MC2398

POOR DOCUMENT

THE GREAT WAR SYNDICATE.

BY FRANK R. STOCKTON,

—AUTHOR OF—

"RUDDER GRANGE;" "AMOS KILBRIGHT—HIS ASPIRITIOUS EXPERIENCES;" "THE BEE-MAN OF ORN;" "THE CHRISTMAS WRECK;" "THE LADY OR THE TIGER;" "THE LATE MRS. NULL;" "THE HUNDREDTH MAN;" "THE CASTING AWAY OF MRS. LECKS AND MRS. ALESHINE;" "THE DUSANTES;" ETC., ETC.

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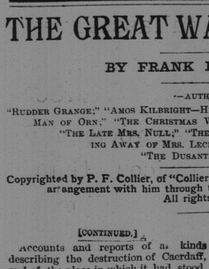
[CONTINUED.]

Accounts and reports of all kinds describing the destruction of Caerdaff, and of the place in which it had stood, filled the newspapers of the world. Photographs and pictures of Caerdaff as it had been and as it then was were produced with marvelous rapidity, and the earthquake bomb of the American war syndicate was the subject of excited conversation in every civilized country.



CAERDAFF AFTER THE BOMBARDMENT.

The British ministry was now the calmest body of men in Europe. The great opposition storm had died away; the great war storm had ceased, and the wisest British statesmen saw the unmistakable path of national policy lying plain and open before them. There was no longer time for arguments and struggles with opponents or enemies, internal or external. There was even no longer time for the discussion of measures. It was the time for the adoption of a measure which indicated itself, and which did not need discussion.

On the afternoon of the day of the bombardment of Caerdaff, Repeller No. 11, accompanied by her crabs, steamed for the English channel. Two days afterward there lay off the coast at Brighton, with a white flag floating high above her, the old Tallapoosa, now naval mistress of the world.

Near by lay a cable boat, and constant communication by way of France was kept up between the officers of the American syndicate and the repeller. In a very short time communications were opened between the repeller and London.

When this last step became known to the public of America, almost as much excited by the recent events as the public of England, a great disturbance arose in certain political circles. It was argued that the syndicate had no right to negotiate in any way with the government of England; that it had been empowered to carry on a war, and that if its duties in this regard had been satisfactorily executed, it must now retire and allow the United States government to attend to its foreign relations.

But the syndicate was firm. It had contracted to bring the war to a satisfactory conclusion. When it considered that this had been done, it would retire and allow the American government, with whom the contract had been made, to decide whether or not it had been properly performed.

The unmistakable path of national policy which had shown itself to the wisest British statesmen appeared broader and plainer when the overtures of the American war syndicate had been received by the British government. The ministry now perceived that the syndicate had not waged war; it had been simply exhibiting the uselessness of war as at present waged. Who now could deny that it would be folly to oppose the resources of ordinary warfare to those of what might be called prohibitive warfare?

Another idea arose in the minds of the wisest British statesmen. If prohibitive warfare were a good thing for America, it would be an equally good thing for England. More than that, it would be a better thing for England than two countries possessed the power of waging prohibitive warfare.

In three days a convention of peace was concluded between Great Britain and the American syndicate acting for the United States, its provisions being made subject to such future treaties and alliances as the governments of the two nations might make with each other. In six days after the affair at Caerdaff a committee of the American war syndicate was in London, making arrangements under the favorable auspices of the British government for the formation of an Anglo-American syndicate of war.

The Atlantic ocean now sprang into new life. It seemed impossible to imagine whence had come the multitude of vessels which now steamed and sailed upon its surface. Among these, going westward, were six crabs, and the spring armored vessel, once the Tallapoosa, going home to a triumphant reception, such as had never before been accorded to any vessel, whether of war or peace.

The blockade of the Canadian port, which had been effectively maintained without incident, was now raised, and the syndicate's vessels proceeded to an American port.

The British ironclad Adamant at the conclusion of peace was still in tow of Crab C, and off the coast of Florida. A vessel was sent down the coast by the syndicate to notify Crab C of what had occurred, and to order it to tow the Adamant to the Bermudas, and there deliver her to the British authorities. The vessel sent by the syndicate, which was a fast coast steamer, had scarcely hove in sight of the objects of her search when she was saluted by a ten inch shell from the Adamant, followed almost immediately by two others. The commander of the Adamant had no idea that the war was at an end, and had never failed, during his involuntary cruise, to fire at anything which bore the American flag, or looked like an American craft.

