MC2398

POOR DOCUMENT

THE GREAT WAR SYNDICATE.

BY FRANK R. STOCKTON,

—AUTHOR OF—

"RUDDER GRANGE;" "AMOS KILBRIGHT—HIS ADSICITITIOUS EXPERIENCES;" "THE BERMAN 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 DUBANTES;" ETC., ETC.

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[CONTINUED.]

The syndicate's little fleet arrived in British waters late in the day; and early the next morning it appeared about twenty miles to the south of the Isle of Wight, and headed to the northeast as if it were making for Portsmouth. The course of these vessels greatly surprised the English government and naval authorities. It was expected that an attack would probably be made upon some comparatively unprotected spot on the British seaboard, and therefore on the west coast of Ireland and in St. George's channel preparations of the most formidable character had been made to defend British ports against Repeller No. 11 and her attendant crabs. Particularly was this the case in Bristol channel, where a large number of ironclads were stationed, and which was to have been the destination of the Llangaron if the syndicate's vessels had delayed their coming long enough to allow her to get around there. That this little fleet should have sailed straight for England's great naval stronghold was something that the British admiralty could not understand. The fact was not appreciated that it was the object of the syndicate to measure its strength with the greatest strength of the enemy. Anything less than this would not avail its purpose.

Notwithstanding that so many vessels had been sent to different parts of the coast, there was still in Portsmouth harbor a large number of war vessels of various classes, all in commission and ready for action. The greater part of these had received orders to cruise that day in the channel. Consequently it was still early in the morning when around the eastern end of the Isle of Wight there appeared a British fleet composed of fifteen of the finest ironclads, with several gunboats and cruisers, and a number of torpedo boats.

It was a noble sight, for besides the war ships there was another fleet hanging upon the outskirts of the first, and composed of craft, large and small, and from both sides of the channel, filled with those who were anxious to witness from afar the sea fight which was to take place under such novel conditions. Many of these observers were reporters and special correspondents for great newspapers. On some of the vessels which came up from the French coast were men with marine glasses of extraordinary power, whose business it was to send an early and accurate report of the affair to the office of the war syndicate in New York.

As soon as the British ships came in sight, the four crabs cast off from Repeller No. 11. Then with the other two they prepared for action, moving considerably in advance of the repeller, which now steamed forward very slowly. The wind was strong from the northwest, and the sea high, the shining tops of the crabs frequently disappearing under the waves.

The British fleet came steadily on, headed by the great Llangaron. This vessel was very much in advance of the others, for knowing that when she was really in action and the great cylinder which formed her stern guard was lowered into the water her speed would be much retarded, she had put on all steam, and being the swiftest war ship of her class, she had distanced all her consorts. It was highly important that she should begin the fight and engage the attention of as many crabs as possible while certain of the other ships attacked the repeller with their rams. Although it was now generally believed that motor bombs from a repeller might destroy a man-of-war, it was also considered probable that the accurate calculations which appeared to be necessary to precision of aim could not be made when the object of the aim was in rapid motion.

But whether or not one or more motor bombs did strike the mark, or whether or not one or more vessels were blown into fine particles, there were a dozen ironclads in that fleet, each of whose commanders and officers were determined to run into that repeller and crush her, if so be they held together long enough to reach her.

The commanders of the torpedo boats had orders to direct their swift messengers of destruction first against the crabs, for these vessels were far in advance of the repeller, and coming on with a rapidity which showed that they were determined upon mischief. If a torpedo, shot from a torpedo boat, and speeding swiftly by its own powers beneath the waves, should strike the submerged hull of a crab, there would be one crab the less in the English channel.

As has been said, the Llangaron came rushing on, distancing everything, even the torpedo boats. If, before she was obliged to lower her cylinder, she could get near enough to the almost stationary repeller to take part in the attack on her, she would then be content to slacken speed and let the crabs nibble awhile at her stern.

Two of the latest constructed and largest crabs, Q and R, headed at full speed to meet the Llangaron, who, as she came on, opened the ball by sending a "rattler" in the shape of a 500-pound shot into the ribs of the repeller, then at least four miles distant, and immediately after began firing her dynamite guns, which were of limited range, at the roofs of the advancing crabs.

There were some on board the repeller who, at the moment the great shot struck her, with a ringing and clangor of steel springs, such as never was heard before, wished that in her former state of existence she had been some other vessel than the Tallapoosa.

