for me. I was 84 then. I then discontinued the doctor's treatment and about a year ago got a box of Dr. Williams' Pink Pills for Pale People and I tried them. I felt a great relief and I continued to use them until I was cured. I am now showing a line of Custom Made Clothing at Ready Made Prices.

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Occidental Oddities.

A Graphic Description of a Trip across the Continent in Winter.

By a Frederictonian.

I don't believe him, but as this statement moved the argument in my favour. Of course I agreed with him for the time. He further said that he had known other blanketed greenhorn start on a morning to walk to that mountain top, where there is a famous trout lake, and return at midnight of that day (or the next, I really forget which) tired to death with no fish. Many just reached the summit to find the sun declining towards the west. This, he said, was true as preaching.

The country from Fort William to within a short distance of Winnipeg is wild and broken, with rapid rivers and many lakes, but containing valuable forests and mineral deposits. Marillo, thirteen miles from Fort William is the railway station for the Rabbit Mountain Silver District, and four miles from the station are the Kakabeka Falls, where the Kaministiquia river leaps from a height of 250 feet into the rapids of the Kakabeka. The railway follows up the river to Kaministiquia, and then ascends the Mattawa and Wahgonj rivers. There is excellent trout fishing all along as far as the country west of Fort William. At Sawane we make a stop of 20 minutes for supper and are told that just beyond the station can be seen two boats used by Lord Wolcott and his army from Fort William to Fort Gary (now Winnipeg) in 1870, using the river and lake system where available. As it is pitch dark I decline to walk out and view these interesting relics. We go to sleep again and forget the lonesome barren-forever country through which we are passing. Of course, as I look back to the station at Eagle river two beautiful falls, visible in day time from the car; the one above and the other just below the railway track. Such an interesting scene of landscape scenery could not possibly occur in the day time. We are hustled along by sunlight through a country not fit for a dog to live in. In fact the outline throughout the morning is dog, accustomed though he may be, to hard knocks and tough scenery—the scenery side of the general view of himself highly intelligent he was asked of course in dog land and in the most civil and courteous manner, to inform him no matter how brief a time. I feel that the scenery is worth seeing. Whatever the objects have been in making such a barbarous knuckle of a country as this, even a dog, and how much more a human being, would be justly grateful at the decrease of population, if forced to locate here. And then, when anything worth seeing occurs, we are either in bed or in the morning, and are sure to be comforted by waking with the knowledge that we missed it all.

We tear and shrink and whistle and huddle about all night long and pass a lot of interesting places between Sawane and Tiffin—past English river and Beaubien and Ignace and Tache and Wahgonj and Vermilion Bay and Hi Lake, and Rat Portage and Keewatin and Deception till daylight trembles in the east. Rat portage is considerable of a town, with a population of 2000 souls, all sleeping when we pass, and situated on the principle outlet of the Lake of the Woods. Here are several large saw mills, the products of which are shipped westward to the prairies. The Lake of the Woods is the largest body of water touched by the railway between Lake Superior. It is famous for its scenery. It is renowned for the sporting facilities it affords. Its waters break through a narrow rocky cut at Rat Portage and Keewatin and fall into the Winnipeg river. The cascades thus formed are said to be very beautiful and picturesque. Of course, I know it all along I knew that if ever there was any possible place along this route where one would be sure to see beautiful scenery and picturesque cascades and busy and important towns, our luck would be to pass it at night; and conversely, I was sure that any place we passed at night could hardly fail to be highly interesting and instructive. At Keewatin is an immense flouring mill, built of granite quarried on the spot. Shortly after leaving Keewatin we woke up, just in time to be too late. Just in good time, fresh from slumber, to read all about it in the guide book. Then the time is slower going West. You can't possibly get up in time to see anything. Now it we were travelling in the other direction, we would stand a slim chance of rising early in the morning, taking things by surprise, and fooling the guide book.

We find after breakfast that we are at Whitehorn and are rapidly leaving the wild and broken country of Ontario on our rear, and speeding towards and through the flat fertile country of Eastern Manitoba and near Winnipeg the open city of the west. I look out and see what a fine, mild looking morning it is. I see the glorious sun rising in our wake and reddening the whole earth with his richness. I step out on the platform and inhale the beautiful day Manitoba air. My lungs is all right now, I thought for the last two days that it was sore, affected with consumption and was preparing to die. But—now—why since I struck Manitoba's balmy weather, I feel like a new man, I dance around in exulting freedom. I see the broad level plains on either side and the groves of poplars, and the people just beginning to move. Everything fresh and full of robust life, that is, everything that is alive at all. I say to myself "What a glorious morning would be to sit up there in the bright air and breathe the pure Manitoba air!"