Fortunately the coast steamer was not struck, and at the top of her speed retired to a greater distance, whence the syndicate officer on board communicated with the crab by smoke signals.

During the time in which Crab C had had charge of the Adamant no communication had taken place between the two vessels. Whenever an air pipe had been elevated for the purpose of using therein a speaking tube, a volley from a machine gun on the Adamant was poured upon it, and after several pipes had been shot away the director of the crab ceased his efforts to confer with those on the ironclad. It had been necessary to place the outlets of the ventilating apparatus of the crab under the forward ends of some of the upper roof plates.

When Crab C had received her orders she put about the prow of the great war ship, and proceeded to tow her northeastward, the commander of the Adamant taking a parting crack with his heaviest stern gun at the vessel which had brought the order for his release.

All the way from the American coast to the Bermuda Islands, the great Adamant blazed, thundered and roared, not only because her commander saw, or fancied he saw, an American vessel, but to notify all crabs, repellers and any other vile invention of the enemy that may have been recently put forth to blemish the sacred surface of the sea, that the Adamant still floated, with the heaviest coat of mail and the finest and most complete armament in the world, ready to sink anything hostile which came near enough—but not too near.

When the commander found that he was bound for the Bermudas he did not understand it, unless, indeed, those islands had been captured by the enemy. But he did not stop firing. Indeed, should he find the Bermudas under the American flag, he would fire at that flag and whatever carried it, as long as a shot or a shell or a charge of powder remained to him.

But when he reached British waters, and slowly entering St. George's harbor, saw around him the British flag floating as proudly as it floated above his own great ship, he confessed himself utterly bewildered; but he ordered the men at every gun to stand by their piece until he was boarded by a boat from the fort and informed of the true state of affairs.

But even then, when weary Crab C raised herself from her fighting depth and steamed to a dock, the commander of the Adamant could scarcely refrain from sending a couple of tons of iron into the beastly sea devil which had the impertinence to tow him about against his will.

No time was lost by the respective governments of Great Britain and the United States in ratifying the peace made through the syndicate, and in concluding a military and naval alliance, the basis of which should be the use by these two nations, and by no other nations, of the instantaneous motor. The treaty was made and adopted with much more dispatch than generally accompanies such agreements between nations, for both governments felt the importance of placing themselves without delay in that position from which, by means of their united control of paramount methods of warfare, they might become the arbiters of peace.

The desire to evolve that power which should render opposition useless had long led men from one warlike invention to another. Every one who had constructed a new kind of gun, a new kind of armor or a new explosive thought that he had solved the problem or was on his way to do so. The inventor of the instantaneous motor had done it.

The treaty provides that all subjects concerning hostilities between either or both of the contracting powers and other nations should be referred to a joint high commission, appointed by the two powers, and if war should be considered necessary, it should be prosecuted and conducted by the Anglo-American war syndicate, within limitations prescribed by the high commission.

The contract made with the new syndicate was of the most stringent order, and contained every provision that ingenuity or foresight of man could invent or suggest to make it impossible for the syndicate to transfer to any other nation the use of the instantaneous motor.

Throughout all classes in sympathy with the administrative parties of Great Britain and the United States there was a feeling of jubilant elation on account of the alliance and the adoption by the two nations of the means of prohibitive warfare. The public sentiment acted even upon the opposition; and the majority of army and navy officers in the two countries felt bound to admit that the arts of war in which they had been educated were things of the past. Of course there were members of the army and navy in both countries who deprecated the new state of things. But there were also men still living who deprecated the abolition of the old wooden seventy-four gun ship.

