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POOR DOCUMENT

THE EVENING GAZETTE

is published every evening (Sundays excepted) at No. 21 Canterbury Street,

JOHN A. JOWES, Editor and Publisher

SUBSCRIPTIONS.

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ADVERTISING.

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ST. JOHN, N. B., MONDAY FEB. 17, 1890.

For the Latest Telegraphic News look on the First Page.

THE GOVERNMENT AND ITS FRIENDS.

The Sun states that the Provincial government is no longer defended by the journals which have hitherto fought its battles. In proof of this it cites some utterances of the Fredericton Reporter and St. John Globe, on the stumpage question, the latter having said that "the government of a country must always be carried on, and this can only be done, when great cries arise, by concession on the part of some one." The Sun in another article quotes some severe things which the Globe has said in regard to both Mr. Tweedie and Mr. Pugsley, and pretends to feel some mock sympathy for Mr. Blair whom it alleges to be staggering under the weight of Mr. Pugsley and Mr. Tweedie.

There is one reason which perhaps the Sun omitted to mention through modesty which no doubt has influenced the papers supporting the government and rendered them less anxious to trouble themselves about fighting battles which are already won. We refer to the able and powerful advocacy by the Sun of a reduction in the rates of stumpage, and the demand so strenuously put forward by the Sun that the government should do justice to the lumbermen. The government having acceded to the wishes of the Sun in both respects naturally feels that it is entitled to the support of the Sun and no doubt this support will come in due course. It is no secret that for a long time the Globe has been supporting the government in a merely perfunctory fashion and without any heartiness. The reason of the Globe's coolness towards the government is also known to be due to the fact that Messrs. Pugsley and Tweedie, both Conservatives, have been taken in, replacing two Liberals. The government has in fact become a Conservative administration so far as views of its members on Dominion politics are likely to affect its policy, for four of the five departmental offices are filled with supporters of Sir John A. Macdonald's government, and there is no reason to think that Mr. Blair is opposed to the Dominion government or that he would be prevented by anything that is past from giving them a hearty support in the future should he resign his present position and become a candidate for the representation of his native County at Ottawa. If the Sun declines to support the Provincial government now that it has become Conservative and adopted the Sun's own policy with regard to stumpage, it will be a singular instance of newspaper ingratitude.

WHO IS THIS TRAITOR TO ST. JOHN?

The Toronto Empire publishes a long letter on New Brunswick Railways, from a correspondent who dates his communication from this city and signs himself New Brunswicker. The object of the communication is to secure western support for the Harvey-Salisbury line and to boom Halifax as a winter port for Canada, at the expense of St. John. This is done under cover of an attack on the Edmundston-Moncton line which was recently approved, under certain conditions, by the Board of Trade of this city. We quote a portion of this letter:—

Shorter lines to the seaboard and American territory rendered it necessary for our Government to establish the shortest possible route to a winter port in Canada. HALIFAX, FROM ITS GEOGRAPHICAL POSITION, AND BEING BY LONG ODDS THE BEST WINTER PORT IN THE MARITIME PROVINCES, had to be reached by the most direct line that could be built. Parliament wisely contributed heavy subsidies for the accomplishment of this great object. The C. P. R. company, with that enterprise which has always characterized their actions since the incorporation of the company, took hold of this project of securing additional accommodation, and with wonderful rapidity built the short line direct across the state of Maine to a connection with the New Brunswick railway. But a portion of the desired work and an integral part of the undertaking was left undone. At the last session of the Dominion Parliament the lower House voted to have this important link constructed as a public work; but the Senate, on the plea of not having sufficient information, or a proper estimate of the cost, threw the bill out. The Government immediately sent out engineers to make a thorough survey of this line and establish beyond question a correct estimate of the total cost of construction. It has been ascertained that when this link is built it will reduce the distance between Montreal and Halifax by 32 miles. The country between Harvey and Salisbury presents no engineering difficulties and its general topographical features are similar to Ontario. The road will run through a country of considerable natural wealth passing through the city of Fredericton, and tapping the trade of the rich valley of the River St. John. It would pass through many miles of coal country, where coal is being actually mined. The seams run up to three and a half feet in thickness and the coal is within fifteen feet of the surface in most places. Along escarpments the coal can be plainly seen exposed. It would bring coal fields 300 miles nearer Montreal than the Nova Scotia mines. This would compensate for the distance between Montreal and Toronto and would greatly lessen the cost of coal in the latter city. There is considerable valuable timber along the route, etc. A large portion of the line runs through a settled farming country at present without any means of communication.

