SHIP NEWS.

PORT OF ST. JOHN. Arrived.

Jan 7—Str Alcides, 2,181, Davies, from Glasgow, Schofield and Co, gen cargo. Sch Lizzie D Small (Am), 180, Reicker, from Boston, A W Adams, bel. Coastwise—Schs Satellite, 26, Hicks, from Westport; Aurelia, 21, Scovil, from Grand Manan. Manan.
Jan 8—Sch Ira D Sturgiss, 223, Kerrigan, from Dover, Jas Doncghue, bal.
Jan 10.—Str Flushing, Ingersoll, from Grand Manan, Merritt Bros. and Co., malls, press and mase.
Sch A P Emerson (Am), 231, Odell, from Boston, R C Elkin, bal.
Sch Rowena, 96, Morris, from Boston, J W Kesst, bal.
Sch Rewa, 122, McLean, from New York, D J Purdy, coal.
Sch E H Foster, 124, Wilcox, from Boston, Elkin and Hatfield, bal.
Sch D H Foster, 124, Wilcox, from Boston, E W Williams, bal.
Sch Onward, 92, Colwell, from Beverley, A W Adams, bal.
Ccastwise—Sch Rita and Rhoda, 8, Ingalis, from North Head; Margaret, 49, Dickson, from Beaver Harbor; Alph B Parker, 39, Outhouse, from Tiverton.

Cliesred.

Jan 7-Sch Georgia, Longmire, for New York. Sen Mary F Corson, Baisley, for New Parrsboro,

Jan. 10.—Sch Cathie C Berry, Hall, for City Island f o.

Coastwise—Sch Willie D, Ogilvie, for Parrsboro,

CANADIAN PORTS.

Arrived.

HALIFAX, N S, Jan 8-Ard, strs Portia Farrell, from St Johns, NF, and sailed for New York; St John City, Harrison, from London; 9th, str Halifax, Pye, from Boston; bark Clara E McGilvery, Lynch, from do. Sld, str St John City, for St John. At Kingsport, Jan. 7, sch Hattle McKay, Durant, from Five Islands.

HALIFAX, N S, Jan. 10-Ard, str Bona, Muh. from New York for Queenstown, just in to land second officer, who was knocked down by sea Friday ast and had his thigh broken and was hurt internally. He was sent to the hospital; schs Moes Rose, Lohnes, from Newark, N J; Annie G Guiner (Am), Peterson, from Souris, PEI, bound to Gloucester, Mass (and sailed); Athlon, Conrol, from Boston; Ida, Fraser, from Demerara; Minnie Hickman, Hickman, from Boston. Sailed, str Portia, Farrell, for New York (not previously); Ulunda, Fleming, for Liv-erpool, via St Johns, N F.

Cleared. At Kingsport, Jan 7, sch Schaffner Bros. LeCain, for Havana.

BRITISH PORTS.

Arrived. At Savana-la-Mar, Dec 21, sch Walter Sumner, McLean, from Manzanlila.
At Little Bay, Js. Dec 23, bark Peerless, Saunders, from Teneriffe.
QUEENSTOWN, Jan 7—Ard, str Etruria, from New York for Liverpool, and proceeded without communicating with the shore, owing to bail washer. without communicating with the shore, owing to bad weather.

At Liverpool, Jan 8, str Barcelona, from Halifax via 8t John.

At Demerara, Dec 13, schs Elma, Baker, from Barbados, and sld 17th for Florentina; Ida, Fraser, from Halifax, and sld 18th on return; 22nd, str Taymouth Castle, Ferbes, from Trinidad; sch Trader, Swim, from Shelburge.

proceeded.
Sid, str Lake Onterio, from Liverpol for St
John via Halifax.
At London, Jan 2, bark Corryvrechan,
Bent, from Sydney, NSW.
At Hull, Jan 7, bark Alfarian, Stoerk, from
St. Margarot's Bay.
SWANSEA, Jan. 8—Ard, bark Stdonian, more, from Portland.