A British artillery officer, conversing with a member of the American syndicate at a London club, said to him:

"Do you know that you made a great mistake in the beginning of your operations with the motor guns? If you had contrived an attachment to the motor which should have made an infernal thunderclap and a storm of smoke at the moment of discharge, it would have saved you a lot of money and time and trouble. The work of the motor on the Canadian coast was terrible enough, but people could see no connection between that and the guns on your vessel. If you could have sooner shown that connection you might have saved yourselves the trouble of crossing the Atlantic. And, to prove this, one of the most satisfactory points connected with your work on the Welsh coast was the jet of smoke which came from the repeller every time she discharged a motor. If it had not been for those jets I believe there would be people now in the opposition who would swear that Caerdaff had been mined, and that the ministry were a party to it."

"Your point is well taken," said the American, "and should it ever be necessary to discharge any more bombs—which I hope it may not be—we shall take care to show a visible and audible connection between cause and effect."

"The devil take it, sir!" cried an old captain of an English ship of the line, who was sitting near by. "What you are talking about is not war! We might as well send out a codfish, crust to settle national disputes. In the next sea fight we'll save ourselves the trouble of gnawing and crunching at the sterns of the enemy. We'll simply send a note aboard requesting the foreigner to be so good as to send us his rudder by bearer, which, if properly marked and numbered, will be returned to him on the conclusion of peace. This would do just as well as twisting it off, and save expense. No, sir, I will not join you in a fine, pious, I have made no alliance over new fangled inventions! Waiter, fetch me some rum and hot water!"

In the midst of the profound satisfaction with which the members of the American war syndicate regarded the success of their labors—labors alike profitable to themselves and to the recently contending nations—and in the gratified pride with which they received the popular and official congratulations which were showered upon them, there was but one little cloud, one regret.

In the course of the great syndicate war a life had been lost. Thomas Hutchins, while assisting in the loading of coal on one of the repellers, was accidentally killed by the falling of a derrick.

The syndicate gave a generous sum to the family of the unfortunate man, and throughout the United States the occurrence occasioned a deep feeling of sympathetic regret. A popular subscription was started to build a monument to the memory of Hutchins, and contributions came not only from all parts of the United States but from many persons in Great Britain, who wished to assist in the erection of this tribute to the man who had fallen in the contest which had been of as much benefit to their country as to his own.

Some weeks after the conclusion of the treaty a public question was raised, which at first threatened to annoy the American government, but it proved to be of little moment. An anti-administration paper in Pearkville, Ark., asserted that in the whole of the published treaty there was not one word in regard to the fisheries question, the complications arising from which had been the cause of the war. Other papers took up the matter, and the government then discovered that in drawing up the treaty the fisheries business had been entirely overlooked. There was a good deal of surprise in official circles when this discovery was announced; but as it was considered that the fisheries question was one which would take care of itself, or be readily disposed of in connection with a number of other minor points which remained to be settled between the two countries, it was decided to take no notice of the implied charge of neglect, and to let the matter drop. And as the opposition party took no real interest in the question but little more was said about it.

Both countries were too well satisfied with the general result to waste time or discussion over small matters. Great Britain had lost some forts and some ships, but these would have been comparatively useless in the new system of warfare. On the other hand, she had gained not only the incalculable advantage of the alliance, but a magnificent and unsurpassed landlocked basin on the coast of Wales.

The United States had been obliged to pay an immense sum on account of the contract with the war syndicate, but this was considered money so well spent, and so much less than an ordinary war would have cost, that only the most violent anti-administration journals ever alluded to it.

Reduction of military and naval forces and gradual disarmament was now the policy of the allied nations. Such forces and such vessels as might be demanded for the future operations of the war syndicate were retained. A few field batteries of motor guns were all that would be needed on land, and a comparatively small number of armored ships would suffice to carry the motor guns that would be required at sea.

Now there would be no more mere exhibitions of the powers of the instantaneous motor bomb. Hereafter, if battles must be fought, they would be battles of annihilation.

This is the history of the great syndicate war. Whether or not the Anglo-American syndicate was ever called upon to make war, is not to be stated here. But candor is bound to state that after the formation of this syndicate all the nations of the world began to teach English in their schools, and the Spirit of Civilization raised her head with a confident smile.

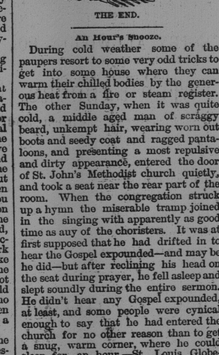
"WHAT YOU ARE TALKING ABOUT IS NOT WAR!"