Our readers will perceive that this correspondent, who writes from St. John declares that Halifax is by long odds the best winter port in the Maritime Provinces, a statement which is an absurd falsehood. The fact that goods going to Halifax have to be hauled at least 250 miles further by rail than if going to St. John for shipment is a sufficient answer to such a proposition. Farther on in his letter the same writer declares that the line from Montreal to Halifax by Harvey and Fredericton will be shorter by more than 100 miles than the line from Montreal by way of Edmundston and Moncton. This statement is no doubt as false as the other. The distance from Montreal to Halifax by the Short Line and I. C. R. is now 758 miles. The advocates of the Harvey-Salisbury line claim that it will be 32 miles shorter, a claim which we do not admit, but allowing it to be correct the distance would be reduced to 726 miles. The distance from Montreal to Edmundston by railways now built is now 371 miles, the distance from Moncton to Halifax by the I. C. R., is 188 miles. The engineers of the Edmundston-Moncton line claim that they have found a line 190 miles in length between these two points. We think that 200 will be found nearer the correct figure, but their claim is quite as good as that of the engineers who claim that the Harvey-Salisbury line will shorten the distance to Halifax by 32 miles. Admitting both claims the figures would be as follows.—

Montreal to Halifax via Edmundston	749 miles
Montreal to Halifax via Fredericton	726 "
Difference	23 "

This is a very different story from the fairy tale which has been sent from St. John to the Toronto Empire.

The question naturally arises who in St. John could have been so false to the interests of this city as to send this letter in which Halifax is declared to be by long odds the best Canadian port. A good many people will be disposed to think that the letter in question emanated from the office of the Sun which has in times past been an advocate of the construction the Harvey-Salisbury line and whose editor is the St. John correspondent of the Empire. If this suspicion is correct, then the Sun must be considered a traitor to the best interests of St. John, and an enemy within our gates.

ABOUT OURSELVES.

The friends and admirers of THE GAZETTE will be glad to learn that the sales of this paper for the portion of this year which has already elapsed have been just double what they were during the same period in 1889. The superiority of THE GAZETTE as a newspaper to all other papers published in St. John is now universally admitted. Our last Saturday's issue was one of particular excellence, and we think has hardly ever been surpassed. But the managers of THE GAZETTE do not intend to be content with what has been already achieved. Their aim will be to surpass all that has already been accomplished, and to place this paper so far in advance of all other St. John journals that competition will be out of the question.

For the future and while the present arrangement of trains lasts, three editions of THE GAZETTE will be published daily. The first edition will be for the service of the mails which are now made up at the post office at 3.50 p. m. The second edition will be a special edition for the trains east and west, in order that our readers among the travelling public may enjoy the advantage of obtaining the latest news, in the columns of THE GAZETTE. The third edition will be the regular city edition, and will deal with everything that transpires in the city up to the moment of going to press. These arrangements will we feel certain prove satisfactory to all our readers, and remedy any difficulties that may have arisen in consequence of the early departure of some of the trains. As a proof of the popularity of THE GAZETTE we may mention the remarkable fact that, although this is the deadest season of the whole year, the sales of THE GAZETTE for last week were larger than they were in Cernival week in July last when the city was full of strangers, and that our sales last week exceeded the average sales during the thirteen weeks of June, July and August last year by just 23 per cent.

THE CANADIAN PACIFIC.