MANCHESTER, Jan. 10—Ard, str Barcelons, from Hallfax, NS, via St Johns:

LIVERPOOL, Jan. 10—Ard, str Lake Huron, from St John, N B, via Hallfax, Sailed, 9th, str Algerina, for St. Johns, N F. LONDON, Jan. 10-Ard, str Bostonian

ANDROSSAN, Jan 3—Sl1, 5tr Glen Head, from Belfast for St John.
From Queenstown, Jan 7, bark Samaritan, Deater, from San Francisco for Tyne dock.
From Bermide, Jan 7, ship Vanioo, Baker, from St John.

From Mauritius, Nov 25, Altona, Collins, From Furrachee.
From Part Elizabeth, Dec 13, ship J V
Troop, Beveridge, for Newcastle, NSW.
From Exmouth, Jan. 7, bark Iodine, Moors, for Delaware Breakwater.
GLASGOW, Jan. 8—Salled, strs Concordia,
for St John, N B; Norwegian, for Boston.
AVONMOUTH, Jan. 8—Salled, str Etolia,

FOREIGN PORTS.

At Buenos Ayres, Dec 30, barktn Hillside, Morrill, from Yarmouth.
At Manila, Dec 14, bark E A O'Brien, Pratt, from Newcastle, NB.
At Bostoa, Jan b, sch Wm Jones, Mc-Lean, from Norfolk.

At Banicawante Nov 21, ship Walter W Lean, from Nosfolk.

At Banjoswangie, Nov 21, ship Walter H
Wilson, Doty, from Samarang.

L'UTCH ISLAND HARBOR, R I, Jan 7—
Ard, schs Annie Bliss, from Hillsboro, NB,
for New York: Kolon, from Sands River,
NS, for New York: Orozimbo, from Calais
for New York: Saran L. Haton, from Calais
for New York: Saran L. Haton, from Calais
for Sag Harbor.

HOOTHBAY, Me, Jan 7—Ard, sch Sackville, from River Hebert, NS.

BOSTDN, Jan 7—Ard, strs Canada, from
Biyerpool: Mab, from Dunkirk: St Croix,
from St John, NB.

Anchored in the roads, sch Nellie J
Crocker, from Philadelphia for Portland.

Cid, schs Athlon, for Halifax, NS; E H
Foster, for St John, NB.

At Montevideo, Jan 1, ship Anglo-America,
Hammond, from Greenock via Carrickfergus.

Paspeblac.

VINEYARD HAVEN, Mass, Jan 3—Ard, schs Berrie Doone, from Weehawken for St John, Gladiator, from Placentia Bay, N F, via Gloucester for Philadelphia (and sid.)

BOSTON, Jan 8—Ard, str Prince Edward, from Yarmouth, NS; ch Annie, from Salmon Kiver, NS.

from Yarmouth, NS; ch Annie, from Salmon Kiver, NS.
Sid, etr Halifax, for Halifax; sehs Athlon, for Halifax; E H Foster, for St John.
BOSTON, Jan 9—Ard, str Boston, from Yarmouth, NS.
Sid, str Prince Edward, for Yarmouth, NS; sehs Emma E Potter, for Hereentsport, NS; sehs Emma E Potter, for Hereentsport, NS; sehs Emma E Potter, NS; sehs Emma E Potter, NS; sehs Emma E Potter, NS; NEPSARD HAVEN, Jan 7—Ard, sehs V:NEYARD HAVEN, Jan 7—Ard, sehs Stephen Bennett, from Port Johnson for Pottsmouth, Etta A Stimpson, from South Amtoy for do.

At Portsmouth, N H, Jan 7, seh Hattie Amitoy for do.

At Portsmouth, N H, Jan 7, sch Hattie

King, from Perth Amboy.

At Newport News, Jan 7, ship Euphemia,
Kiprey, from Marseilles via Tybee.