THE END.

AN HOUR'S snooze.

During cold weather some of the paupers resort to some very odd tricks to get into some house where they can warm their chilled bodies by the generous heat from a fire or steam register. The other Sunday afternoon it was quite cold, a middle aged man of scraggy beard, unkempt hair, wearing worn out boots and seedy coat and ragged pantaloons, and presenting a most repulsive and dirty appearance, entered the door of St. John's Methodist church quietly, and took a seat near the rear part of the room. When the congregation struck up a hymn the miserable tramp joined in the singing with apparently as good time as any of the choristers. It was at first supposed that he had drifted in to hear the Gospel expounded—and may be he did—but after reclining his head on the seat during prayer, he fell asleep and slept soundly during the entire sermon. He didn't hear any Gospel expounded, at least, and some people were cynical enough to say that he had entered the church for no other reason than to get a snug, warm corner, where he could sleep for an hour.—St. Louis Globe-Democrat.

Something the Matter.



Free Rum or Cider—Which?

Whether the proposed constitutional amendment in Massachusetts against rum is also against cider, is being, as it ought, well agitated. We believe that growers for cider without manufacturing a home beverage somewhat like the woman whom the learned Dr. Abernethy once remonstrated with for mutilating her husband's face and head with her fingernails in a family jar. Said the worthy doctor,—"Madam, are you not ashamed, treating the head of this family thus!—in fact, your own head, madam." The virago retorted fiercely, "Well, doctor, if that be true, haven't I a right to scratch my own head?" It seems to us, prohibition advocates should reflect that, so long as humanity is unfitted to its surroundings and conditions of life, so long evil will exist, and human beings foolishly try to "drown misery" with strong drink. But increase human happiness by every possible means; lessen that mother's burden that she may bear more healthy children; then ameliorate their hunger, disease, and pain by better physical as well as moral training, and you will have plucked out the most deadly fang of the monster—intemperance, while farmers and fruit-growers are left to pursue an honest calling. Acting upon this precept, we would go farther and proclaim that thousands of families are now suffering with troubles that scores of persons have repeatedly tried to relieve with strong drink. "Hot lemonade with a stick," "rock and rye" are familiar recipes. Temperance people should teach others to find some better remedy for hacking coughs, bronchial irritations, catarrhal inflammations rheumatism, and neuralgia then whiskey. Said a well known Boston merchant, recently, to a party of friends: I used to resort to whiskey when attacked with rheumatism and neuralgia; I could get drunk, but I couldn't cure neuralgia. But I know a remedy—Johnson's Anodyne Liniment—that will fix it for me every time." Truly, it is the most certain remedy known for any pain or inflammation. It is used internally as much as externally. Many people do not know this. The manufacturers, I. S. Johnson & Co., Boston, Mass., will send free to any one a pamphlet telling how to use it. A teaspoonful, properly used, will accomplish wonders.

Death of a Scotch Judge.

LONDON March 28.—Lord Fraser, Judge of the outer house of the Scotch Court of sessions is dead.

Important to Workingmen.

Artizans, mechanics and laboring men are liable to sudden accidents and injuries, as well as painful cords, stiff joints and lameness. To all thus troubled we would recommend Hagyard's Yellow Oil, the handy and reliable pain cure for outward or internal use.

WOMEN AND DRESS.

Some Points About Street Dresses in the American Metropolis.

While American women can hold their own in point of style and general suitableness of dress with the same sex of other nationalities, yet in one respect—that of street toilets—they show far less good taste as a rule than do the women of other countries.

An English woman is generely distinguished in the street by her plain cloth or cheviot dress, close, small hat, neat boots and quiet gloves, no matter of what rank in life she may be.

The same is true in even a greater degree of Scotch women—Scotch tweeds tartans and the like, only, being used, while silk, satin and velvet are almost unheard of for the pedestrian.

French women than whom there are none more fond of elegant toilets, and to whose nation we are indebted for so much that is original and beautiful in women's dress, reserve the more showy and expensive materials for carriage, reception and other purposes, and for walking and shopping content themselves with a quiet dress of stuff goods.