A Chicago despatch states that it is expected the Canadian Pacific Railway will, within ninety days enter that city. Thus will be realized hopes that for more than seven years have been awaiting their fulfillment. The Canadian Pacific is now building into Detroit and will be running trains regularly into that city by March 15. From Detroit to Chicago it is reported, on good authority, the Canadian Pacific will use the tracks of the Wabash road. It is reported also that the Canadian Pacific has lately become a large holder of Wabash securities and that it has secured a contract with that road enabling it to run its trains anywhere on the Wabash system. This will let the Canadian Pacific into Chicago as a direct competitor to all, and as a big competitor to the Grand Trunk and all lines to New England. There is also a strong probability that the Canadian Pacific's entrance into Chicago will be celebrated by a lively fight with the Grand Trunk. The rivalries of these two great lines will, however, be of the utmost advantage to the interests which depend for their success on low rates of freight. We trust that the present year will not pass without something being done to perfect the terminal facilities of the Canadian Pacific in this city.

NOTE AND COMMENT.

On the 1st July 1867, when the provinces were confederated there were only 2,258 miles of railway in all Canada. There are now about six times that number of miles in operation and the mileage is rapidly increasing. This looks as if Canada had not been standing still during the past twenty years.

A Chicago despatch states that an ice famine in that city appears to be inevitable and there is talk that nearly half of the United States must meet a similar emergency. Seaboard cities as far north as Boston are said to be without ice and will have to import their entire supply from Maine rivers. It is claimed that the artificial ice factories at New Orleans and a few other points have too small a capacity to make much material difference in the general deficiency. New Brunswick ought to be able to find some advantage in all this.

The Restigouche Pioneer, under the editorship of Mr. C. Bruce Macdougall promises to be a lively sheet. The Pioneer says:—

Surveyor-General Tweedie stated in the Masonic hall in Chatham on Tuesday night that when H. T. Stevens came to see him on political matters that he (Stevens) was almost beastly drunk, and spoke his words in an incoherent maaner. This is a matter made public by the Surveyor General and if it is true it is a sad blotch on the members of the Y. M. C. A., and the strong temperance Scott-Act advocates who nominated him for the local legislature. We trust that the falsity of the statement will be proved by Mr. Stevens, who is an able journalist.

Every one will reecho the hope expressed in the last sentence.

From the Capital.

OTTAWA, Feb. 16.—As the time draws near when Miss Wright will again attempt to hold services in Hull, her friends grow more anxious. Next Tuesday evening she intends to hold another service there, and has written to premier Mercier asking for protection. Miss Wright yesterday received a reply from the premier, which acknowledged the receipt of the letter and informed her that the government was attending to the matter. It is generally understood that the Quebec government will take active measures to repress further troubles, and that the guilty will be punished rigorously.

Those who have won places on the rifle team to represent Canada in England this year will have to signify their acceptance by the 10th of March. After that date the next in order will be called upon to fill the places of those of the first twenty who have not accepted. The D. R. A. have received an official report through Col. Worsley, D. A. G., that one of the Nova Scotia riflemen in the first twenty was not an efficient militiaman and was improperly certified as such. Inquiry will be made and if the charge is sustained his name will be struck off the list.

Sir John Thompson returned from Toronto on Saturday, where he was formally admitted to the bar of Ontario. By this admission of Sir John, together with his position as minister of justice, he becomes a bencher of Ontario for life and his position makes him ex-officio senior of the provincial bar, although the latest addition to the roll. This peculiar paradox, it is said, has only occurred once before in the history of the bar. There is also a statute in Quebec which provides that a minister of justice of Canada is a member of the bar of Quebec for life. This entitles Sir John to practice his profession in three of the principal provinces in the Dominion, viz: Ontario, Quebec and Nova Scotia. A most pleasant fact in connection with his admission to the bar of Ontario is that he received just as hearty a welcome from his political opponents as he did from his friends, which goes to show it to be a compliment to his professional standing solely, rather than to the political position he now so ably fills.

John J. Bourinot, clerk of the house of commons, has received from the municipal council of Cape Breton (he is a native of that county) a resolution recently passed at the council extending their heartiest congratulation to him on the occasion of his being admitted by Her Majesty to be a companion of the illustrious order of St. Michael and St. George.