At Pensacola, Jan 9, bark Buteshire, Wyman, from Buenos Ayres, to load for Buenos

man, from Buenos Ayres, to load for Buenos Ayres.
At Savannah, Jan 10, bark Lancefield, Grant, from Rio Janeiro.
At Buenos Ayres, Dec 20, bark Hillside, Morrill, from Yarmouth, N S.
At Buenos Ayres, Dec 11, sch Mola, Parker, from Yarmouth; 13th, sch Americana, Smith, from St John.
At Portsmouth, Jan 7, sch Annie A Booth, Wasson, from Perth Amboy.
At San Francisco, Dec 3, bark Primrose, Hill, Wilson, from London.
At Shanghai (no date), bark Falkirk, Helms, from New York.
At Jacksonville, Jan 7, sch John S Parker, Gesner, from Las Palmas.
At New York, Jan 10, bark Still Water, Thurber, from Bahia.
PORTLAND, Me., Jan 10—Ard, sch Sackville Packet, Lunn, from River Hebert for New York; Dacotah, from Apple River, NS, for New York; Pefetta, from St John, N B, for do; Mirion, from do; Rebecca W Huddell, from do; Lyra, from do for Böston; M

L Newton, from Calais for do; May F Pike, from do; Annie Laura, from St John, N B, for Boston; Annie Harper, from do.

BOSTON, Jan. 10.—Ard, sch Lizzie Dyas, from Meteghan, N S.

VINEYARD HAVEN, Mass., Jan. 10—Ard, sch Clayola, from Weehawken for St John.

At Norfolk, Jan 5, ship Canada, Munro, for Rio Janeiro.

NTW YORK, Jan 7—Cld, ship Austrasta, for Shanghai; sch Clayola, for St John, NB. MALAGA, Jan 5—Ard, bark Barballan, Balmer, from St John.

At Pascagoula, Jan 8, sch Sierra, McNally, for Saguagoula, for At Pascagoula, Jan 8, sen Sierra, McNally, for Sagua.

At Jacksonville, Jan. 7, seh Evolution, Fitspatrick, for Demerara.

At New York, Jan 7, bktn Edward E Hutchings, Warner, for Cavenne.

At Rio Janeiro, Dec 7, bark Antigua, Holmes, for Barbados; 9th, brig C R C, Romaril, for Jersey.

NEW YORK, Jan. 10—Cleared, seh Eric, for St Jchn.

From Darien, Jan 5, bark Ossuna, Andrews, for Liverpool.

From Brunswick, Jan 4, seh Erie, Brown, for Burbados. From New Yark, Jan 5, sehs Etta A Stimpson, for Portsmouth; Stephen Bennett, for do; Newburgh, for St Croix.

NEW LONDON, Conn. Jan 7—Sid, sch John Stroup, from Moncton, NB, for New York. York.

INOTHBAY HARBOR, Me, Jan 9-Sid, schs Roger Drury, for New York; Rebecca W Huddell, for do; Pefotta, for do; Sackville Packet, for do; Marion, for New Haven; Harvard H Havey, for Fall River; Stella Maud, for Salem; Lyra, for do; Annie Harper, for do; Lakoto, for Boston; Forest Bell, for do; Annie Shephard, for do; Mazourka, for do; Clara and Mabel, for Portland; Cambridge, for Calais.

SALEM, Jan 3-Sid, str Parisian, for Livercodi. erpcol.
From Norfolk, Jan 7, ship Canada, Munro, for Rio Janeiro.
From New York, Jan 8, seh Clayola, McDade, for St John.
DUTCH ISLAND HARBOR, R I, Jan 10—Sailed, 9th, sehs Sarah G Smith, Annie Bliss, from Hillsboro, N B, for New York; Kolon, from Sands Riyer, N S, for New York; Lucy, from Calais for New York.
PROVINCETOWN, Mass., Jan. 10—Sailed, brig Louil, from Turks Island for Boston.

MEMORANDA. In port at Bermude, Jan 3, ship Vanloo, Baker, from Cardiff for St John, NB, having new foreyard made; sen Turban, Bulford,

new foreyard made; sen Turban, Bullord, diss.

In port at Whitehouse, Ja, Dec 25, brig James Brown, Chase, for Philadelphia.
In port at Gonaives, Dec 22, sen Therese, Matheson, from New York, disg.

CITY ISLAND, NY, Jan 7—Bound south, sechs Winnie Lawry, from St John, NB, via New Bedford; Walter Miller, from St John, NB, via sch Catabria, from Wirctor, NS, for New York.

