WEEKLY SUN, ST. JOHN, N. B., OCTOBER 24, 1894.

REAL PROPERTY IN THE REAL PROPERTY IN THE

THE OARSMAN DEFEATED. to sight forever

"THE MEN ROWED HARD TO BRING

IT TO THE LAND."

Dr. Talmage Points Out the Helplessness of Man, and Contrasts with It the

Power and Willingness of Christ.

BROOKLYN, October 14-Rev. Dr. Talmage, who is still absent on his roundthe-world tour, has selected as the subject of to-day's sermon through the press. "The Oarsmen Defeated," the text chosen being Jonah 1: 13, 14: "The men rowed hard to bring it to the land; but they could not; wherefore they cried unto the Lord.

Navigation in the Mediterranean Sea always was perilous, especially so in early times. Vessels was propelled partly by sail and partly by oar. When by reason of great stress of weather, it was necessary to reef the canvas or haul it in, then the vessel was entirely dependent upon the oars, sometimes twenty or thirty of them on either side the vessel. You would not venture outside your harbor with such a craft as my text finds Jonah sailing in; but he had not much choice of vessels. He was run-ning away from the Lord, and when a man is running away from the Lord, he has to run very fast.

God han told Job to go to Nineveh to preach about the destruction of that city, Jonah disobeyed. That always makes rough water, whether in the Mediterranean, or the Atlantic, or the Pacific, or the Capsian Sea. It is a very hard thing to scare sailors. I have seen them, when the prow of the vessel was almost under water, and they were walking the deck knee-deep in the surf, and the small boats by the side of the vessel had been crushed almost as small as kindling wood, whistling as though nothing had happened but the Bible says that these mariners of whom I speak were frightened. That which sailors call "a lump of sea" had become a blinding, deafening, swamping fury. How mad the wind can get at the water and the water can get at the wind, you do not know unless you have been spectators. I have in my house a piece of the sail of a ship, no larger than the palm of my hand; that piece of canvas was all that was left of the largest sail of the ship Crease. that means that the of the ship Greece, that went into the storm two hundred miles off Newfound-land. Oh, what a night that was! I sup-pose it was in some such storm as this that Jonah was caught.

He knew that the tempest was on his account, and he asked the sailors to throw him overboard. Sailors are a generous-hearted race, and they re-solved to make their escape, if possible, without resorting to such extreme measures. The sails are of no use, and so sures. The sails are of no use, and so they lay hold on their oars, I see the long bank of shining blades on either sides of the vessel. Oh! how they did pull, the bronzed seamen, as they laid back onto the ears. But rowing on the sea is very different from rowing upon a river; and as the vessel hoists, the oars skip the wave and miss the stroke, and the tempest laughs to scorn the hs to scorn the flying paddles. It is of no use, no use. There comes a wave that crashes the last mast, and swreps the oarsmen from their places, and tumbles everything in their places, and tumples everything in the confusion of impending shipwreck, or, as my text has it, "The men rowed hard to bring it to land; but they could not; wherefore they cried unto the Lord." The scene is very suggestive to me, and I pray God I may have grace and strength enough to represent it intelli-gently to you. Years ago I preached a sermon on another phase of this very subject, and I got a letter from Houston, Texas, the writer saying that the read-ing of 'that sermon in London had led him to God. And I received another letter from South Australia, saying that the reading of that sermon in Australia had brought several souls to Christ. And then, I thought, why not take an-other phase of the same subject, for perhaps that God who can raise in power that which is sown in weakness may now, through another phase of the same subject, bring salvation to the people who shall hear, and salvation to the people who shall read. Men and women who know how to pray, lay hold of the Lord God Almighty, and wrestle for the blessing. Bishop Latimer would stop sometimes in his sermon, in the midst of his argu-ment, and say. "Now, I will tell you a tale;" and to-day I would like to bring the scene of the text as an illustration of a most important religious truth. As those Mediterranean oarsmen trying to bring Jonah ashore were discomfited, I have to tell you that they were not the only men who have broken down on their paddles, and have been obliged to call on the Lord for help. I want to say that the unavailing efforts of those Mediterranean oarsmen have a counterpart in the efforts we are making to bring souls to the shore of safety and set their feet on the Rock of Ages. You have a father, or mother, or husband, or wife, or child, or near friend, who is not a Christian. There have been times when you have been in agony about their salvation. A minister of Christ, whose wife was dying without any hope in Jesus, walked the floor, wrung his hands, cried bitterly, and said, "I be-lieve I shall go insane, for I know she is need to meat Gred" And is not prepared to meet God." And there may have been days of sickness in your household, when you feared it would be a fatal sickness; and how losely you examined the face of the doctor as he came in and scrutinized the patient, and felt the pulse, and you followed him into the next room, and said, "There isn't any danger, is there, doctor?" And the hesitation and the uncertainty of the reply made two eternities flash before your vision. And then you went and talked to the sick one about the gfeat future. Oh, there are those here who have tried to bring their friends to God! They have been unable to bring them to the shore of safety. They are no nearer that point than they were twenty years ago. You think you have got them almost to the shore, when you are swept back again. What shall you do? Put down the oar? Oh, no! I do not advise that ; but I do advise that you appeal to that God to whom the Mediterranean oarsmen appealed—the God could silence the tempest and bring the ship in safety to the port. I tell you, my friends, that there has got to be a good deal of praving before our families are brought to Christ. Ah ! it is an awful thing to have half a house-hold on the other side of the line ! Two vessels part on the ocean of eternity, one going to the right and the other to the left-farther apart, and farther apart-until the signals cease to be recognized, and there are only two specks