Great dissatisfaction is manifested by the members from the maritime provinces over the irregularity of receiving their mail matter, mails in some instances being from twelve to twenty-four hours late in arriving at Ottawa. Mr. Ellis, M. P., has taken the matter in hand and has written to Inspector King of Montreal in regard to the matter. In reply, the inspector says, the delay does not occur at Montreal, and in explanation says that the C. P. R. Short line train arrives at Montreal at 7.35 a. m., while the two mail services from Montreal for Ottawa leave an hour and twenty-five minutes before, consequently the mails are kept in Montreal until 4.30 p. m., arriving in Ottawa in the evening, while passengers coming by the Short line can continue on to Ottawa by the C. P. R. "Soo" train. No mails are taken on this train. The whole matter of delay in mail delivery is now in the hands of the post office authorities and if the delay is not remedied Mr. Ellis intends to call the attention of the house to the delay and if possible have the matter satisfactorily arranged.

The convention of the Dominion Dairymen's association will commence tomorrow and will conclude its labors on Wednesday, when the Fruit Growers will commence work. A joint meeting of the two associations will be held on the evening of Wednesday next for discussion of subjects of interest to both. Delegates C. R. H. Starr, R. Starr and B. Starrett, representing the Nova Scotia fruit growers, have already arrived.

The Dominion government returns give 12,163 miles of road as being in operation in Canada, representing a capital of of $727,180,000. Eight years ago the Dominion Government adopted a policy of voting a subsidy ranging from $3,200 to $6,400 per mile to every new railroad enterprise, and since then 101 companies have received money or land grants. In all 58 of these companies have signed contracts for the construction of the roads, covering an aggregate distance of 2,252 miles; the money subsidies amount to $9,261,107, and of this sum $5,783,455 had been paid up to November last. There are 32 companies, with a projected mileage of 715 miles, which have been granted aid to the extent of $2,892,500, but have not yet entered into any contract for the construction of the lines. In the Northwest land grants to the amount of 19,788,744 acres have been voted to 11 companies, having a mileage of 2,711 miles. More than one-third of these land grants, or 6,880 acres, has been allotted to the Winnipeg and Hudson Bay road for a projected distance of 650 miles, of which only 40 miles has been graded. The longest line completed last year was the Qu'Appelle, Long Lake & Saskatchewan from Regina to Prince Albert, with a Branch to Battleford, of which about 100 miles has already been finished. Before the close of the present year trains will be running into Prince Albert, about 260 miles north of Regina.

Literary Notes.

The John W. Lovell Company are supplying the reading public with the best fiction at a rate which is almost bewildering. So great is the variety offered, that those who are most difficult to please must find each week some work which satisfies.

Fergus Hume has written a vigorous story entitled "Miss Mephistopheles," which the Lovell's have issued in a startling cover. The story is issued in the Detective Series, though the novel is one which will interest all lovers of stirring fiction.

The best books for boys are the Leather Clad Tales, which Frank F. Lovell & Co. are publishing in strong covers, which stand any amount of re-reading. Each week, a new story by a well known author is issued in this series.

The parents of Deyo Razey, aged 17, and Florence Alger, aged 19, both of whom were students at the Naples Academy, Naples, N. Y. were alarmed when their respective children failed to return home after school last Friday after noon. Their apprehensions were allayed, however, when the delinquents returned home yesterday as man and wife. The precocious children had been playmates from childhood, but no one was prepared for their matrimenial escapade. They were forgiven, and received the parental blessing and the fatted calf with a wonderful exhibition of nonchalance.

PROVINCIAL POINTS.

Fatalities in Halifax—Death of Lieut-Col. Robinson—A St. John Man Robbed, etc., etc.

At St. Margaret's Bay, Halifax county, N. S., on Thursday, a tree fell on a young man named L. Brown, killing him instantly.

Marc Amero a respected resident of Tusket Hill, N. S., died on the 11th inst., aged 80 years. He had a family of 8 sons and 2 daughters, and left 68 grand children and 9 great grand children.