CURACOA, Dec 20—In port, brig Curacoa, from New York; ard 27th, to sail 31st for Macoris, to loud for New York.

Pessed down at Reedy Island, Jan. 8, brig Atalanta, for Porto Rico; sch Alert, in tow of tug. Thos G Smith.

In port at Manila, Nov 23, bark Plymouth, Salter, for New York.

In port at Port Spain, Dec 22, schs Clotilde, LeBlanc, from Barbados, arrived 14th for Boston; Gold Seeker, Page, from Demerara, arrived 19th for Vineyard Haven for orders.

CITY ISLAND, Jan. 10—Bound south:
Schs John Stroup, from Monoton, NB; Romeo, from St John, N B, via Providence.

EOOTHBAY, Jan. 10—Ard, schs Fred Emeros, from Rockport; Eevern, from St John.

Bark Mistletoe, from St. John, N B, for Buenos Ayres, Pec 18, lat. 6 S., lon. 35 W.

full, Jan 7; bark Alfarian, Stoerk, from regard's Bay.

NSEA, Jan. 8—Ard, bark Sidonian, Information of the street given that White Island Ledge bell buoy red and black horizontal stripes, reporte adrift Dec. 23rd, was replaced Jan. 6th.

HUGHES—At St. Mary's Road, Lot 61, P. E. I., Dec. 30th, the wife of Patrick Hughes, of triplets, all boys. All doing well.

At Irishtown, N. B., Jan. 6, to the wife of Wm. Larracy, a son.

RCLPH—At Houtsport, N. S., Jan. 1, to Mr. and Mrs. John Rolph, a daughter.

MARRIAGES.

FRASHR-CLARKE At the residence of His Grace Architshop Williams of Boston, Mass., on Jan. 2nd, by the Rev. Fr. Dolan, John, third son of John Fraser of Antigchish, N. S., and Mary Ann, eldest daughter of Mrs. Mary Clarke and the late Patrick Clarke of Edinburgh, Soct.

HANSEN-CLIARK — Married at Harcourt, Kent Co., Dec. 30th, by Rev. J. K. McClure, H. B. Hansen to Miss Mary E. Clark, both of Bass River.

KEARNEY-LUNN—At the home of the bride, Summerfield, on Dec. 22, by Rev. S. J. Perry, Eber J. Kearney of Beechwood; to Miss Alms J. Lunn, both of Carleton Co.

DEATHS.

BECK—At Edgett's Lending, Albert Co., Dec. 31, Frank Beck, aged 21 years.

(AMERON—At Charlottetown, P. E. I., on Jan. 1st, John A. Cameron, in the 48th year of his age, leaving a wife, one son and one daughter to mourn,

(AMPRELLI—At Woodstock, N. B., Jan. 2, Mrs. Rose Ann, beloved wife of Colin McArthur, wite of the atte Jas. McGregor Fraser.

GAY—At Mount Hope, P. E. I., on Christmas Eve, Daniel A. Gay, aged 18 years, son of Abner Gay.

GRANT—At St. Nicholas River, Kent Co., N. B., Jan. 1st, James Grant, aged 86 years, leaving a widow and seven children to mourt their loss.

IRVING—At Hillsboro, Albert Co., N. B., Dec. 28th, Mrs. William Irving, aged 73 years. Dec. 29th, Mrs. Willam Irving, aged 73
years.

McINNIS—At Plotou Landing, N. S., Jan. 3,
1898; of pneumonia, Lauchlin McInnis, aged
72 years, leaving a whow, two daughters
and a sen to mourn their loss.

McHRIS—On Jan. 5th, at the Esplanade,
Charlottetown, P. E. I., Thomas Morris,
Beq., in his \$3rd year.

PIBRCE—At Quispansis, N. B., on Sunday,
Jan. 9th, Elizabeth, wife of George Pierce,
aged 38 years.

ROHERTSON—At Cavendish, P. E. I., on
Dec. 25th last, Isabella, relict of the late
John Robertson, aged 75 years.