But every spring sprang back to its place as the great mass of iron glanced off into the sea. The dynamite bombs flew over the tops of the crabs, whose rapid motions and slightly exposed surfaces gave little chance for accurate aim, and in a short time they were too close to the Llangaron for this class of gun to be used upon them.

As the crabs came nearer, the Llangaron lowered the great steel cylinder which hung across her stern, until it lay almost entirely under water, and abaft of her rudder and propeller blades. She now moved slowly through the water, and her men greeted the advancing crabs with yells of defiance, and a shower of shot from machine guns.

The character of the new defense which had been fitted to the Llangaron was known to the syndicate, and the directors of the two new crabs understood the heavy piece of work which lay before them. But their plans of action had been well considered, and they made straight for the stern of the British ship.

It was, of course, impossible to endeavor to grasp that great cylinder with its rounded ends; their forceps would slip from any portion of its smooth surface on which they should endeavor to lay hold, and no such attempt was made. Keeping near the cylinder, one at each end of it, the two moved slowly after the Llangaron, apparently discouraged.

In a short time, however, it was perceived by those on board the ship, that a change had taken place in the appearance of the crabs: the visible portion of their backs was growing larger and larger; they were rising in the water. Their mailed roofs became visible from end to end, and the crowd of observers looking down from the ship were amazed to see what large vessels they were.

Higher and higher the crabs arose, their powerful air pumps working at their greatest capacity, until their ponderous pincers became visible above the water. Then into the minds of the officers of the Llangaron flashed the true object of this uprising, which to the crew had seemed an intention on the part of the sea devils to clamber on board.

If the cylinder were left in its present position the crab might seize the chains by which it was suspended, while if it were raised it would cease to be a defense. Notwithstanding this latter contingency, the order was quickly given to raise the cylinder, but before the hoisting engine had been set in motion Crab Q thrust forward her forceps over the top of the cylinder and held it down. Another thrust, and the iron jaws had grasped one of the two ponderous chains by which the cylinder was suspended.

The other end of the cylinder began to rise, but at this moment Crab R, apparently by a single effort, lifted herself a foot higher out of the sea; her pincers flashed forward, and the other chain was grasped.

The two crabs were now placed in the most extraordinary position. The overhang of their roofs prevented an attack on their hulls by the Llangaron, but their unmailed hulls were so greatly exposed that a few shot from another ship could easily have destroyed them. But as any ship firing at them would be very likely to hit the Llangaron, their directors felt safe on this point.

Three of the foremost ironclads, less than two miles away, were heading directly for them, and their rams might be used with but little danger to the Llangaron, but, on the other hand, three swift crabs were heading directly for these ironclads.

It was impossible for Crabs Q and R to operate in the usual way. Their massive forceps, lying flat against the top of the cylinder, could not be twisted. The enormous chains they held could not be severed by the greatest pressure, and if both crabs backed at once they would probably do no more than tow the Llangaron stern foremost. There was, moreover, no time to waste in experiments, for other rams would be coming on, and there were not crabs enough to attend to them all.

No time was wasted. Q signaled to R and R back again, and instantly the two crabs, each still grasping a chain of the cylinder, began to sink. On board the Llangaron an order was shouted to let out the cylinder chains, but as these chains had only been made long enough to allow the top of the cylinder to hang at, or a little below, the surface of the water, a foot or two of length was all that could be gained.

The davits from which the cylinder hung were thick and strong, and the iron windlasses to which the chains were attached were large and ponderous, but these were not strong enough to withstand the weight of two crabs with steel armored roofs, enormous engines and iron hull. In less than a minute one davit snapped like a pipe stem under the tremendous strain, and immediately afterward the windlass to which the chain was attached was torn from its bolts and went crashing overboard, tearing away a portion of the stern rail in its descent.

Crab Q instantly released the chain it had held, and in a moment the great cylinder hung almost perpendicularly from one chain. But only for a moment. The slipper of Crab R still firmly held the chain, and the tremendous leverage exerted by the falling of one end of the cylinder wrenched it from the rigidly held end of its chain; and in a flash, the enormous stern guard of the Llangaron sunk, end foremost, to the bottom of the channel.

In ten minutes afterward the Llangaron, rudderless, and with the blades of her propellers shivered and crushed, was slowly turning her starboard to the wind and the sea and beginning to roll like a log of 8,000 tons.

Besides the Llangaron three ironclads were now drifting broadside to the sea. But there was no time to succor disabled vessels, for the rest of the fleet was coming on and there was great work for the crabs.