While originality is always to be desired, and a close imitation of foreign ideas and customs cannot be too much deplored, yet where such originality is obtained at the expense of good taste and harmonious effect, it were better to follow the wise rules and examples of those who for so long a time have studied this matter with such charming results.

What style do American women adopt in the street?

Who can answer the question? Every material known is indiscriminately massed together, and profuse trimmings of beads, passementeries, and fringes are indulged in. Who has not seen in passing through one of our crowded stores two women unwillingly fastened together—the beaded fringe on the garment of one having become entangled with a similar trimming worn by the other.

This state of things is more the result of thoughtlessness than of bad taste, and can easily be avoided by giving a little more time and consideration to the subject of street toilet.

A dress composed of plain cheviot or other stuff goods is indispensable for street wear, shopping, marketing &c., the material for which can be purchased for from 50 cents to $1 per yard. If this dress be made simply with well-pressed flat pleats trimmed with bindings of plain braid it can be made to look almost like a tailor dress at but little expense, and a most serviceable gown will be the result for the purposes named and also for travelling. With this in cold weather can be worn a plain cloth jacket or long coat, if an outside garment of the same goods that the dress is made of should not be warm enough.

The boots should be plain and neat and the gloves of a quiet dark shade. The hat can be made of the same goods, if so desired, the only relief necessary being a stiff bow; and, where a bonnet is worn let it, too, harmonize in plainness of coloring and trimming with the dress.

A second and more ambitious costume for the promenade should be made of cloth—plain lady's cloth is always elegant—and can be fashioned in such a way as to be utilized for calling and reception purposes as well.

For instance, the basque of the dress can be made with an adjustable vest, collar and cuffs, composed of gold or silver or braid, both, or any other handsome trimming in vogue.

The skirt too, should have a panel of the same trimming, which can be fastened to it by means of patent hooks and small worked eyes. This plan will enable the wearer to have a comparatively plain or quietly elegant gown at will, together with the consciousness of being thoroughly well dressed.

A large hat or very small bonnet can be worn with this gown, the trimming of which should match in general effect the trimming on the dress. A fine walking shoe, with patent leather front or tip, and light colored gloves. are appropriate for this toilet.

Silk and satin gowns should never be worn in the street, except when one is en route from or to some place where they can appropriately be worn.

A display of jewelry in the street, is not in good taste, and, with the exception of ear-rings, only detracts from the otherwise harmonious and chic appearance of the wearer.

For town street wear in hot weather there are plain foulards, sateens, ginghams and other goods which made simply, form most pleasing toilets for out-of-door wear.

A Feeble Failure.

Many persons become feeble and fail in health from disease of the blood, liver, kidneys and stomach when prompt use of Burdock Blood Bitters, the grand purifying and regulating tonic, would quickly regulate every bodily function and restore to perfect health.

Try to Benefit Others.

"I had a very bad pain in my side, of which one bottle of Hagyard's Yellow Oil made a complete cure. I hope that this may be of some benefit to those who read it." A. R. T. Walker, 44½ High St., City. Hagyard's Yellow Oil is a specific for all inflammatory pain.

Timber Will Go Up.

LONDON, March 28.—A Baltic timber yard near Buckingham palace has been destroyed by fire. The loss is $3,000,000 During the progress of the fire a pile of timber fell injuring a number of firemen.

A Life of Ease.

Miss Lizzie Ratcliffe, writing from Falkirk, Ont., says: "I had such a nervous that I could not sleep and was fast going into consumption; I tried everything I could hear of without relief, but when I got Hagyard's Pectoral Balsam I soon got ease. It is the best medicine I ever tried." Lizzie Ratcliffe, Falkirk, Ont.

Of 23 members of the senate of Canada over 70 years of age, 12 are from the Maritime Provinces. Their names and ages are given as follows: Hon. Messrs. Almon 73, Archibald, 76; Botsford, 85; Dickey; 77, Glasier, 80; Grant, 75; Haythorne, 74; Lewin 77; Macfarlane 71; Montgomery 81; O' Dell, 78; Wark, 85, whose combined ages total 932 years, or an average of 78 or thereabouts.

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 diarrhoea, 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. Sold by all druggists throughout the world. Price 25 cents a bottle.