The Woodstock Town Council has adopted a bye law, prohibiting any party offering wood for sale, without first producing a survey bill of such wood signed by some sworn surveyor of wood in the town.

James Hines, engineer on board the Halifax steamer Mascot, fell overboard Friday night and was drowned. He was working at the machinery with a man named Findley. How he fell overboard is not explained.

Philip Westphal Howe, of Halifax, aged sixteen, grandson of Hon. Joseph Howe, retired in his usual good health Friday night, but was found in a comatose condition Saturday morning with the bedclothes wound about his head. He died in the afternoon.

C. M. Morris, of Moncton, has just purchased from Amos Wilson, a young trapper of North Wallace, Cumberland, his catch of furs for six weeks. It includes 35 red foxes, 14 raccoons, 43 muskrats, and 18 skunks. Mr. Wilson got $3 per day for time spent.

The Kentville Star says: "C. R. Northrup of Canning, is dangerously ill from the effects of a cat bite. A strange cat which came into the house bit him on the wrist on Monday week, and the limb has swollen to a great extent and rendered Mr. Northrup delirious.

The annual general meeting of the shareholders of the Londonderry Iron Company (Limited), was held in the company's office in Montreal on Wednesday. A report of the year's operations was submitted and a dividend of 6 per cent. on the preferred stock of the company declared.

A rumor is in circulation that two Frenchmen (smelt fishers) had stated that on the morning after McLean's disappearance from Summerside, sleigh tracks were traced from the shore to the fishing holes in the ice and back again, and that one of the two holes was broken in and the other frozen over.

A few days ago at Mrs. Maitland Brown, of Havelock, Annapolis Co., was watering a young heifer, the animal turned on her and hooked and bruised her nearly to death, and only by her presence of mind in rolling under a fence was she saved. Mrs. Brown is not expected to live.

A drunken man, found tumbling up and down Sackville street, Halifax, a few nights ago, displayed on a placard hung around his neck the legend: "On a jolly time,——, ————street; when drunk take me home." Some boys took the hint and piloted the victim to his house.

Says the Acadian Recorder: A young woman who lately came to this city from Guysboro to consult Miss Veazey, Christian Scientist, got violent this morning, threw furniture, etc., out of the window of her room, and had to be taken care of by the police till arrangements can be made regarding her by her friends.

The condition of Driver Ashe, who attempted suicide two weeks ago, has become very critical. Friday night he was seized with spasms and became very violent, so much so that the services of seven or eight men were required to hold him down in bed. He was sent to Halifax yesterday where he will be attended by Dr. Farrell.

Lt.-Col. John Robinson, late of Her Majesty's 44th regiment of the line, died at his residence in Fredericton last Saturday morning of pluero-pneumonia. He was 65 years of age. His father was Fred. P. Robinson, at one time auditor general of this province, and his mother a daughter of the late Dr. Paddock of Kingston, Kings county.

Mrs. Brough, aged 24, wife of a Halifax fruiterer's clerk, received a new dress and bonnet and at 11 o'clock Friday was about to try them on to see how they fitted. Somehow she upset the lamp, her cotton dress caught fire and she was frightfully burned. When the husband returned from work he was horrified to find his wife in tortures. She was removed to the hospital and died soon after.

Says the Chatham World:—Mr. Edward Crawford, of St. John, who has been boarding here some weeks, selling sewing machines, went to bed Thursday night, leaving a pocketbook containing over $200 and some valuable papers in the pocket of his vest, hanging on a hook at the foot of his bed. In the morning the pocketbook with its contents had disappeared. Nothing else was stolen in the house and no one was heard to enter or depart during the night.

IN THE ICE FOR THREE DAYS.

The Mareca and her Crew Reach Baltimore from Hamburg Badly Used Up—Powerless in Mid-Ocean, with the Temperature 13 Degrees Below—A Schooner's Proclamant.

