MC2398

POOR DOCUMENT



# Mrs. Smith of Longmains.

By RHODA BROUGHTON.

[CONTINUED.]

Again I saw that kneeling figure, that stealthy rising, that traveling of the hand to the coat pocket. I heard the click of that cocked revolver! I could not bear it. It must mean something! I must go to her. Must warn her. As you know, I rang the bell to order the carriage. But in the interval, before it was answered, the vision passed; reason, or what I supposed to be reason, reasserted its sway, telling me how shadowy was the pretext upon which I was going to intrude upon this stranger; how little my husband would thank me, etc.

This same thing was repeated more than once; it was only Alice's triumphant "That settles it!" which gave me the final impetus that enabled me to decide which of the two courses to adopt, though, indeed, I thought I must have gone in any case. I could not get that man's kneeling back from before my eyes. I could not have faced another night alone in the dark with it.

So now, reader, you know my reason for setting off at past 3 o'clock on a January afternoon upon a twelve mile drive along a rutty road with rising wind and thickening snow, to visit an almost entire stranger, whom my husband did not wish me to hold any communication with. Probably you think me as great a fool as the girls would have done. I was too much occupied with my own thoughts to notice the weather or the landscape much. I was worried with the stupid effort (which yet I could not help making) to recall that remark of Mrs. Smith's, which had immediately preceded the knock at the door in my dream. In vain, no glimmering of it would recur to me. I was still cudgeling on my restive memory for it when my attention was awakened by the carriage stopping and the footman appearing at the window.

"If you please, the coachman is afraid he is not sure which of these roads he ought to take."

I put my head out. We were at three cross roads.

"Why, there is a sign post!" said I, tartly. "Why do not you look at it?"

"If you please, the names are all rubbed out."

Here the coachman leaned from his box to join in the conversation.

"The snow is coming on very thick, ma'am; I doubt our getting to Longmains to-night."

"At all events we will try," replied I with decision. "Go slowly along whichever road you think looks most likely until you pass a cottage or some inn at which you can ask."

I was obeyed. We moved slowly in a dismal uncertainty for some way; in the waning light the figures of the two men, with their whitened hats and great coats, grew indistinct. Then we stopped again. Praise heaven, we had met some one! I let down the glass to look and listen; yes, there was a whitened countryman standing in the snow, being questioned. He was deaf apparently; and it was some time before he could be got to understand the drift of the interrogatory addressed to him.

When at length he did I gathered from his words and gestures, as well as the wind would let me, the reassuring information that we had come wrong. And, as ill luck would have it, the road had narrowed so much that we had to go on for some distance before finding a place wide enough to enable us to turn. So that it must have been fully half an hour from the time of our first pausing it before we found ourselves once again at the finger post; that blind leader of the blind. The dark had fully fallen before we found ourselves rolling noiselessly as snow could make us over the cobblestoned streets of a little country town.

"This must be Salcote," said I to myself; "I know that Salcote is their town. Courage! We can't be very far off now."

"Let no one holloa before they are out of the wood!"

This thought had scarcely passed through my mind before I was conscious of a jolt, severer than any that the snow wrapped pavement of Salcote could inflict: the carriage gave a sort of dip on one side; in an instant the horses were pulled up on their haunches, the footman off the box and holding the carriage door open.

"If you please, m'm, you will have to get out; one of the wheels has come off."

I did not need a second bidding. In an instant I was out standing in the snow, and peering with the help of Salcote's dim street gas at one of the hind wheels in order to verify my servant's words. They were but too true. It had come off. Fortunately in so doing it had fallen inward instead of outward, in which latter case the carriage must, of course, have been overturned. I stared stupidly at it. "Was this a judgment on me for my pig headedness? What was to be done?"

"Which is the best inn in town?" asked I, addressing generally a group of gapers which, snowball like, had gathered round me and my broken wheel. Half a dozen voices instantly cried "White Hart;" as many dirty fingers pointed up the street to where, about a hundred yards off, I could faintly see an old fashioned sign hanging out.