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286 C. P. R. Telegraph Co., Prince Wm. street.
328 Dunbrack, H., residence, Wright street, Portland.
329 Gleason & Morrison, Coal, Smythe street.
324 Lynch, J. P., Commission Merchant, Market street.
315 McAvenney, Dr. A. F., Charlotte street.
326 Macaulay Bros. & Co., Dry Goods, King street.
190 McAvity, Geo., residence, Princess street.
92 Smith, George F., residence Union street.
334 Simonds, E. I., residence, Waterloo street.
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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 active principles of Rhubarb and 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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SEALED TENDERS addressed to the undersigned, endorsed "Tender for Campbellton Work," will be received at this office until Tuesday, the 9th April next, for the construction of a Ballast Wharf at Campbellton, Restigouche County, N. B., in accordance with a plan and specification to be seen on application to Malcolm Patterson, Esq., Campbellton, at the office of the Department, St. John, N. B., and at the Department of Public Works, Ottawa.
Tenders will not be considered unless made on the form supplied and signed with the actual signatures of tenderers.
An accepted bank cheque payable to the order of the Minister of Public Works, equal to five per cent of amount of tender must accompany each tender. This cheque will be forfeited if the party decline the contract or fail to complete the work contracted for, and will be returned in case of non-acceptance of tender.
The Department does not bind itself to accept the lowest or any tender.
By order,
A. GOBEIL, Secretary.
Department of Public Works, Ottawa, March 11th, 1889.

Section of Railway between Annapolis and Digby.
TENDER FOR THE WORKS OF CONSTRUCTION
SEALED TENDERS addressed to the undersigned and endorsed "Tender for Section of Railway between Annapolis and Digby" will be received at this office up to noon on Monday, the 8th day of April, 1889, for certain works of construction.
Plans and profiles will be open for inspection at the Office of the Chief Engineer of Government Railways at Ottawa, on and after the 29th day of March, 1889, when the general specification and form of tender may be obtained on application.
No tender will be considered unless on one of the printed forms and all the conditions are complied with.
By order,
A. P. BRADLEY, Secretary.
Department of Railways and Canals, Ottawa, 9th March, 1889.

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NOTICE.
The New Brunswick Coffin and Casket Factory, 157 and 159 Brussels St.,
keeps a large stock of Coffins and Caskets on hand to select from, also, I have lately added Children's Enameled White Caskets finely finished.
Price List on application.
W. WATSON.
P. S.—Sole manufacturer of the
Double Washboard.
We have been running extra time to supply the demand for this article.
W. W.

P. E. ISLAND RAILWAY.
SEALED TENDERS, address to the undersigned, and endorsed "Tender for Coal," will be received until SATURDAY, March 30th, instant, inclusive, for the supply of Six Thousand Two Hundred (6,200) Tons of the best fresh-mined ROUND STEAM COAL for Locomotive use.
Tenders to state the price per ton of 2,240 lbs. delivered at following places:

Charlottetown	2,950	Tons.
Summerside	2,400	"
Georgetown	400	"
Souris	300	"
Cape Traverse	150	"

At least one-quarter of the whole quantity required at each of the above mentioned Stations to be delivered on or before the 30th day of June next, and delivery of the whole to be completed on or before the first day of October, 1889.
The first payment will be made in July, and monthly thereafter. Ten (10) per cent. will be retained from each payment until the final and satisfactory completion of the contract.
The Department does not bind itself to accept the lowest or any tender.
J. UNSWORTH, Superintendent.
Railway Office, Ch'town, March 13, 1889.

STEAMERS.

International Steamship Co.,
Spring Arrangement.
TWO TRIPS —A— WEEK.
ON MONDAY, March 4th, the steamers of this Company will leave Saint John, MONDAY, and THURSDAY for Eastport, Portland and Boston at 8 a. m., local.
From March 12th to April 29th will leave Saint John, every TUESDAY and THURSDAY at 8 a. m.
And Boston every MONDAY and THURSDAY at 5.30 p. m., and Portland 5.30 p. m. same day, for Eastport and Saint John.
H. W. CHISHOLM, Agent.
tel. sun.