on the horizon, and then they are los. I have to tell you that the unavaili. efforts of these Mediterranean oarsm have a counterpart in the efforts some o us are making to bring our children : the shore of safety. There never were so many temptations for young people enough to row himself into God's haras there are now. The literary and the bor. The wind is against you. The tide is against you. The law is against you, Ten thousand corrupting influen ces are against you. Helpless and unsocial influences seem to be against their spiritual interests. Christ seems to be driven almost entirely from the school and the pleasurable concourse, yet God knows how anxious we are for our child-ren. We cannot think of going into heaven without them. We do not want done Not so helpless a sailor on a plank, in mid-Atlantic. Not so helpless as a traveller girded by twenty miles of prairie on fire. Prove it, you say. I will prove it. John 6: 44:-"No man to leave this life while they are tossing on the waves of temptation and away can come to Me, except the Father which hath sent Me draw him. from God. From which of them could we consent to be eternally separated? Would it be the son? Would it be the But while I have shown your helpless-ness. I want to put by the side of it the daughter? Would it be the eldest? power and willingness of Christ to save Would, it be the youngest? Would in be the one that is well and stout, or the vou. I think it was in 1686 a vessel was one that is sick? Oh, I hear some parent saying to-night, "I have tried my best to bring my children to Christ. I bound for Portugal, but it was driven have laid hold of the oars until they the crew they wandered up the beach, bent in my grasp, and I have braced myself against the ribs of the boat, and and started on the long journey to find relief. After a while the son fainted What does he care about the