"I suppose," said I disconsolately to the coachman, who was already beginning to unfasten the traces, "that you will have to stay here the night; I must go home in a fly."

As I spoke I set off to walk to the White Hart, which I reached in about two minutes.

"My carriage has broken down," said I as I entered, addressing the civil woman—landlady, I suppose—who came to me. "I want a fly at once, please, as soon as it can be got ready. Have you one in—a good fly? I want a good fly at once, please," repeating the words with an emphasis which I thought must impress them upon my hearer. She assured me that she had, though from the length of time that elapsed before it appeared I since have felt certain that she had not spoken the truth, but had to wait in hope of the return of some vehicle now conveying another fare and of some poor, tired horse, destined through me to be balked of his hard earned feed.

And as I sat waiting in the little inn parlor my thoughts were not of the most complacent. Perhaps I had had enough of having my own will now. After all, I had better henceforth submit tamely to Alice's rule. I was clearly not fit to rule myself. Into what a stupid quandary had I brought myself, guided only by the will-o'-the-wisp of a senseless dream? Well, the only rational course now left me to adopt was to return home as quickly as possible, acknowledge my folly, submit with what good humor I could muster to the just laughter that folly would provoke, and resolve never to make such a fool of myself again. As I so resolved a girl entered to poke the fire and ask if I would like to take anything. I refused and inquired how far they called it to Longmains.

"To Longmains, m'm? About three miles, m'm; not quite three miles, but it is not a good road."

She left the room again. Only three miles! To have come so near and then turn back? Should I not turn back? Should I go on? As I hesitated again I saw that kneeling figure stealthily rising, with its backward traveling hand. I looked round with a shiver. I wished the girl would come in again; I wished that I was not alone in the room. I shut my eyes, and still before them was that kneeling figure.

I must go on! I would go on! At the same moment the landlady entered to tell me that a fly was at the door, and I followed her out. There it stood, with the horse's head—it was a dispirited, disappointed head, poor beast—turned toward my own home and the footman holding the door open. I got in.

"Home, m'm?" asked he, touching his hat, and evidently in no doubt as to the answer.

"No," said I desperately; "to Longmains."

For an instant he looked staggered, as if doubting his own ears; then prepared to get on the box.

"Stay," said I; "you must not come with me. You must find your own way home, and tell the young ladies not to be alarmed, however late it may be before I return, and tell him to go on and drive as quick as he can."

I was off; we clattered with a spurious briskness until we had left behind us the streets of the little town. Then we dropped into a tired crawl, in which we continued. The horse was evidently all but done. Ah! but for me, he might have had his poor nose in his manger!

They certainly had not erred on the side of exaggeration who had told me that the road was not a good one. It was abominable. I was tossed up in the air and caught again a hundred times like a cup and ball, by the monstrous ruts; the fly smelled rampantly of straw and fust and worm eaten cloth; the piercing winds blew through it. If any one in after time ever asked me what was the distance between Salcote and Longmains, I always answered thirty miles. And I really believed it.

At last, however, we stopped at a gate, the driver got down; there was no lodge; and after interminable fumbling he opened it, and we passed through. There were three more gates, at all of which he fumbled, so that when at last we drew up at a hall door I had the pleasure of hearing the hour of 6 tolled distinctly by several clocks within and without the house.

[TO BE CONTINUED.]

A cablegram announces the death in England of Mrs. F. D. Corbett, wife of a prominent Halifax business man and a daughter of the late John Esson.


### ADVICE TO MOTHERS.

Are you disturbed at night and broken of your rest by a sick child suffering and crying with pain of cutting teeth? If so, send at once and get a bottle of MRS. WINSLOW'S SOOTHING SYRUP FOR CHILDREN TEETHING. Its value is incalculable. It will relieve the poor little sufferer immediately. Depend upon it, mothers, there is no mistake about it. It cures dysentery and diarrhœa, regulates the stomach and bowels, cures wind colic, softens the gums, reduces inflammation, and gives tone and energy to the whole system. MRS. WINSLOW'S SOOTHING SYRUP FOR CHILDREN TEETHING is pleasant to the taste, and is the prescription of one of the oldest and best female nurses and physicians in the United States, and is for sale by all druggists throughout the world. Price 25 cents a bottle.