Against these enemies, swift of motion and sudden in action, the torpedo boats found it almost impossible to operate, for the British ships and the crabs were so rapidly nearing each other that a torpedo sent out against an enemy was more than likely to run against the hull of a friend. Each crab sped at the top of its speed for a ship, not only to attack, but also to protect itself.

Once only did the crabs give the torpedo boats a chance. A mile or two north of the scene of action a large cruiser was making her way rapidly toward the repeller, which was still lying, almost motionless, four miles to the westward. As it was highly probable that this vessel carried dynamite guns, Crab Q, which was the fastest of her class, was signaled to go after her. She had scarcely begun her course across the open space of sea before a torpedo boat was in pursuit. Fast as was the latter, the crab was faster, and quite as easily managed. She was in a position of great danger, and her only safety lay in keeping herself on a line between the torpedo boat and the gunboat, and to shorten as quickly as possible the distance between herself and that vessel.

CAERDAFF BEFORE THE BOMBARDMENT.

If the torpedo boat shot to one side in order to get the crab out of line, the crab, its back sometimes hidden by the tossing waves, sped also to the same side. When the torpedo boat could aim a gun at the crab and not at the gunboat, a deadly torpedo flew into the sea, but a tossing sea and a shifting target were unfavorable to the gunner's aim. It was not long, however, before the crab had run the chase which might so readily have been fatal to it, and was so near the gunboat that no more torpedoes could be fired at it.

Of course the officers and crew of the gunboat had watched with most anxious interest the chase of the crab. The vessel was one which had been fitted out for service with dynamite guns, of which she carried some of very long range for this class of artillery, and she had been ordered to get astern of the repeller and to do her best to put a few dynamite bombs on board of her.

The dynamite gunboat, therefore, had kept ahead at full speed, determined to carry out her instructions if she should be allowed to do so, but her speed was not as great as that of a crab, and when the torpedo boat had given up the chase, and the dreaded crab was drawing swiftly near, the captain thought it time for bravery to give place to prudence. With the large amount of explosive material of the most tremendous and terrific character which he had on board, it would be the insanity of courage for him to allow his comparatively small vessel to be racked, shaken and partially shivered by the powerful jaws of the oncoming foe. As he could neither fly nor fight, he hauled down his flag in token of surrender, the first instance of the kind which had occurred in this war.

When the director of Crab Q, through his lookout glass, beheld this action on the part of the gunboat, he was a little perplexed as to what he should next do. To accept the surrender of the British vessel and to assume control of her, it was necessary to communicate with her. The communications of the crabs were made entirely by black smoke signals, and these the captain of the gunboat could not understand. The heavy hatches in the mailed roof, which could be put in use when the crab was cruising, could not be opened when she was at her fighting depth and in a tossing sea.

A means was at last devised of communicating with the gunboat. A speaking tube was run up through one of the air pipes of the crab, which pipe was then elevated some distance above the surface. Through this the director hailed the other vessel, and as the air pipe was near the stern of the crab, and therefore at a distance from the only visible portion of the turtle back roof, his voice seemed to come out of the depths of the ocean.

The surrender was accepted, and the captain of the gunboat was ordered to stop his engines and prepare to be towed. When this order had been given the crab moved round to the bow of the gunboat, and grasping the cutwater with its forceps, reversed its engines and began to back rapidly toward the British fleet, taking with it the captured vessel as a protection against torpedoes while in transit.

The crab slowed up not far from one of the foremost of the British ships, and coming round to the quarter of the gunboat, the astonished captain of that vessel was informed, through the speaking tube, that if he would give his parole to keep out of this fight, he would be allowed to proceed to his anchorage in Portsmouth harbor. The parole was given, and the dynamite gunboat, after reporting to the flag ship, steamed away to Portsmouth.

The situation now became one which was unparalleled in the history of naval warfare. On the side of the British seven war ships were disabled and drifting slowly to the southeast. For half an hour no advance had been made by the British fleet, for whenever one of the large vessels had steamed ahead, such vessel had become the victim of a crab, and the vice admiral commanding the fleet had signaled not to advance until further orders.

The crabs were also lying to, each to the windward of and not far from one of the British ships. They had ceased to make any attacks, and were resting quietly under protection of the enemy. This, with the fact that the repeller still lay four miles away without any apparent intention of taking part in the battle, gave the situation its peculiar character.

The British vice admiral did not intend to remain in this quiescent condition. It was, of course, useless to order forth his ironclads, simply to see them disabled and set adrift. There was another arm of the service which evidently could be used with better effect upon this peculiar foe than could the great battle ships.