PHILADELPHIA, Pa., Feb. 13.—A thrilling tale of a vessel's encounter in the ice floe in the north Atlantic, was brought out to-day on the arrival of the British steamship Mareca, Capt. Ayscough, from Hamburg. For four days and nights this ship was imprisoned in the ice, the crew suffering untold misery, as the thermometer registered 18 below zero. Spirit compasses were frozen and rendered useless, such was the intensity of the cold. While lying in this position a small schooner with all sails set was visible far to the northward inextricably shut in by heavy and compact ice. The unfortunate craft was evidently a fisherman. No one appeared on deck during the time the Mareca was imprisoned. They were burning a fire in the cabin, as a thin stream of smoke could be seen coming out of the top house. So long as fuel lasted the men could keep from perishing, but as soon as that became exhausted there was no other alternative but to lay down and wait for death by freezing. The most powerful iceboats' efforts to cut her out would be futile, as the floe was too heavy, intermingled closely with huge bergs. The Mareca's crew kept a good look-out in hopes she would make signals that her name might be known; but those on board apparently never dreamed that a vessel was so close at hand. When the chance presented itself, Capt. Ayscough was forced to continue, knowing that he could not possibly tender the unknown craft any assistance.

On Feb. 1, when the vessel became fast in the ice, a blinding storm prevailed. The first known of her coming into the floe was by the grinding sound of plowing into something. Not being able to see far ahead, the officers at first thought that the ice extended only a short way ahead. This mistake was soon discovered by the vessel coming to a full stop. The latitude by dead reckoning was, N. 49°, and W. lon. 49° 19. When the weather cleared up shortly, it was seen that they were completely surrounded by ice. From aloft not an inch of clear water was visible. Next day 20 huge bergs were visible at one time. They appeared to be drawing toward the ship on either side and it was feared she would surely be crushed by their closing in on her. During the time of captivity in the ice it was impossible for one man to stand a deck watch any longer than 30 minutes at a time. Day and night the crew toiled to free the vessel, meeting with little success until the third day when she began to move slowly. By keeping an extra head of steam on she made fair progress and succeeded in freeing herself Feb. 4, in latitude 43, 17. Her bow was bent and she was covered fore and aft with a coating of heavy ice.

The Mareca sailed from Hamburg, Jan. 11, and has met with a passage unprecedented in severity. When her stern was hove out of the water while breasting mountainous seas the wheel would revolve with such force as to heat the crank shaft, which finally broke just before reaching Halifax, whither she was forced to go, not having sufficient coal to reach here after the battle with the ice. The vessel is in a dilapidated condition, having smashed rails, boats, and lost everything moveable from the decks.

Here and There.

Nationality Doubtful.—First Little Girl—"Is your doll a French doll?" Second Little Girl—"I don't know, she can't talk."

Exit the garter! Some one has devised and introduced a stocking with a draw string that ties with an ornamental bow, buckle or posy of silk flowers.

In School.—"Why may Queen Elizabeth be supposed not to have been very fond of Henry VIII.?" "Because she had so many mothers."

Too True.—The difference between ships and banks that are wrecked—is the first are wrecked by the presence of rocks, the last by their absence.

Visitor—"Tommy, I wish to ask you a few questions in grammar." Tommy—"Yes, sir." Visitor—"If I give you the sentence, 'The pupil loves his teacher,' what is that?" Tommy—"Sarcasm."

Recipe for Vicious Horses.—„Patience, gentleness, firmness and petting, one-pound of each. Mix thoroughly with one-half a pint of common sense and give to the horse every day."

Wasn't Ready to Take Possession.—"Do you want the earth?" enquired the haughty hotel clerk of a meekly complaining guest. "No," was the reply, "you can keep it a while longer till I ask you for it."

Cut Rates Not Accepted.—Ms Fussy (to organ grinder)—"I'll give you 5 cents if you'll move on." Signor Sapaghetti (pointing to companion)—"Ten cents for piano organ. Five cents only half pay for two men."

He Was—Stranger (meeting an old friend in New York)—„Ah! How de do? Still living in New York, eh?" Gothamite (who has just had half a dozen narrow escapes from vehicles, subway explosions and dead wires)—"Y-e-s, still living."