The James River, Virginia, is rising four inches an hour and is already 17 feet above ordinary high mark. It is still rising.

### A BABY IN DANGER.

My baby was taken very bad with diarrhœa; nothing did any good until I tried Dr. Fowler's Extract of Wild Strawberry. I am certain nothing equals it, and could not do without it in time of summer complaint and diarrhœa. MRS. A. L. BURR, Shell River, Man.

### EXCELS ALL OTHERS.

I used one bottle of Burdock Blood Bitters for constipation and loss of appetite and it cured me. I would not be without it at six times the price if I could not get all others. WILLIAM WILSON, Galt, Ont.

### MYSTIC WORDS.

I can recommend Dr. Fowler's Extract of Wild Strawberry for chronic diarrhœa, as I have used it for two years and can get nothing else that helps me like it. JANE TAYLOR, Mystic, P. Q. This medicine cures all summer complaints.

### HELP WANTED

By all who suffer from dyspepsia, biliousness, sick headache jaundice, liver complaint, rheumatism, dropsy, etc. Loss no time in procuring Burdock Blood Bitters, nature's regulator and tonic. It is a prompt and permanent cure for all diseases of the blood, liver, kidneys, bowels and stomach.

### AN OLD FAVORITE

That has been popular with the people for thirty years is Dr. Fowler's Extract of Wild Strawberry for all varieties of summer complaints of children or adults. It seldom or ever fails to cure cholera morbus, diarrhœa and dysentery.

### ON THE INCREASE.

So increasingly prevalent has scrofulous diseases become that we call the attention of our readers to the best blood purifier and alterative known, viz., Burdock Blood Bitters, which unlocks all clogged secretions and removes all blood diseases from a common pimple to the worst scrofulous sore.

A report comes from Rusagornish that a married woman named Connolly disappeared from her home a few days ago and has not been seen. It is said that there had been domestic trouble. It is also said that her father dragged the stream in the vicinity searching for the body.

That distention of the stomach which many people feel after eating, may be due to improper mastication of the food; but, in most cases, it indicates a weakness of the digestive organs, the best remedy for which is one of Ayer's Pills, to be taken after dinner.

Mrs. Adams, an invalid aged 75 years, who resides in Ancaster township, Ontario, was burned to death last night by her clothes taking fire, while trying to light a lamp.

The vicissitudes of climate are trying to most constitutions, especially to people having impure blood. For all such (and they constitute the majority), the best safeguard is Ayer's Sarsaparilla, the use of which cleanses the blood and strengthens and invigorates the system.

A river driver of Belleville, Ont. was drowned yesterday in the Trent river near Trenton, after breaking a log jam.

For restoring the color, thickening the growth, and beautifying the hair, and for preventing baldness, Hall's Hair Renewer is unsurpassed.

KEENAN & RATCHFORD,

Ranges, Stoves, Kitchen Furnishing Goods, etc.

GENERAL JOBBING.

*8 and 10 Waterloo Street, near Union St.*

With a large experience and work that cannot be excelled, we solicit the patronage of the public.

R. J. WILKINS.

House, Ship, and Sign Painter,

*Haymarket Square, St. John, N. B*

Orders left at the National by telephone or otherwise promptly attended to.

DR. FOWLER'S EXT: OF WILD STRAWBERRY CURES CHOLERA Cholera Morbus COLIC and CRAMPS DIARRHŒA DYSENTERY

AND ALL SUMMER COMPLAINTS AND FLUXES OF THE BOWELS IT IS SAFE AND RELIABLE FOR CHILDREN OR ADULTS.

ST. JOHN BOLT and NUT CO.

Manufacture mild STEEL RIVETS fully equal, if not superior, to the best Scotch Rivets.