BAY OF FUNDY S. S. CO. (LIMITED.)
THE S. S. "CITY OF MONTICELLO," Fleming Master, will sail from St. John, for Digby and Annapolis until further notice, on
MONDAY, WEDNESDAY AND SATURDAY
at 7.45 a. m., returning same day, commencing Wednesday, 27th inst.
St. John, N. B., March 23rd 1889. TROOP & SON Managers.

Tender for Steam Service.
St. John, Digby and Annapolis.
SEALED TENDERS addressed to the Minister of Finance, Ottawa, and marked "Tender for Steam Service, St. John, Digby and Annapolis," will be received at the Finance Department, Ottawa, up to and including Monday the 1st day of April next, for the following services by Steamer between St. John, Digby and Annapolis, N. S., viz:—
1st. A daily service from 1st April to 31st October, and a tri-weekly service from 1st November to the March; or
2nd. A daily service from 1st May to 31st October, and a tri-weekly service from 1st November to 30th April; or
3rd. A tri-weekly service all the year round.
Tenders are requested to send in tenders for all or the above services.
Full particulars as to the terms and conditions thereof and specifications of the steamer required, may be obtained from the Post Office Inspectors at St. John and Halifax.
The Minister of Finance does not bind himself to accept the lowest or any tender.
J. M. COURTNEY, Deputy Minister of Finance.
Finance Department, Ottawa, 11th Feb., 1889.
[This advertisement is not to be copied by other papers without authorization from the Queen's Printer.]

CHOICE PERFUMES
Just received a full assortment
—OF—
Lubins, Atkinson's, Gosnell's Ect, in small bottles.
—ALSO—
A complete stock of first quality of
PERFUMES IN BULK.
Prices low.
WILLIAM B. McVEY
CHEMIST,
185 Union St., St. John N. B.

CODEY'S LADY'S BOOK FOR 1889.
Madam! See what 15 Cents will do! It will bring you a sample copy of CODEY'S LADY'S BOOK, which will tell you how to get the SEALSKIN SACQUE, the Gold Watch, the Silver Watch and Chain, and other valuables, without a dollar.
YOU CANNOT GET A BETTER
two dollars' worth of Magazine than by subscribing to "CODEY'S LADY'S FAMILY MAGAZINE in America.
For 1889 it will contain:—Fashions in Colors. Fashions in black and white; latest from Europe. Original Novelettes in Needle Work and Embroidery. Latest and most popular Music. Plans for the house you want to build. Directions for decorating your home. Cookery and household help, by Mrs. Cyrus. Hom, teacher in several fashionable New York academies, and selected by the Board of Education for the New York Public Schools. Literary enrichments by NELLY BLY, who got herself locked up in a insane asylum to find out how they treated the insane; ELLA DODMAN CHURCH, EMILY LENNOX, OLIVIA LOVELL WILSON, MRS. HIESTAND, EDGAR FAWCETT, DAVID LOWRY, etc.
Every Lady Her Own Dressmaker
who subscribes to Codey's Lady's Book. The (coupon) which you will find in each number entitles you to your own selection of any cut paper pattern illustrated in Codey's Lady's Book. You To Sample Copy will contain one of these coupons. Send 15 cents for Sample, which will be allowed on your subscription when received. The pattern shows you how to cut out the garment you want. That's all we can say in this space. For the rest see your sample number, for which send 15c. at once. "Codey" is only $2.00 a year.
Address "CODY'S LADY'S BOOK," Philadelphia, Pa.

J. W. MASURY & SON'S
Superfine Carriage Paints
—AND—
Pure Colors in Oil and Water Colors,
At very low prices.
Alabastine for Walls and Ceilings.
W. H. THORNE & CO.
Market Square.

NOTICE.

A application will be made at the next ensuing session of the Legislature of New Brunswick for the passing of an act to incorporate the Exhibition Association of the City and County of St. John, giving to said Association power to hold exhibitions of an industrial and other character, and to do all lawful acts in furtherance thereof, to hold real and personal property for the purpose of exhibitions and for the management of the property of the Association, with further power to do anything necessary to holding exhibitions and making the same conducive to the development of the resources of the Province.
WM. J. PARKS, Secretary.
St. John, N. B., Feb. 5th, 1889.

RAILROADS.