I have pulled for their eternal rescue: but I can't get them to Christ." by reason of hunger and the length of the way. The captain said to the crew, "Carry my boy for me on your shoulders." They carried on your shoulders." They carried on your shoulders." They carried on was so long, "Mary E. Foxwell, in the Rubric. Then 1 ask you to imitate the men of the text and cry mightily unto God. We want more importunate pray-ing for children, such as the father inon your shoulders." They carried him on; but the journey was so long, that after awhile the crew fainted that after awhile the crew fainted from hunger and from weariness, and could carry him no longer. Then the father rallied his almost wasted energy, and took up his own boy and put him on his shoulder and carried him on mile dulged in when he tried to bring his six sons to Christ, and they had wandered off into dissipation. Then he got down in his prayers and said, "O, God! take away my life, if through that means my sons may repent and be brought to Christ;" and the Lord startlingly anafter mile, mile after mile, until overcome himself by hunger and weariness he, too, fainted by the way. The boy lay down and died, and the father just at swered the prayer, and in a few weeks the father was taken away, and through the solemnity the six sons fled unto God. the time rescue came to him, also perished, living only long enough to tell the story—sad story, indeed!! But glory be to God that Jesus Christ is able to that father could afford to die for Oh. the eternal welfare of his children ! He rowed hard to bring them to the land, but could not, and then he cried unto take us up out of our shipwrecked and dying condition, and put us on the shoulder of His strength, and by the the Lord. There are parents who are almost discouraged about their children, Where is your son to night? He has wandered off, perhaps, to the ends of the earth. It seems as if he cannot get omnipotence of His Gospel bear us on through all the journey of this life, and at last through the opening gates of heaven! He is mighty to save. Though your sin be long and black far enough away from your Christian and inexcusable, and outrageous, the counsel. furrows that come to your brow, about the quick whitening of the hair; about the fact that your back begins to stoop with the burdens? Why he would not very moment you believe I will pro-claim pardon-quick, full, grand, in conditional, uncompromising, illimi-able, infinite. Oh, the grace of God L. I am overwhelmed when I come to think care much if he heard you were dead ! The black edged-letter that brought the of it. Give me a thousand ladders, tidings he would put in the some packlashed fast to each other, that I may age with other letters telling the story of scale the height. Let the line run out his shame. What are you going to do? Both paddles broken at the middle of the with the anchor until all the cables of earth are exhausted, that we may touch blade, how can you pull him ashore? I the depth. Let the archangel fly in threw you one oar now with which I becircuit of eternal ages in trying to sweep lieve you can bring him into the hararound this theme. Oh, the grace of God! It is so high. It is so broad. It is so deep. Glory be to my God, that bor. It is the glorious promise, "I will be a God, to thee, and to thy seed after thee." Oh, broken-hearted father and where man's oar gives out, God's arm begins! Why will ye carry your sins mother, you have tried everything else and your sorrows any longer when Christ offers to take them? Why will now make an appeal for the help and omnipotence of the covenant-keeping you wrestle down your fears when this moment you might give up and be saved? Do you not know that every-God! and perhaps at your next family gathering-perhaps on Thanksgiving Day, perhaps next Christmas day-the prodigal may be home ; and thing is ready? if you crowd on his plate more luxuries Plenty of room at the feast. Jesus has on any other plate at the table, I the ring of His love all ready to put am sure the brothers will not be jealous, but they will wake up all the music in the house, because "the dead is alive again. and because the lost is found." Perhaps your prayers have been an-swered already. The vessel may be coming homeward, and by the light of this night's stars that absent son may be pacing the deck of the ship, anxious for the time to come when he can throw his arms around your neck and ask for forgiveness for that he has been wringing your old heart so long. Glorious reunion! that will be too sacred for out-siders to look upon; but I would just like to look through the window when out from England, and after a long voyage they reached the place where the vessel was said to have sunk. They got into a small boat and hovered over the you have all got together again, and are seated at the banquet. Though parents may in covenant be, And have their heaven in view; They are not happy till they see Their children happy to. Again, I remark that the unavailing effort of the Mediterranean oarsmen has a counterpart in the effort which we are making to bring this world back to God. his pardon and safety. If this world could have been saved by human effort, it would have been done long ago. John Howard took hold of one oar. and Carey took hold of another oar, and Adoniram Judson took hold of another oar, and Luther took hold of another oar, and John Knox took hold of another oar, and they pulled until they fell back dead from the exhaustion. Some dropped in the ashes of martyrdom, some on the grow dim. Who will go down now and scalping knives of savages, and some into the plague-struck room of the lazaretto, and still the chains are not broken, and still the despotisms are not demolished, and still the world is unsaved. What then? Put down the cars and make no effort? I do not advise that. But I want vou, Christian brewill give you rest." thren, to understand that the church and the school and the college and the missionary society are only the instrumentalities; and if this world is ever done at all, God must do it, and He will do it, in answer to our prayer. "They rowed hard to bring it to the land, but "They they could not; wherefore they cried unto the Lord. Again, the unavailing effort of those Mediterranean oarsmen has a counter-part in every man that is trying to row his own soul into safety. When the Eternal Spirit flashes upon us our condition, we try to save ourselves. say, "Give me a stout oar for my right hand, give me a stout oar for my left hand, and I will pull myself into safety." No. A wave of sin comes and dashes Teft you one way, and a wave of temptation comes and dashes you in another way, and there are plenty of rocks on which to founder, but seemingly no harbor into which to sail. Sin must be thrown overboard, or we must perish. There are men who have tried for years to become Christians. They believe all I say in regard to a future world. They believe that religion is the first, the last, the infinite necessity. They do everything but trust in Christ. They make sixty strokes in a minute. They bend forward with all a minute. They bend forward with all earnestness, and they lie back until the muscles are distended, and yet they have not made one inch in ten years toward Heaven. What is the reason? That is not the way to go to work. You might as well take a frail skiff, and put it down at the foot of the Niagara, and then head it up toward the churning thunderbolt of waters, and expect to work your way up through the lightning work your way up through the lightning of the foam into calm Lake Erie, as for you to try to pull yourself through the surf of your sin into the hope, and pardon, and placidity of the Gospel. You can not do it in that way. Sin is a aough sca, and the long boat, yawl, pinnace and gondola go down unless the Lord deliver : but if you will cry to Christ and lay hold of divine mercy you are as safe from eternal condemnation