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A. RAMSAY & SON'S

MONTREAL

AGENTS FOR WINSOR & NEWTON'S Celebrated Manufactures.

COCKLES' COMPOUND ANTIBILIOUS AND FAMILY APERIENT PILLS,

THE GREAT ENGLISH REMEDY OF PURELY VEGETABLE INGREDIENTS AND WITHOUT MERCURY. USED BY THE ENGLISH PEOPLE FOR OVER 120 YEARS.

These Pills consist of a careful and peculiar admixture of the best and mildest vegetable aperients and the pure extract of Flowers of Chamomile. They will be found a most efficacious remedy for derangements of the digestive organs, and for obstructions and torpid action of the liver and bowels which produce indigestion and the several varieties of bilious and liver complaints. Sold by all Chemists.

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EVANS & SONS, LIMITED, MONTREAL.

OAK-TANNED BELTING

QUALITY UNEXCELLED.

THE J. C. McLAREN BELTING CO. MONTREAL.

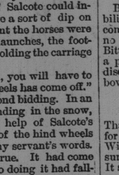
PLATE GLASS

French Mirror Plate

AGAINST BREAKAGE INSTALMENT

MONGENAIS, BOIVIN & CO. MONTREAL

H. JONAS & CO.




GROCERS' SUNDRIES

ESSENTIAL OILS AND Flavoring Extracts

MINARD'S "KING OF PAIN." LINIMENT

CURES PAINS—External and Internal.

RELIEVES Swellings, Contractions of the Muscles, Stiffness of the Joints, Sprains, Strains.

HEALS Bruises, Scalds, Burns, Cuts, Cracks and Scratches.

BEST STABLE REMEDY IN THE WORLD.

CURES Rheumatism, Neuralgia, Hoarseness, Sore Throat, Croup, Diphtheria, and all kindred affections.

LARGE BOTTLES! POWERFUL REMEDY! MOST ECONOMICAL!

AS IT COSTS BUT 25 CENTS.

Druggists and Dealers pronounce it the best healing medicine they have.

BEWARE OF IMITATIONS, of which there are several in the market. The genuine only prepared by and bearing the NAME OF

C. C. RICHARDS & CO., YARMOUTH, N. S.

Canadian Express Company.

General Express Forwarders, Shipping Agents and Custom House Brokers.

Forward Merchandise, Money and packages of every description; collect notes, Drafts, Accounts and Bills, with goods (C. O. D.) throughout the Dominion of Canada, the United States and Europe.

Special Messengers daily (Sunday excepted) over the Grand Trunk, Quebec and Lake St. John, Quebec Central, Canada Atlantic, Montreal and Sorel, Nanaimo, Tamworth and Quebec Central Ontario and Consolidated Midland Railways, Intercolonial Railway, Chatham Branch Railway; Steamship Lines to Digby and Annapolis and Charlottetown and Summerside, P. E. I., with nearly 600 agencies.

Connections made with responsible Express Companies covering the Eastern, Middle, Southern and Western States, Manitoba, the Northwest Territories and British Columbia.

Express weekly to and from Europe via Canadian Line of Mail Steamers.

Agency in Liverpool in connection with the forwarding system of Great Britain and the Continent.

Shipping Agents in Liverpool, Montreal Quebec and Portland, Maine.

Goods in bond promptly attended to and forwarded with despatch.

Invoices required for Goods from Canada to United States or Europe, and vice versa.

JAMES BYRNE, Ass't Supt. J. R. STONE, Agent. St. John, N. B.

CAUSEY & MAXWELL,

Masons and Builders.

Mason Work in all its Branches.

Slating and Cement Work a specialty

Boilers, Ranges, Mantels and Grates Set, of the most approved patterns.

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Order Slate at A. G. Bowes & Co., Canterbury Street.

W. CAUSEY, Mecklenburg St. ROBT. MAXWELL, Saint David St.

WILLIAMS BROTHERS,

Cash Grocery stores.

Save 35 per cent by buying your groceries for cash.