INTERCOLONIAL RAILWAY.
1888 WINTER ARRANGEMENT. 1889.
ON and after MONDAY, November 26th, the trains of this Railway will run daily (Sunday excepted) as follows:—
Trains will Leave St. John.

DAY EXPRESS	7 30
ACCOMMODATION	11 20
EXPRESS FOR SUSSEX	16 35
EXPRESS FOR HALIFAX & QUEBEC	18 00

A Sleeping Car runs daily on the 18.00 train to Halifax.
On Tuesday, Thursday and Saturday, a Sleeping Car for Montreal will be attached to the Quebec Express, and on Monday, Wednesday and Friday a Sleeping Car will be attached at Moncton.
Trains will Arrive at St. John:

EXPRESS FROM HALIFAX & QUEBEC	7 00
EXPRESS FROM SUSSEX	8 35
ACCOMMODATION	13 30
DAY EXPRESS	19 20

All Trains are run by Eastern Standard Time.
D. POTTINGER, Chief Superintendent.
RAILWAY OFFICE, Moncton, N. B., November 20th, 1888.

New Brunswick Railway Co'y.
(NARROW GAUGE RAIL LINE.)
ARRANGEMENT OF TRAINS: in effect Jan. 7th, 1889. Leaves St. John Intercolonial Station—Eastern Standard Time.
8.40 a. m.—Express for Bangor, Portland, Boston and points west; for Fredericton, St. Andrews, St. Stephen, Houlton, Woodstock, Presque Isle, Grand Falls and Edmundston. Pullman Buffet Parlor Car for Bangor.
3.35 p.m.—For Fredericton and intermediate points.
8.30 p.m.—Except Saturday night—For Bangor, Portland, Boston, and points west; Houlton, Woodstock, St. Stepuen, Presque Isle, Pullman Sleeping Car for Bangor.
ARRIVALS AT ST. JOHN.
5.45 a.m.—(Except Monday Morning)—From Bangor, Portland, Boston and points west, St. Stephen, Houlton, Woodstock, Presque Isle and Edmundston.
10.00 a.m.—From Fredericton and intermediate points.
4.00 p.m.—From Bangor, Portland, Boston and points west; Fredericton, St. Andrews, St. Stephen, Houlton, Woodstock, Presque Isle and Grand Falls.
LEAVE CARLETON.
8.25 a.m.—For Fairville, Bangor and points west, Fredericton, St. Stephen, St. Andrews, Houlton and Woodstock and points west.
3.20 p.m.—For Fairville, Fredericton. and intermediate points.
ARRIVE AT CARLETON.
10.10 a.m.—From Fairville, Fredericton &c.
4.10 p.m.—From Fairville and points west.
F. W. CRAM, Gen. Manager.
A. J. HEATH, Gen. Pass. and Ticket Agent.

Grand Southern Railway.
ST. STEPHEN & ST. JOHN
EASTERN STANDARD TIME.
ON AND AFTER MONDAY, Dec. 31, Trains will run daily (Sundays excepted), as follows:—
LEAVE ST. JOHN at 7.34 a. m. and Carleton at 7.45 a. m., for St. George, St. Stephen, and intermediate points, arriving in St. George at 10.21 p. m.; St. Stephen at 11.35 p. m.
LEAVE St. Stephen at 8.15 a. m.; St. George at 10.22 a. m.; arriving in Carleton at 12.57 p. m.; St. John at 1.12 p. m.
Freight, up to 500 or 600 lbs.—not large in bulk—will be received by JAMES MORLSON, 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 MORLSON'S, Water Street, where a truckman will be in attendance.
H. LAWRANCE STURD
F. W. HOLT, Superindendent.
St. John, N. B., Dec. 27, 1888.

Buctouche and Moncton Rv.
ON and after MONDAY, Dec. 17th, trains will run as follow:

NO. 1.			NO. 2.		
Lv. Buctouche	8 30		Lv. Moncton		16 00
Little River	8 48		Lewisville		16 04
St. Anthony	9 04		Humphreys		16 08
Coesigre	9 20		Irishtown		16 30
Norte Dame	9 22		Cape Breton		16 40
McDougall's	9 38		Scotch Sett.		16