as though you had been twenty years in TO THE BROTHERHOOD OF ST. AN-I wish I could put before my unpar doned readers their own helplessness. Arise in your strength, young men of today. The Master hath need of you, haste and obey. No human arm was ever strong enough Go, carry the message St. Andrew first brought: "The Messias hath come-I with Him have talked." to unlock the door of heaven. No foot was ever mighty enough to break the shackle of sin. No oarsman swarthy

Go, there is work for you to do, For Him who on Calvary died for you; For there are priceless souls to save, And snatch from out sin's dark rolling wave. Sit ye not down with folded hands,

While your brother in error's darkness stands, And say not the flesh is so weak. Christ is your strength, He will give what is meet.

O, do not let the toil retard The efforts put forth your brother, to guard, And count not the struggle, toil and pain, For the soul for whom 'Christ will come

But thank God for the wonderful gift of strength That will enable your life in his fields to be to pieces on an unfriendly coast. The spent, captain had his son with him, and with And from out the hot breath of the battle's din

To carry to Him a soul saved from sin. And as thus you work in the fields below, And in the sacred footprints of the Master go, A holy fragrance like the breath of

CANADA ILLUSTRATED.

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It Contains Some Splendid Views of Halifax Dartmouth and Vicinity, as Well as Photographic Scenes in Other Sections of the Dominion.

The publication of Canada, which was suspended during the summer months, has been resumed, and art series No. 9 is now ready for delivery. This number is one of the best yet issued, and posseses a special interest for maritime province people by reason of its admirable half-tone photographic views of Halifax harbor, the public gardens, etc. Its contents are as follows : Stutt's Mills, Dundas, Ontario.

Monument at Halifax to Nova Scotia officers who fought in the Crimea. Tadousac, from the Saguenay. Beardy's warriors of the Northwes Rebellion Halifax harbor. Melville Island and Prison. Idylwyld, Thousand Islands. Mattawa, looking towards Rose mont.. Looking out to the sea from Dartmouth, N. S. Along the Water Front, Windsor, Ontario.

The Public Gardens, Halifax. Dead Camp, Niagara, six o'clock. The Governor General and the Toronto Curling Club. Ice Boat Viola, going fifty miles an



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Crab, Etc., Etc.

THE Undersigned not being in a position to canvass for or deliver personally the trees noted above, wishes to sell the whole lot out-right. The nursery is located in Stanley, York Co. It will be to the advantage of any

person wishing to set out a lot of trees to send for terms by the hundred. Circum-stances over which I have no control have thrown these trees upon my hands, and they will be disposed of at a bargain. HENRY T. PARLEE, Westfield, N. B.