Prices as follows:

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| STAR FLOUR Bbl | $5.6 |
| BUTTER, choice, lb | 20 |
| NEW CHEESE lb | 14 |
| COLEMAN'S STARCH lb | 12 |
| CORN STARCH, package | 10 |
| BIRD SEED " | 8 |
| WHEAT GRITS bag | 25 |
| PICKLES bottle | 15 |

WILLIAMS BROTHERS,

Corner Princess and Charlotte, and 115 Brussels street.

A Complete Stock of Ferris' Celebrated Good Sense Corset Waists FOR Ladies, Young Ladies and Children.

Chas. K. Cameron & Co., 77 King street.

THE KEY TO HEALTH.

BURDOCK BLOOD BITTERS

Unlocks all the clogged avenues of the Bowels, Kidneys and Liver, carrying off gradually without weakening the system, all the impurities and foul humors of the secretions; at the same time Correcting Acidity of the Stomach, curing Biliousness, Dyspepsia, Headaches, Dizziness, Heartburn, Constipation, Dryness of the Skin, Dropsy, Dimness of Vision, Jaundice, Salt Rheum, Erysipelas, Scrofula, Fluttering of the Heart, Nervousness, and General Debility; all these and many other similar Complaints yield to the happy influence of BURDOCK BLOOD BITTERS.

T. MILBURN & CO., Proprietors, Toronto

ALWAYS ASK FOR THE ISLAY BLEND REGISTERED TRADE MARK WHISKY, MACKIE & Co's VERY OLD.

See Analytical Report on Each Bottle 6 Years Old. DISTILLERIES:— LAGAVULIN, LAPHROAIG, } ISLAND OF ISLAY, ARGYLESHIRE. OFFICE, 5 DIXON STREET, GLASGOW.

BEEF, LAMB, MUTTON, DEAN'S SAUSAGES. VEAL, HAM, BACON, LARD, POULTRY, VEGETABLES.

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of thought, a defective memory, a disinclination to labor, and a distaste for business, are the symptomatic indications of Nervous Debility, and these symptoms are usually accompanied by Seminal Weakness and Impotency. The necessary consequences are Consumption and Death. "Lane's Specific Remedy," an invaluable preparation for the permanent cure of all nervous diseases. Sold at one Dollar per Package, or sent on receipt of price to any address, free of charge.

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Young Men should read Dr. Lane's Essay, "Nervous Diseases," mailed free to any address.

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Coffin and Casket Material of all kinds, for Sale at Lowest Prices. Orders in the City and County attended to with despatch


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*Advertisements under this head inserted for 10 cents each time, or fifty cents a week. Payable in advance.*

BOARDING—A few single gentlemen can be accommodated with board at 49 Mecklenburg street, pleasant rooms, nice location. Apply on the premises.

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*Advertisements under this head inserted for 10 cents each time or fifty cents a week. Payable in advance.*

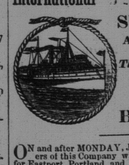
TO LET—Two Houses, on King St. East, Nos. 219 and 221; containing all modern improvements. Will be let at a moderate rent for the present year. Apply to CHAS. PATTON, corner of Princess and Pill street.

TO LET—The residence of the late Mrs. Robert Jardine, on the Marsh Road, one mile from the city, known as Woodside, with Stable, Barns, Garden and 25 acres land. Apply to JOHN BOYD, Market Square.

TO LET—In the Domville Building, large and small ROOMS, centrally located remember, pleasant and comfortable small families can be accommodated. Enquire of A. L. SPENCER, on the premises.

TO LET—Brick Store, Corner Portland and High sts., Portland. A good stand for grocery store, provisions and country produce. John Connolley, Corner Portland and High sts.

## STEAMERS.

International Steamship Co., SUMMER Arrangement. *Three Trips a Week.* FOR BOSTON.

ON and after MONDAY, June 17th, the Steamers of this Company will leave Saint John for Eastport, Portland and Boston every MONDAY, WEDNESDAY and FRIDAY morning at 7.30 Standard.

Returning will leave Boston same days at 8.30 standard, a. m., and Portland at 5.30 p.m. for East port and Saint John.