SWEENEY—At the residence of his daughter, Mrs. J. J. Feran. 18 New Heath street,
ROXDUTY, Mass., Jan. 5th, Daniel J.
Sweeney, aged 69 years.

TRUEMAN—In this city, on Jan. 8th., Harriet Prince, relict of the late Thomas F.
Trueman, in the 82nd year of her age.

THE CANADA EASTERN.

A St. Martins Man's Views of the

While a Resident of Chatham Makes Some Interesting Observations Thereon

To the Editor of The Sun: Macs Sir-This morning's Sun prints at some length the views of a gentleman who claims to be a "well-wisher of Fredericton," regarding the proposed purchase of the Camada Bastern Railway by the government. If he had been an M-wisher he could hardly have succeeded better in diverting attention from the real question which ts now agitating the people of Fred-ericton. The gardeman devotes his energies to showing that Fredericton would not be served so well if the Canada Eastern were a part of the I. C. R. as it is served at present, the road being the private property of Mr. Gibson. Some of his reasons are good and some are not; but they have all of them only a theoretic interest; they are altogether aside from the real question. There has been no complaint in Fredericton against Mr. Gibson's management, and if Mr. Gibson's manag would agver have been any agilt in favor of its purchase by the gov ernment. But, unfortunately, Mr. Gibson is not going to retain the road. He wants to sell, and intends to sell. Everybody conversant with the matter knows that within twelve months the Canada Eastern will either be a part of the Intercolonial system or it will be under the control of the C. P. R. If Mr. Blair does not succeed in acquiring it, its bonds will be floated in London under the tender auspices of certain C.P.R. magnates, and these genitlemen will secure enough stock to give them a controlling influence in lits future management. The case, therefore, presents itself to the cit-izens of Fredericton not as I.C. R. versus Mr. Gibson, but as I. C. Tt. versus C. P. R. The choice is easy even if all of "Well-wisher's" argu nents were sound, Frederictorians would still immensely prefer I. C. R. to C. P. R. If the Canada Eastern falls into the hands of the C. P. R., then all three of the lines rudning from Fredericton will belong to this great corporation, and the city will be entirely at its mercy. The business men of Fredericton know that means, and are seeking to avoid such a calamity.

St. Martins, 4th January. Sir-Talking with a Chatham gentleman, the writer asked if he had observed the recent interview in the Sun upon the subject of the Canada Eastern railway. The North Shore man replied he had, but that it hardly did justice to the Chatham view of the situation. "Well," said the writer, "did not one of your local newspapers assent that the people of the north were entirely in favor of the government acquiring the road?" That may have been so reported by the paper that is toudying after

the minister of railways, but it is not true in fact, and was circulated to give Mr. Blair a little weak support in his efforts to force the road upon the government. Perhaps you do not un-derstand some of the inner workings of some of our railway schemes up in our section. Do you know that Senthe exchequer court for "extras" upon a part of the road that connects the main line of the I. C. R. with the Camada Eastern, this is the famous Derby branch? Well, knowing the old intl macy between the senator and the minister of railways, it is not to be wondered at that he should expect the minister's support and advocacy his claims for extras. But if the min ster should entertain such a proposition it is only reasonable, some would say necessary, that there should be a guid pro quo, and in such an event what would be more likely that the minister should summon the senator to aid him in the matter? And if aid was required, in what better manner could it be procured than by eliciting an expression of public opinion, such expression to be, as a matter of ticipated ratiway deal. It needed only a word, indeed only a hint, and our senator and his shadow, or perhaps I might say his substance, were most active in preparing for the approach ing visit of His Serene Highness the Railways. They first attempted to get the board of trade of Chatham to rescind a resolution they had passed favoring the acquirement of the road by the Canadian Pacific; failing in that, they then induced the town council to present the unfailing "nonpolitical" address.