But before doing anything else, he must provide for the safety of those of his vessels which had been rendered helpless by the crabs, and some of which were now drifting dangerously near to each other. Dispatches had been sent to Portsmouth for tugs, for it would not do to wait until these arrived, and a sufficient number of ironclads were detailed to tow their injured consorts into port.

[TO BE CONTINUED.]

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—Henry George seems to be in luck. The London Times has denounced him. That is glory enough nowadays.

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Miss Lizzie Ratcliffe, writing from Falkirk, Ont, says: "I had such a cough 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.

—"I have been in a country," said a Nebraska preacher, "where the hand of man has never set a foot."

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MOTIVES OF KIDNAPERS.

WHY CHILDREN ARE SO OFTEN STOLEN FROM THEIR HOMES.

People Afflicted with a Mental Derangement Which Prompts Them to the Commission of the Crime—Celebrated Cases, Including That of Charley Ross.

Why are children stolen? Not many of them are kidnaped in the hope of pecuniary reward. Cases of this sort, such as the Charley Ross abduction, are rare. Revenge may be the motive in exceptional instances, but usually it turns out that the parents of the stolen child were utterly unknown to the abductors. That the incentive is a pure love for children and the desire to have a child is disproved by the fact that nine times in ten the stolen one is wofully abused and maltreated. Probably the most satisfactory explanation is that certain people are affected by a peculiar mental derangement which prompts them to the commission of the crime without malice aforethought. It is, in fact, child kleptomania, although this peculiar phase of mania has not been dignified with a scientific name of its own in the book.

NOT OFTEN FOR LOVE.

Even this theory falls short when we think of the numerous cases in which, without apparent motive, two or three persons unite to do the stealing. They cannot each be afflicted simultaneously to such an extent.

That a child stolen by a partially insane person should be inhumanly treated is no cause for wonder; it naturally follows that any one with so distorted a sense of right and wrong, necessarily without a moiety of love or feeling, would not be capable of tenderness or even consideration.

In 1815 a child named Lambert was stolen from her parents in Baltimore by a young woman, apparently sane, purely because she wanted it to keep. She was arrested a few days later, and the child was found mangled and bleeding, and almost dead. The evidence showed that the child had been maltreated "because it wouldn't walk fast enough."

Of course, there are many cases when the abduction is due to abnormal love and yearning, pure and simple. A well known judge the other day said: "Last summer I sent my family to England. My little girl, 4 years old, being too young to stand the trip, was placed in the care of a friend of mine, whose family consists of a wife and one child. When the folks came back in the autumn I went to get the child, but do you think he was willing to give her up? Not much. He said: 'I've had this child six months now, and I don't propose to part with her. You have a large family, and can just as well spare that little girl as not. Now, if you go to law about it and recover the child, as I suppose you can, I shall regard you as unworthy of respect and will never speak to you as long as I live.' This from a friend of years standing! He was in earnest, too. I ultimately got the child, but my friend and I are strangers yet."

NOT YET FORGOTTEN.

Any mention of child stealing always recalls the Charley Ross case. So celebrated was the affair that now, sixteen years after, it has not to a great degree faded out of the popular mind, though perhaps the details have.

Christian K. Ross lived in a handsome dwelling, isolated by a large yard, in Germantown, a Philadelphia suburb. One July afternoon all of the family happened to be absent save two young brothers, aged 4 and 8 years. They were playing together in the front street when two men drove up in a covered wagon. One of the men jumped out and addressed the little boys, offered them candy, and finally pursuaded them to take a ride. After driving a short distance the elder brother was given some money and sent on an errand for more candy. He returned in a few minutes, but the wagon had disappeared, and Charley Ross has been seen to this day. The crime was committed to extort a ransom for the return of the child, but the abductors' fear of capture was so great that no agreement between them and the father was ever successfully carried out. The search for the missing child was pursued unceasingly and thoroughly. Prominent Philadelphians interested themselves in the matter, and seemingly no stone was left unturned. Countless trips were made to Europe, every gypsy camp in the world was searched; the identity of over 400 children was investigated, but without avail. Two men were fatally shot while committing a burglary on Long Island the following year, and while dying confessed that they had stolen the child, but did not divulge its whereabouts.

A third conspirator was subsequently convicted of complicity and sentenced to a long term in prison, protesting his innocence and denying all knowledge of the affair. It is the popular theory that the abductors, at last finding themselves close pressed, murdered the child. Mr. Ross is living down at Germantown, a worn out, heart broken old man, but still hoping on that some day, somehow, the little fellow will come back—little no longer, but to his loving memory the same sunny faced, golden haired boy of sixteen years ago.