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said, is since in the one of the congrises:-i.-All those certain lots, pieces and par-cels of land, with the buildings thereon, sivuate on the corner of Paradise Row and Harris Street, having a frontage of two hundred and twenty-seven (227) feet, two (2) incass on Paradise Row, and three hundred and one (301) feet eight (8) inches on Harris Street

one (301) rect eight (3) inches on harns Street. 2.—All those three several freehold and leasehold lots, with the buildings thereon situ-ate on the west side of Water Street, and the north side of Peters' Wharf (so called), hav-ing a frontage of fifty (50) feet on Water Street, and extending back therefrom inety (90) feet, more or less, and a frontage of twenty-four (24) feet on Peters' Wharf (so called); the leasehold lot being under a re-newable Lease subject to a ground rent of Two Hundrod and Sixty-four (\$264.00) Dollars per annum.

Two Hundrod and Sixty-four (\$264.00) Dollars per annum. Also, Four (4) shares of the capital stock of the Central Fire Insurance Company. The said freehold, leasehold and personal property and assets of the firm of J. Harris & Co. so to be sold as aforesaid is all in the City of Saint John, and comprises:-3.-All those four several freehold and leasehold lots of land, with the buildings and machinery thereon, known as the Portland Rolling Mills, hav-ing a frontage of four hundred and fifty-seven (457) feet on the Straight Shore or Short Perry Road, and extending from said Road southerly to the harbor line; two hundred and twenty (220) feet of this frontage being freehold, and the remaindar

Hon. Ro united in Jane Wa Edward those pr son, Sir Hon. J. A Hon. C. lace, Hor Wood. the cere Hon. M bridesma married train for land. A dair jacent to Aberdee Ottawa propose be chose Two o applying departm preparat the prop Telegr points a Lawren of "Gatl in an op on Frida Sir Jo England expected of Decen A des departm from th latest co minister the dut enterin ada is Norway is, our reference dock a word Spanis is that classed will be tariff. point h free ad and it Norway Canada D. H. ernme time ment placed forthw cables bello a Otta judgm which \$64,000 contra bridge again exche ing o justice of the

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upon your hand. Come now and sit down, ye hungry ones at the banquet. Ye who are in rags of sin, take the robe of Christ. Ye who are swamped by the breakers around you, cry to Christ pilot you into smooth, still waters. On account of the peculiar phase of the subject, I have drawn my present illustrations. you see, chiefly, from the water. I remember that a vessel went to pieces on the Bernudas a great many years ago. It had a vast treasure on board. But the vessel being sunk, no effort was made to raise it. After many years had passed, a company of adventurers went

place. Then the divers went down, and they broke through what looked like a limestone covering, and the treasures rolled out-what was found afterward to be, in American money, worth one million five hundred thousand dollars, and the foundation of a great business house. At that time the whole world rejoiced over what was called the luck of these adventurers. Oh, ye who have been rowing towards the shore

and have not been able to reach it, I want to tell you to-night that your boat hovers over infinite treasure! All the call in person. riches of God are at your feet. Treasures that never fail, and crowns that never

seek them? Who will dive for the pearl of great price, Who will be pre-pared for life, for death, for judgment, for the long eternity? See two hands of blood stretched out toward thy soul as Jesus says, "Come unto me, all ye that labor and are heavy laden, and I

The Honest Finns,

A recent traveler says: Life and pro-perty are thoroughly secure in Finland. Trunks and parcels are left for hours in the street, to be found when wanted by, their rightful owners. In the country, districts the houses are never barred or bolted even in the absence of their owners. Then again, it is no uncom-mon thing for a blooming girl of seven-teen, or a young married woman, to drive along in her cart a distance of fifty or sixty miles through dense forests, and by the shores of gloomy lakes, convey-ing the family's butter, cheese and eggs to market in town, and then to return home alone with the proceeds. In trade, the Finns are not only scrupulously honest; they are heroically, quixoti-cally so. A tradesman will tell you the whole truth about his wares, even when he knows perfectly well that by dcing so he loses a customer whom the partial truth would have secured. "This seems exactly the kind of appara-tus I am looking for," I said to a mer-chant in Helsingfors some months ago, in reference to an article that cost fifteen pounds, "and I will buy it at placed in the vault, which was then once if, knowing what I want it for, you arched over and hermetically sealed, can honestly recommend me to take it." the work not being fully completed "No, sir, I do not recommend you to till after dark. take it, nor have I anything in stock

just now that would suit you." And I left the shop and purchased what I wanted elsewhere. "Here's your fare," I said to a peasant in the interior, who had driven me for three hours through the woods on his drosky, handing him the woods on his drosky, hadding him four shillings. "No, sir, that's double my fare," he replied, returning me half the money. And when I told him he might keep it for his honesty, he slightly nodded his thanks with the dignity of one of nature's gentlemen.