This was the programme and the "non-political" address was prepared by the busy-body of the mouth-organ political stripe, revised and am by a feading conservative politician and at last it was presented in such a shape as would be difficult for its author to recognize it. It reply, Mr. Blair struck the key-note of the situation as far as Chatham and the North Shore is concerned, when he gave prominence to the desirability for cometitive lines of railway; that is the our board of trade; that is the feeling which animates the people of my county, and you can give it as the humberland that it will be more in the general interest that the govern-

ment should not spend any more money in acquiring branch lines." But why should the statement be ade as it was, through one of your newpspapers, by which one could only infer that the sentiment in Northumpunchase of the road by the govern-

"Art thou a stranger in Galilee, my friend? Don't you know that the paper that published that paragraph always says Aye! Aye! to anything that Snowball says or does; that Snowball has been found latterly always on the side of the government that Blair is a member of the govern-ment and a personal firlend of Snow-ball's; and that Blair wanted that expression of opinion that the people of Northumberland were satisfied, and he go the required paragraph, but the statement was not true."

"In other words," said the write "Blair wanted to make a deal to strengthen Blair in New Brunswick, and in order to get in his fine work with his colleagues in the government he required an expression of opinion, truthful or otherwise; to secure this he had recourse to his old allies in your county, and they with a view to favors past, present and prospec tive, attempted to carry the county for Blair, and called in the aid of hireling press to falsify your record as an independent constituency."
"You've hit it, old man, but I must

be off or I won't catch the train," and so the writer bade adieu to an old Black North, but, all the same, they raise white people up there, even if some of them do sell out for a consideration.

It is not St. John's selfishness that the Globe represents, but simply its own policy of thwarting Mr. Blair in any matter he undertakes.-Chatham

REFLECTIONS ON THE TORONTO GLOBE It is rumored that the opposition of the Globe to the purchase of the Can-ada Eastern is an interested one; that it is inspired from Canadian Pacific quarters; that that paper's great cir-culation and influence are turned against our people's interest in the favoring the investment of Canada's millions in building railways for the C. P. R. where other railways already exist and opposing the government's proposed purchase of our little Canada Eastern when the same big corpora

tion desires to get it under its con-

trol, is not to be explained on grounds

which can be readily understood by

the ordinary mind.—Chatham Ad-VIEWED WITH SUSPICION. It is unfortunate for Central New Brunswick that Mr. Blair is the only entative in the federal government for this province. The proposition to purchase was well entitled to the serious consideration of the cabinet. The investment would undoubtedly have been a good one for the whole country, and the running of the road as part of the I. C. R. would have relieved the enterprises of this city, and the North Shore as well, from any fear of future monopoly exactions. The failure of the scheme is due, not to a failure of the road to show good earning power, for the federal railway returns set the Canada Eastern up with the best dividend paying roads in Canada, but to the fact that the members of government and the members of parliament also have been led to view Mr. Blair's moves, whatever they may be, with suspicion, and to feel that the coun-try would be better off by having

nothing to do with them.-Fredericton THE BEST OF RESULTS

Always Follow the Use of Dr. Williams Pink Pills.

Two Cases in Which They Restored Health and Strength After All Other Means Had Failed-What They Have Done for Others They Will Do for You.

(From the Colborne Express.) There are few if any people in Murray township, Northumberland country, to whom the name of Chase is not amiliar. Mr. Jacob Chase, who has followed the occupation of farmer and fisherman and fishdealer, is especially well known. He has been a great sufferer from rheumanism, as all his neighbors know, but has fortunately succeeded in getting rid of the dis euse. To a reporter he gave the following particulars. I had been a sufferer from the matism for upwards of itwenty years, at times being confined to the house. At one time I was laid up for sixteen weeks, and during a portion of that time was confined to my bed, and perfectly helpless. I had the benefit of excellent medical treatment, but it was of no avail. I believe, too, that I have tried every medicine advartised for the cure of rheumatism, and I am sure I expended at least \$200.00 and got nothing more at any time than the meres emporary relief. At last I was in fuced to give Dr. Williams' Pink Pills a trial, and from that time I date my good fortune in getting rid of the dis ase. I continued using them for several months and daily found that the rouble that had made my life miser had left me and I was cured. I say