Connections at Eastport with steamer "Rose Standish" for Saint Andrews, Calais and St. Stephen.

Freight received daily up to 5 p. m.

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BAY OF FUNDY S. S. CO. (LIMITED.)

SUMMER SAILINGS.

ON and after 1st June, the "CITY OF MONTICELLO" will sail from Her Company's Wharf, Reed's Point, on

Monday, Wednesday, Thursday, Friday and Saturday,

7.45 a. m., local, for DIGBY and ANNAPOLIS Returning same days, and sails here at 5.45 p. m.

Excursion tickets will be issued on Saturdays at St. John, Digby, and Annapolis, good to return either way on Monday, at one fare.

Tourists and invalids paying full one way, and desiring to return same day, will be entitled to return, tickets free, on application at the Purser's office on board.

H. D. TROOP, Manager.

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THE above first class swift, staunch and commodious steamer, having been rebuilt and refurnished under the strictest government requirements, will, until further notice, leave her wharf Indiantown, TUESDAYS, THURSDAYS and SATURDAYS, at 10 a. m., local time, and calling at all intermediate landings. Returning is due at Indiantown at 1 p. m. on alternate days.

N. B—Excursionists going up Saturday can return Monday free.

The Steamer can be chartered for excursions on afternoons of Monday, Wednesday and Friday at much less cost than at any other time.

J. E. PORTER, Manager.

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FOR YARMOUTH, N. S. and Boston.

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Leaves St. John for YARMOUTH every TUESDAY and FRIDAY EVENINGS at 7.30 p. m., (calling at WESTPORT when clear), connecting with S. S. YARMOUTH for Boston, WEDNESDAY and SATURDAY EVENINGS and with Steamer City OF ST. JOHN, for Halifax, South Shore Ports on THURSDAY MORNINGS.

CHAS. McLAUCHLAN & SON, Agents.


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Saint John and Fredericton.

UNTIL further notice Steamer ACADIA will leave Indiantown, for Fredericton, Gibson and intermediate points, on TUESDAY, THURSDAY and SATURDAY MORNINGS, at NINE o'clock, local time. Returning will leave Fredericton on MONDAY, WEDNESDAY and FRIDAY MORNINGS at EIGHT o'clock.

DAILY TRIPS—Commencing WEDNESDAY, June 26th, the splendid, fast and commodious steamer "DAVID WESTON," the steamer par excellence of the River St. John, having undergone very extensive repairs, being newly timbered, trunsed and planked, in effect having been rebuilt, and having had extensive repairs effected to machinery and boilers, and also being elegantly furnished and painted, will take her place on the route, leaving Indiantown on Mondays, Wednesdays and Fridays at nine o'clock, Returning, to leave Fredericton on Tuesdays, Thursdays and Saturdays at eight o'clock. Steamer Acadia running on the alternate days as above. Our usual popular excursions to Hampstead and intermediate points, "out of the Hurly Burly," on Wednesdays and Saturdays, up and back same day.

Tickets to Fredericton, etc issued on Saturday at one fare, good to return free on Monday following.

P. S. See our Time Tables with map of River.

E. B. HUMPHREY, Manager.

Office at wharf, Indiantown. Special Agency at H. Chubb & Co's. Prince Wm. street.


## HOTELS.


New Victoria Hotel,

248 to 252 Prince Wm. Street,

*SAINT JOHN, N. B.*

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One minute's walk from Steamboat landing Street Cars for and from all Railway Stations and Steamboat Landings pass this Hotel every five minutes.

CAFE ROYAL,

Domville Building,

Corner King and Prince Wm. Streets,

MEALS SERVED AT ALL HOURS.

DINNER A SPECIALTY.

*Pool Room in Connection.*

WILLIAM CLARK.

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M. R. C. S., Eng.

Office, - - 44½ Cobourg Street,

St. John, N. B.

PUSS! PUSS!