Three years before the disappearance of the Ross boy Freddie Leib, a pretty little child of 5 years, was stolen in about the same manner at Quincy, Ills. He was never recovered, although the father impoverished himself in the search.

One of the most mysterious cases of recent years was the stealing of Lillie Shaffner, a 14-months-old baby, in this city about five years ago. The family lived on Wesson street, and two older children were wheeling the baby to and fro in front of the house. A strange woman stopped, and after playing with the baby a moment gave the other children some money to go buy candy. When they returned the woman and child had disappeared. It was ascertained that she had boarded a passing street car with the baby in her arms, but that was the last ever seen of either.—Chicago Tribune.

The Letter That Came

From Mr. J. Hayden, 139 Chatham St., Montreal, says: "I was troubled for years with biliousness and liver complaint, and I never found any medicine to help me like Burdock Blood Bitters, in fact one bottle made a complete cure."

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now being served in all Styles.
A large stock on hand for sale, wholesale and retail
—AT—
M. A. HARDING'S.
Foot of Portland, N. B.
P. S. Large and commodious dining room upstairs.

S. R. FOSTER & SON,
MANUFACTURERS OF
Cut Nails & Cut Spikes, Tacks, Brads,
FINISHING NAILS.
Shoe and Hungarian Nails, &c.
Office, Warehouse and Manufactory:
GEORGES STREET, - - ST. JOHN, N. B.

FOR AMUSEMENT GO TO
"THE NATIONAL,"
22 Charlotte Street.
First Class Shooting Gallery,
Billiard and Pool Tables,
Choice Lunches, Cigars, etc.,
Rifle Competitions Nightly.

CAFE ROYAL,
Domville Building,
Corner King and Prince Wm. Streets.
MEALS SERVED AT ALL HOURS.
DINNER A SPECIALTY.
Pool Room in Connection.
WILLIAM CLARK.

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.

THE LIQUOR LICENSE Act. 1887.

NOTICE is hereby given that I shall attend at the City Hall, in the City of St. John on Friday the Twenty-ninth Day of March Instant,

at ten of the clock in the forenoon, for the purpose of taking into consideration all applications for license in the City of Saint John under the Act and hearing and determining all such applications and all objections duly made to the same.

All persons concerned are requested to attend at the above time and place.

Dated at the City of Saint John this twentieth day of March, A. D. 1889.

HENRY J. THORNE,
Mayor of the City of Saint John.

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 8.30 a. m., and Portland 5.30 p. m. same day, for Eastport and Saint John.

H. W. CHISHOLM, Agent.
tel. sun.

St. John and Digby and Annapolis.

Stmr LANSDOWNE
WILL LEAVE WHARF, REED'S POINT, ST JOHN, EVERY
Monday, Wednesday and Saturday,
at seven o'clock, local time, and return same day.
Freight received at warehouse daily up to five p. m.
J. H. HARDING,
Agent Dept. Marine.

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.:

1st. A daily service from 1st April to 31st October, and a tri-weekly service from 1st November to 31st 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.

Tenderers are requested to send in tenders for all of 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, 19th 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.

GODEY'S LADY'S BOOK FOR 1889.
Madam! See what 15 Cents will do! It will bring you a sample copy of GODEY'S LADY'S BOOK, which will tell you how to get the SEALSKIN SACQUE, the SILK DRESS, the GOLD WATCH, the COTTAGE ORGAN, and other valuables, without a dollar.
YOU CANNOT GET A BETTER
two dollars' worth of Magazine than by subscribing to "GODEY," THE BEST FAMILY MAGAZINE IN AMERICA.
For 1889 it will contain—Fashions in Colors. Fashions in black and white. Letters from Europe. Original Novelties in Crochet 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. CHAS. HOFE, 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 RODMAN CHURCH, EMILY LENNOX, OLIVIA LOVELL WILSON, MRS. HIESTAND, EDGAR FAWCETT, DAVID LOWRY, etc.
Every Lady Her Own Dressmaker
who subscribes to Godey'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 Godey's Lady's Book. Your Sample Copy will contain one of these coupons. Etc., Same 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. "Godey" is only $2.00 a year.
Address "GODY'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.

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 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	16 20
DAY EXPRESS	18 05

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

New Brunswick Railway Co'y.
(CALAIS 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. Stephen, 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.
H. D. McLEOD, Supt. Southern Division.
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 10.31 p. m.; St. Stephen at 12.25 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