Did He Speak the Truth She (sweetly)-Whai beautiful roses; so tresh. Is that dew on them? He (haughtily)-There is nothing due on them.

Part X, which is now in preparation will contain among other things. views of Prince Edward Island. Parrsboro, Wolfville and Grand Pre. N. S. and it is the intention of the publishers in succeeding numbers to cover the most interesting portions of the maritime provinces. Each part contains at least 16 pages of illustrations and descriptive matter, and the series when completed will comprise upwards of 400 superb

photographic views, covering the whole vast domain of British North America. Every section of the dominion will be fully represented and the possessor will have in this work a complete portfolio of the country from the Atlantic to the Pacific. The pictures are accompanied by accurate descriptions of the subjects presented, the object being to instruct the mind as well as to please the eye.

Parts I to IX are now ready. Cut out a coupon from the Sun and present it along with 10 cents at the Sun office, Canterbury street, when you will receive any part you desire. Orders by mail will be filled as rapidly as possible, but to ensure immediate delivery, coupon holders should

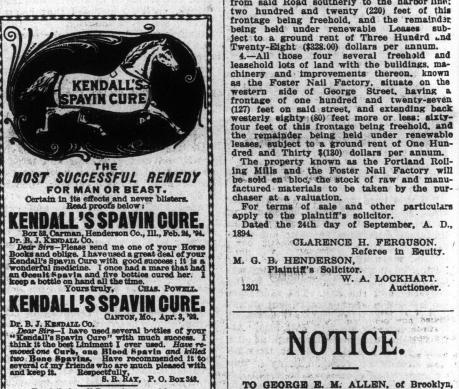
A CANADIAN APPOINTED.

Honors are still falling on Canadians in the old country. This time it is Captain John Irvine Lang a distinguished graduate of the Royal Mil. partnership under the name, style and firm of D. J. Seely & Son, for the purpose of carrying on a business as Ship Brokers and Commisic n Merchants. Walker's Wharf, St. John, N. B., October itary college, who took a commission in the Royal Engineers, and who, entirely by his own ability, has attained important positions in the imperial service. Captain Lang has just been appointed instructor at the School of Military Engineering at Chatham, one of the most important stations in Eng-INTERCOLONIAL RAILWAY. land. This officer was A. D. C. to the inspector of fortifications at the war office, and was sent out as secretary of the commission that laid out the fortification at Esquimalt, B. C. On and after Monday, the 1st October.

RE-INTERRED AT HAMPTON. The remains of the late H. H. Carvell, who died and was buried in Charlottetown several years ago, have been removed to Hampton, Kings Co., N. B., and re-interred there. The late Mr. Carvell was a son of Lewis Carwas formerly in the I. C. R. freight department, St. John, He had lived at Hampton, where his brother, T. H. Carvell, has a store, and his father a summer residence. A vault made of pressed brick was prepared in the cemetery near Hampton, and on Wednesday the remains, enclosed in a metallic coffin, arrived and were

LOST ITS CONTRACT.

The Canada Railway News Co. has lost its contract on the L. C. R., the privilege having been secured by Mr. Cunningham of Halifax, who was the highest tenderer. The Sun is informed that this company, which controls the news business on about every railroad in Canada, finding that the returns did not warrant the payment of as large a rental as it uad been giving, lowered its tender this year, with the above result. It may be re-marked that the contractor who had this work on the Intercolonial prior to the Canada News Co. failed to make it pay, although he paid but one-quarter of the sum now offered. During the time the Canada News Co. has had control of this business on the I. C. R. its operations have been highly saf-isfactory to the general public as well as to the people having dealings with it in the way of supplies, etc. Express rom Sussex..... 8.30. Express from Halifax 15.50 Express from Halifax, Pictou and Campbellton The trains of the Intercolonial Railway are heated by steam from the locomotive, and those between Halifax and Montreal via Levis are heated by electricity. All trains are run by Eastern Standard



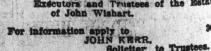
NOTICE. ENOSBURGH FALLS, VT.