You can buy one of our elegant new Clocks, a Turkish Rug, a pair of Lace Curtains, a Caster or almost anything you want, by paying

50 CENTS A WEEK,

NATIONAL SUPPLY CO.,

187 Charlotte street.

PICTOU COAL.

NOW landing ex Maggie Willett, 250 TONS ACADIA MINE PICTOU COAL. This is the best coal known for cooking stoves or ranges.

Also, ex sch. Rondo, 200 Tons Stove or Nut and Chestnut sizes HARD COAL.

For sale by

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No. 2 Nelson street.

New Complete Stock to choose from at the

BOSTON SHOE STORE

211 Union St.

Great Bargains Given.


## RAILROADS.

INTERCOLONIAL RAILWAY.

1889 SUMMER ARRANGEMENT. 1889.

ON and after MONDAY, 10th June, 1889, the trains of this Railway will run daily (Sunday excepted) as follows:—

TRAINS WILL LEAVE ST. JOHN

| | |
|---|---|
| Day Express for H'f'x and Campbellton | 7.00 |
| Accommodation for Point du Chene | 11.10 |
| Fast Express for Halifax | 14.30 |
| Express for Sussex | 16.35 |
| Fa Express for Quebec and Montreal | 16.35 |

A Parlor Car runs each way daily on Express trains leaving Halifax at 8.30 o'clock and St. John at 7.00 o'clock. Passengers from St. John for Quebec and Montreal leave St. John 16.35 and take Sleeping Car at Moncton.

TRAINS WILL ARRIVE AT ST. JOHN.

| | |
|---|---|
| Express from Sussex | 8.30 |
| Fast Express from Montreal and Quebec | 10.50 |
| Fast Express from Halifax | 14.50 |
| Day Express from H'f'x and Campbellton | 20.10 |
| Day Express from Hfx, Pictou : Mulgrave | 22.30 |

The trains of the Intercolonial Railway to and from Montreal are lighted by electricity and heated by steam from the locomotive.

All trains are run by Eastern Standard Time.

D. POTTINGER, Chief Superindendent.

RAILWAY OFFICE, Moncton, N. B., June 8th, 1889.

New Brunswick Railway Co'y.

ALL RAIL LINE TO BOSTON &C.

"The Short Line" to Montreal &c.

ARRANGEMENT OF TRAINS; in effect July 8th, 1889. Leaves St. John Intercolonial Station—Eastern Standard Time.

6.40 a. m.—Fast Express for Bangor, Portland, Boston, &c.; Fredericton, St. Stephen, St. Andrews, Houlton, Woodstock and points north. Pullman Buffet Parlor Car for Boston.

8.45 a. m—Accommodation for Bangor, Portland, Boston, &c.; Fredericton, St. Andrews, St. Stephen, Houlton, Woodstock.

3.00 p. m.—Fast Express, "via Short Line," for Montreal, Ottawa, Toronto and the west; St. Andrews, St. Stephen, Houlton and Woodstock.

Canadian Pacific Sleeping Car for Montreal.

4.45 p.m.—For Fredericton and intermediate points.

8.30 p. m—(Except Saturday night)—Express for Bangor, Portland, Boston, and points west; St. Stepen, Houlton, Woodstock. Presque Isle &c.

Pullman Sleeping Car for Bangor.

RETURNING TO ST. JOHN.

FROM BANGOR, 6.00 a. m.; 3.35 p. m., Parlor Car attached; 7.30 p. m., Sleeping Car attached.

MONTREAL, "via Short Line," 8.20 p. m. daily except Saturday.

Canadian Pacific Sleeping Car attached.

VANCEBORO, 1.15, 10.5 a. m., 7.10 p. m.;

WOODSTOCK 7.50, 10.30 a. m., 8.20 p. m.;

HOULTON 7.40, 10.20 a. m., 8.30 p. m.;

ST. STEPHEN 9.00, 11.40 a. m., 5.15 10.0 p. m;

ST. ANDREWS 7.55 a. m.; 3.25, 8.5.