cured for I have not since had a re currence of the trouble. As proving the diversity of trouble are a cure it may also be mentioned that they restored Mrs. Frank Chase a daughter-in-law of the gentleman above referred to, to health and strength after all other means have apparently failed. Mrs. Chase says 'I can searcely tell what my troub was for even doctors could not agree as to the nature of it. One said it was consumption of the stomach, while prother was equally emphatic in dething I do know, and that is for years I was a slick woman. I know that I was afflicted with neuralgia, my blood was poor, and I was subject to depresing healathes. My appetite was not good alt amy time, and the leas exertion left me weak and despond-ent. A laidy friend who had been benefitted by the use of Dr. Williams' Pink Pills advised me to try them, and as they had also cured my fatherm-kw, I determined to do so, and I have much cause for rejoicing that I have made a well woman of me. I took the pills steadily for a couple of months, and at the end of that time was enjoying the blessing of good

You Can Say It All In One Breath.

The finest flavor and aroma, greatest strength and best value are to be found only in the famous

UNION BLEND TEA.

IN LEAD PACKETS

der it a dangerous ally of Ontario or other members of the Ottawa cabinet. We would like to believe that the rumor is unfounded, but its course in favoring the investment of O

WHOLESALE DISTRIBUTORS.

health. It gives me much pleasure to be able to bear public testimony to the value of this wonderful medicine." Dr. Williams' Pink Pills cure by roing to the root of the disease. They renew and build up the blood, and strengthen the nerves, thus ariving disease from the system. Avoid imitaltions by insisting that every box you purchase is enclosed in a wrapbing bearing the full trade mark, Dr. Williams' Pink Pills for Palle People.

WINTER PORT ITEMS.

(From Daily Sun, 4th inst.) The Beaver liner Lake Winnipeg which left Liverpool for this port Saturday last, has some 900 tons of cargo on board, and in addition thereto something like eighty-five passengers. The Head liner now discharging St. John cargo at Belfast, will return to this port to load for Dublin. It is expected she will leave St. John on the 25th inst.

S. S. Platea of the Battle line of steamers, now discharging cotton at Liverpool from Galveston, will come to St. John to load in connection with the Allan-Thomson contract, for London. She is expected to leave Liverpool in the course of a few days and wili bring out some general cargo. about January 26th.

(From Daily Sun, 5th inst.) The Beaver liner Gallia, Capt. Stew art, from Liverpool, arrived here about 10 o'clock last evening via Halifax. The work of discharging the vesse will be begun this morning.

The Allan-Thomson steamer Cheronea sailed yesterday morning for London with a full cargo. The mail steamer Lake Superior, Capt. Carey, sailed at 10 o'clock yesterday morning for Liverpool Halifax. Her cargo consisted of 8,374 bushels of peas, 11,350 of wheat, 8,603 barley, 42,000 of corn and 9,189 of oats 2 carloads of maple blocks, 9 of pulp. 5 of flour, 1 of oatmeal, 6 of meats, 2 of clover seed, 1 of handles, 4 of raticalism of Quebec. cheese, 7 of apples, 2 of furniture, 7 of hay, 1 of eggs, 1 of butter and 2 of sundries. She also took a lot of deals. Her live stock was made up of 306 head of cattle and 50 sheep.

(From Friday's Daily Sum) The mail steamer Gallia will get rid of her inward cargo today. brought a big lot of stuff over. Some of it was for Honolulu.

The cargo of the Allan-Thomso steamer Cheronea, which sailed Wednesday for London, consisted of 304 bbls apples, 88,052 bushels oats, 1,500 sacks flour, 250 cases canned goods, 2,701 bundles pulp, 300 bags oatmeal, 19,535 bushels buckwheat, 126 bales hops, 585 boxes cheese, 20.196 bushels red wheat, 8,130 bushels peas, 15,813 bushels white wheat, 150 drums malt extract, 250 cases canned goods, 182 bags peas, 217 bushels clover seed, 714 bags oats, 320 bags oatmeal, 477 boxes cheese. 234,095 feet deals and a lot of

The Donaldson steamer Alcides, Capt. Davis, arrived on Friday morn-She brought out a large quantity of goods for St. John and the west.