TO GEORGE E. M. ALLEN, of Brooklyn, New York, in the United States of America, Cierk, and Jean Walker. his wife; Heien Firth, widow of Walker Campbell Firth, late of Kansas City, Missouri, in the said United States; Rufus B. Oxley, of Victoria, in the Province of British Columbia, Insurance Agent, and Marion Miller, his wife; Andrew T. Mack, of the City of Boston, Massachusetts, in the United States of America, Carver, and Sarah Malcolm E., his wife; and Charles J, Whitlock, of Tacoma, Washington Territory, in the said United States, gentleman, and magic Sinciali, his wife, heirs of William Firth, late of the City of Saint John, and to all whom it may concern: "NTICE IS HEREBY GIVEN that under and by virtue of the Power of Sale contained fait the Thirteenth day of March, A. D., 1871, and recorded in the office of the Registrar of Deeds for the City and County of Saint John, in the Province of New Brunswick, by the page 547, 548, 549 and 550, and made between William Firth, of the City of Saint John, in the Province of New Brunswick, by the page 547, 548, 549 and 550, and made between William Firth, of the City of Saint John, in the city and county of Sit. John, Merchant, and Margaret, his wife, of the one part and Mary A. E. Jack, of the City of Fredericton, in the County of Sit. John, Merchant, and Margaret, his wife, of the one part and Mary A. E. Jack, of the City of Fredericton, in the County of Sit. John, Merchant, and margaret, his wife, of the one part and Mary A. E. Jack, of the City of Fredericton, in the County of Mar, A. B. Stat, of the one part, and John Wish its of the Other part, and John Wish its, of the City of Saint John, Merchant, of the ther part, there will be sold by the is and f6, and made between the said Mar A. E. Jack, of the one part, and John Wish its did City of Saint John, Merchant, of the ther part, there will be sold by the is did City of Saint John, Merchant, of the there part, there will be sold by Publik the taid City of Saint John, Merchant, of the there part, there will be so 1894, the trains of this Railway will run daily (Sunday excepted) as 7.00 Express for Halifax..... 13.50 Express for Quebec and Montreal 16.30 Express for Sussex..... 16.40

mises in the said indenture of Morgage de-scribed as: "All that pertain piece or parcel of land, "beach and flats, and the wharf thereon "standing, situate, lying and being in Queens "Ward, in the City of Saint John, the said "piece or parcel of land having a front of "thirty feet on 'Peters' Wharf,' so-called, "extending back preserving the same breadth "thirty feet, the same being the lot devised "by the lats Honorable Charles I. Peters by "his last will and testament to his son, "Brunswick W. Peters, and by him, the said "brunswick W. Peters, by his last will and "tatament devised to the said Mary A. E. "Jack," together with all houses, outhouses, bara, buildings, fences, improvements and wharves thereon being, and all ways, rights of way, members, easements, rights and priv-leges to, on or over the same and every part thereof belonging or in any wise appertain-ing. A Parloi car runs each way on Express train: leaving St. John at 7.00 o'clock and Halifax at 7.20 o'clock. Passengers from St. John for Quebec and Montreal take through sleeping cars at Monc-ton at 19.30 o'clock.

ing. The above described property will be sold at the time and place aforesaid in consequence of default having been made in the payment of the principal money in the said mortgage mentioned, contrary to the proviso for pay-ment therein contained. Dated the Twenty-first day of July, A. D.,

JAMES KNOX, JOHN B. M. BAXTER, ALLISON WISHART, Executors and Trustees of the Estate of John Wishart.



WREEKIA SUN, FI. J. H., S. S., OCTARES M. THOL.

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