FREDERICTON 6.00, 11.20 a. m., 3.20 p. m.;

ARRIVE AT ST. JOHN 8.45, 8.20 a. m., 2.10, 7.10, 10.30, p. m.

LEAVE CARLETON.

7.55 a.m—For Fairville, and points west.

4.40 p.m—For Fairville, Fredericton, and intermediate points.

ARRIVE AT CARLETON.

8.45 a. m—From Fairville, Fredericton &c.

5.10 p.m—From Fairville and points west.

A. J. HEATH, Gen. Pass. and Ticket Agent. F. W. CRAM, Gen. Manager.

Shore Line Railway.

ST. STEPHEN & ST. JOHN

Eastern Standard Time.

ON and after MONDAY, June 24, Trains will run daily, Sundays excepted, as follows:

LEAVE St. John at 7.00 a. m., and Carleton at 7.30 a. m., for St. George, St. Stephen and intermediate points, arriving in St. George at 9.56 a. m.; St. Stephen 11.05 a. m.

LEAVE St. Stephen at 3.00 a.m., St. George 10.00 a. m.; arriving in Carleton at 12.20 p. m.; St. John at 12.40 p. m.

Freight up to 500 or 600 lbs—not large in bulk—will be received by JAS. MOULSON, 40 Water street, up to 5 p. m.; all larger weights and bulky freight must be delivered at the warehouse, Carleton, before 6 p. m.

Baggage will be received and delivered at MOULSON'S, Water street, where a truckman will be in attendance.

W. A. LAMB, MANAGER.

St. John, N. B., June 17, 1888.

sun, tel.

Buctouche and Moncton Ry.

ON and after MONDAY, June 10th, trains will run as follows:

| No. 1. | | | No. 2. | | |
|---|---|---|---|---|---|
| Lv. | Buctouche | 7 30 | Lv. | Moncton | 16 45 |
| | Little River | 7 38 | | Lewisville | 16 49 |
| | St. Anthony | 8 04 | | Humphreys | 16 53 |
| | Cocagne | 8 20 | | Irishtown | 17 15 |
| | Norte Dame | 8 22 | | Cape Breton | 17 25 |
| | McDougall's | 8 32 | | Scotch Settl | 17 33 |
| | Scotch Settl | 8 50 | | McDougall's | 17 45 |
| | Cape Breton | 8 58 | | Notre Dame | 18 01 |
| | Irishtown | 9 08 | | Cocagne | 18 03 |
| | Humphreys | 9 30 | | St. Anthony | 18 19 |
| | Lewisville | 9 34 | | Little River | 18 35 |
| Ar | Moncton | 9 38 | Ar. | Buctouche | 18 53 |

Trains will connect at Moncton with I. C. R trains Nos. 9 and 2 to St. John and Halifax. Returning will leave Moncton after arrival of Nos. 4 and 1 from St. John and Halifax.

C. F. HANINGTON, Manager.

Moncton, June 9, 1889.

THE CANADIAN PACIFIC RAILWAY.

Short Line Trains

Leave St. John daily at 3 p. m. (Except Sunday) for Montreal without Change.

Connections are made at Montreal with trains for Ottawa, Toronto, Detroit, Chicago and the West.

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—AND—

PACIFIC COAST TRAIN,

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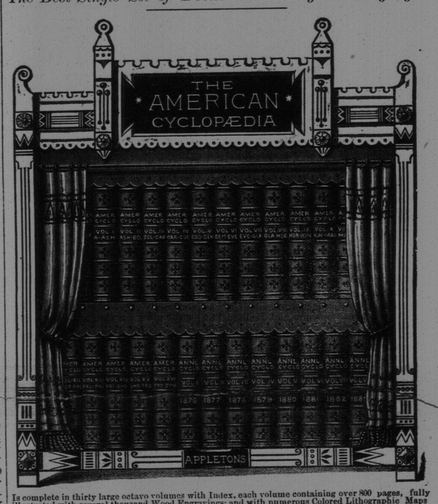


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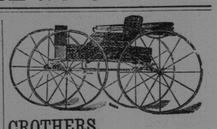

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