The Allan-Thomson steamer Man-tinea, Capt. Mulcahey, from this port, arrived at London Friday night. S.S. Glen Head of the Head line sailed Saturday from the other side for this port to load for Dublin. The mail steamer Gallia took in a lot of grain Saturday. There is ample cargo here for her. She is likely to take a large quantity of fresh meat

The Lake Ontario of the Beaver line, from Liverpool for this port, sailed from Moville Sunday. The Donaldson liner Concordia salled from Glasgow for this port Satur-

The mail steamer Galka is filling up rapidly. She will have six carloads of fresh meat from the west. Mr. Mc-Grath of this city will send over in her 100 carcasses of mutton. Her live stock will consist of 100 head of cat-

Royal mail steamship Lake Huron, which reached Moville on Saturday from Halifax, made the passage from across in eight days and six hours. starting out well in his career in makarrived from Montreal and was at Sand point yesterday making ercangements for the Livonian. The Furness line boat St. John City did not leave Hallfax until 8 o'clock yesterday morning, and will be due here at an early hour this morning.

CHAPLEAU-TARTE.

Full Details of the Governor's Famous

MONTREAL, Jan 9.- Mirder will out. Your correspondent has at last secured the full details of the famous Chapleau Tarte letter, the text of which cannot long be delayed.

That the head of the executive of this province had been for months plotting with Hon. Mr. Tarte to first secure control of the Quebec legisla-ture and later on form a coalition, both at Quebec and Ottawa, does not now admit of any doubt.

On the night of the 17th of Novem ber, 1896, Sir Joseph A. Chapleau, lieutenant governor of the province of Quebec and cormerly a conservative leader, sat flown before midnight at Spencerwood and penned an extrastle to the enemy of the conservative party, Hon.
J. Israel Tarte.

The letter was marked "private and ntial," and it was not addre ed in the second person sing and "Thou," as is generally the case when intimate friends write and speak in French, and for this reason the letter has been termed a political docu-

Sir Adolphe begins by declaring that he owes Mr. Tarte an apology for not having replied sooner to the iasit letter. Then his honor comes direct to business and states that Mr. Tarte, being the conservative element in the cabinet, is in constant conflict with the grits of Ontario and the

"Shoot the banditti," adds Sir Adolphe, "they deserve nothing else, being only on ticket of leave. If they give you trouble, these castor-rouges, I cam assure you hat I have had no less difficulty with my castor-blues."

The lieutement governor then pro-ceeds to reproach Mr. Tarte very tenderly for leplaring at St. Scholastique that the liberal war cry would now be "on to Quebec." This sentence will be understood when it is presumed that Chapleau and Tarte were workng for a tie as the result of the coming provincial elections, and his honor writes "The time is at hand at puebec when we are to put our projects into execution," and referring to the St. Scholastique incident his honor added: "I may be permitted to say that you were imprudent." Then with regard to the two political organizations known as the liberal and tory parties, Sir Adolphe Chapleau expressed his contempt of them in the following language: "The parties are but so many pens where the voting eattle are kept. We do not belong to this little chapel, but raither to the grand temple where all the men of good will do congregate."

Sir Adolphe then tells Mr. Tarte

that they must meet in order to fix upon more definite plans. Referring to the newspaper press the lieutenant governor again writes:

"You will perceive by the tone of La Presse that it favors our plans.
Berthiaume is well disposed, and he and Dansereau will look after that.
"Do not mind certain articles, however, as Blumhart is difficult to conrol. As for Le Monde, Mantel is well disposed. He is not your enemy, but he is the proprietor not the editor. Martin does not know our plans, but he is a good watch dog and defends his master's castle with desper-

ation when he thinks it is attacked."
Sir Adolphe Chapleau likewise
writes ithat he met Laurier and
touched upon the question, but as yet he had received no reply, and again, You have not forgotten the role played in preventing ambition Scotia from ruling the country with party founded forty years ago and ates the good."

His honor of Spencerwood asks the minister of public works to excuse the style as it is past midnight.

Str. Cape Breton arrived about mid-night from Louisburg, with a cargo of coal for the Messrs. Starr.

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