A Coming Literary Feast.—Clerk—"Going to remain long in this country?" Guest (just arrived from steamer)—"Ah, about a fortnight I fancy. I just ran over to gather materials for a book I'm going to write on 'America and the Americans.'"

He Put Himself Out.—Time 12.55 a. m.—Ella (listening)—"Sh-h! George. Isn't that the fire alarm?" George (also listening)—"I don't hear any bells." Ella—"Oh, I didn't mean that kind of fire; but I'm sure I hear pa up-stairs putting on his heavy boots."

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-WORSE!-

THEN LET US RECOMMEND A BOTTLE OF

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Thousands can testify to the wonderful effects of this preparation in *Coughs, Colds, Bronchitis, Consumption, Whooping Cough, Impaired Nutrition and Wasting Diseases.*

The disagreeable taste and smell of the Oil is completely disguised and rendered so palatable that we have yet to learn of one case where the stomach refused to retain it. Warranted to contain 50 per cent. of finest Norwegian Cod Liver Oil. Physicians endorse it, and prescribe it daily in their practice—having discarded all others.

Ask your druggist for ESTEY'S COD LIVER OIL CREAM, Price 50c; six bottles $2.50. Prepared only by E. M. ESTEY, Manufacturing Pharmacist, Moncton, N. B.

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—WITH THE—

WHEAT PHOSPHATES.

Miscible with Milk or Water and just as Palatable.

Retainable on the most delicate Stomach, and digested with ease.

FOR THE RELIEF AND CURE OF CONSUMPTION, BRONCHITIS, SCROFULOUS AND WASTING DISEASES, COUGHS, COLDS AND LUNG AFFECTIONS.

AND AS A FLESH MAKER,

IT HAS NO EQUAL.

For sale by all Chemists.

PHILLIPS' MILK OF MAGNESIA

FOR DYSPEPSIA.

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GARDENIA.

200 BBLS OF THE ABOVE SUPERIOR Oil to arrive per schooner Nellie King, (now due). This high class Oil is fast taking the place of other Brands of Oil where a really superior Oil is wanted. Every Buyer of Oil who is a right thinking man, will patronize GARDENIA, if for no other reason than he is supporting honest competition and denouncing Pirates and their bulldozing methods in trade, besides keeping within our own Province any profit arising from its sale. Buyers patronizing other Brands are supporting Palatial Residences on 5th Avenue, New York, and the Banks of the Hudson, thus sending out of the Country that money which should be retained and spent among our own people. I submit if these are not most important considerations for every Citizen interested in the welfare of his own Country.

J. D. SHATFORD.

Sun.

BY TENDER.

BEAVER STAMPING WORKS.

R. & W. WARMINTON

having decided on retiring from the business so successfully carried on for nearly 40 years, offer their large and

Very Complete Stock of Tinware,

and also the tools and machinery, Stamping and other Presses. New High Speed Engine and Steel Boiler, Shafting, etc., for sale by tender.

CATALOGUES will be ready this month, and will be forwarded to intending purchasers on application, by letter or personally.

The lease of the warehouses and office on McGill street, and also the factory on King street, can be obtained for a term of years if required.

The stock is in FIRST-CLASS order, and the whole will be ready for inspection as soon as the catalogues are completed.

This is a rare opportunity for acquiring a well established business, with customers in all parts of the Province, and also in the Lower Provinces, and which has for years been doing a large trade that can be doubled with very little exertion.

TENDERS will be received for the whole or any section, but the advertisers do not bind themselves to accept the highest or any tender. Terms to suit purchasers. Satisfactory security required.

R. & W. WARMINTON,

P. O. Box 1819.

Montreal, January 6th, 1890.

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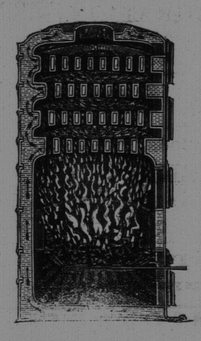

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