CH TRIAL FOR 80 DAYS.

The most complete and latest line of the world's most famous...
I have had rheumatism, more or less for the past twenty years, which when got so painful that I could not get about at all. I had been to all the doctors here and to some in Toronto and Buffalo, but I could get no relief worth speaking about. Five years ago I went to Welland and took a vapour bath and felt so much relieved that I took two more. The relief, however, was only temporary, and soon after a half year ago the lameness and pains came on again and so completely upset me up that I could hardly do anything. I applied to a number of doctors for treatment and two of them treated me but without relief. My age they said was against me; that if I were younger man there might be some hope for me. I was 84 then. I then discontinued the doctor's treatment and about a year ago got a box of Dr. Williams' Pink Pills for Pale People and I tried them. I felt a great relief and I continued to use them until I was cured. I am now showing a line of Custom Made Clothing at Ready Made Prices.

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JOHN H. FLEMING.
LIVERY
152 Union Street,
Saint John, N. B.



THE CHILDREN'S FRIEND.
Skoda's German Soap
and **Skoda's Ointment,**
Should Always Find a Place
in the Nursery!

SKODA DISCOVERY CO., WOLFFVILLE, N. S.

No REMEDIES in the world equal SKODA'S for Blood and Skin Diseases. Endorsed and used by Physicians, are they not worthy your trial? SKODA DISCOVERY CO., WOLFFVILLE, N. S.

The pulse beats quick, as the wind whistles past your ears and the noble iron chafers fairly flies along the track. You feel so big and feel all at once. You could ride rough shod over everything; you get almost intoxicated with pleasure and seem to quit new creations. Oh! why did I not think of it long ago. I hurry back and get my rubber coat and button it up tight to keep off the cold dust from my clothes. I wait impatiently till the slow start. I might be late for the train has stopped moving. I get in minute at the engine door. I mount the step quite fearfully, only stopping to remark quite casually and incidentally to the engineer, who is oiling the slides, that I intend riding on the engine for a while, I think probably to Winnipeg. Of course I look upon the engineer as one of the apprentices of the engine. I recognize his right to be there and as a matter of courtesy I explain my intention to him. But I hardly expected that he would assert his individuality so promptly and effectively as he did. He did not take it out upon me and never said a word over me as he might have done had he wished. No, he just quietly sat on me. He remarked with arms and cold courteous characteristic of the C. P. R. engineers to other officials without exception from the Atlantic to the Pacific that it was against the rules of the road. It was a crusher, a power, a sockdolager, unanswerable as the decrees of fate and unchangeable as the laws of the Medes and Persians. Oh! what a day! I think of this at the time. As a matter of fact, I didn't, I was lost in a maze of my own injury. I felt hurt, my importance was entirely underestimated. I drew myself up and said with all my native dignity and quiet confidence: "Sir, I am a newspaper man!" But it didn't work. He just smiled and advised me to run back to my car before I caught cold or missed the train. I went away. I didn't care a cent to ride on his other engine, and I have never changed my mind since.

From Beauport to Winnipeg is a distance of 36 miles, and it is all level track straight—stretching miles and miles along like two narrow ribbons, joining each other at the horizon. At first the aspect of the country is somewhat similar to that of Sheffield in the county of Sumner N. B. as seen from the deck of the steamboat, only that there is no cedar at all discernable from the railway. As we proceed, houses and settlements become more frequent. There are teams of oxen and horses hauling huge loads of cordwood and sleepers. We pass groups of Indian children with red hoods and mittens. Sledded down by dogs and ridden by children are numerous. In popular thickets and groves, small log huts stand, resembling Camp Connor, minus the arched and nestness manifested in the building of that charming summer retreat, and presumably tenanted by Indians. These here are mostly all built of hewn logs, with mud or plaster of a whitish color, in the cracks between the logs. Gradually the trees become more and more thinly scattered and finally they disappear altogether. The country is a wide level plain, reaching on every side and all around away and away, miles and miles to the far horizon. I like the journey though I have ever so much better than that magnificently barren wastes through which we have so lately passed. The reason for this preference may be somewhat doubtful, and difficult, even for me, to summarize, but one reason certainly strong and clear in my own mind—namely that whenever settlements do occur, one may see them from the car. You know exactly what kind of a country the train is traversing, and are not left in ignorance, or to the uncertainty of your own imagination. Some people prefer a broken, diversified country to a level plain, but to me, accustomed to the comparatively dense districts of York and Sunbury Counties at home, this is infinitely more agreeable.

USE SKODA'S DISCOVERY
The Great Blood and Nerv Remedy.