MC2398

POOR DOCUMENT

WAKEMAN'S WANDERINGS.

WE WANT FASTER STEAMERS AND WILL HAVE THEM.

And We Want a Better Mode of Serving Food and Less Grumbling. The Smoking Room of every Steamer is a "Hell."

LIVERPOOL, June 28, 1890.

If your steamer have anything like a pleasant passage, shortly after the banks are crossed, there is a gradual return to life from the torpor, or horror, of sea sickness, and you will find that a majority of passengers will come back to cabin and deck chastened and bettered from their recent bitter experiences. There is a general recognition of what has been going on; but no one is so impolite as to discuss the matter. The graciousness of late comers is something wonderfully genial and admirable. Crabbed old fellows who snapped like turtles at the beginning of the voyage actually crave your acquaintance with radiant humility. Airy young fellows have become excellent listeners. The "Miss Havishams" and faded old dowagers have a sparkle of condescension in their fishy eyes; while the fair belles of the voyage are positively angelic to all. There has been an averaging up process all around. From this time on your ocean voyage is truly delightful. You wonder how you could have misjudged this one and overlooked the merits of that one, or failed at first to recognize the pleasant characteristics of another. In short, there is less bile aboard-ship. The ozone of the sea is giving its magical elation to all. Affability has dethroned irritability. Enforced rest has become a soothing nurse to the rare and hurt American nerve.

In thia kindly mood there are endless trifling exchange of courtesies that yield the heartiest acquaintanceships, which often grow into the warm, staunch friendships of a lifetime. Men value each others' experience on shipboard. There is no place like it for measuring your fellow men justly. On shore we dash ahead in our own little orbit and imagine all that is valuable to the world is within the atmosphere of our own immediate firmament. The long hours of enforced idleness yield valuable enforced comparisons. We find that innumerable other activities prevail, each essential to social cosmic perfection and good. At sea is the only place where men stand still long enough to well observe this. So it must be regarded as a beneficial thought and experience exchage. But whether these feasts of conversation, which are constantly everywhere occurring on shipboard from cabin to steerage, touch upon theology, sociology or industrial activities, they universally begin and end upon some feature of steamship life and service. What is our ship's best run? What was her run yesterday, to-day, and what will it probably be to-morrow? What is to be the limit of these crack ocean liners, speed? Can ocean service be still much improved?—and a score more similiar inquiries upon which many an excellent idea, and much general information, might be gathered by the managment of the companies themselves.

Out of all this, and from much personal inquiry among practical promoters of ocean travel, are gathered a few prevailing ideas. These are chiefly upon the vital questions of capacity, speed, safety and service or maximum of comfort to passengers. The latest ocean greyhounds have a capacity of 10,000 tons burthen, or better. One company is now at work on a 11,500 ton ship. Two liners now in commission are 685 feet in length or five feet longer than the unwieldly Great Eastern, now being broken up for old iron at Eastham, in the river Mersey, just above Liverpool. Naval architects believe that before the year 1900, we will be crossing the ocean in steamships of 15,000 to 20,000 tons burthen, upwards of 750 feet in length, which will make the passage in from four to four and one half days, and comfortably carry 1,000 passengers, while their safety may be absolutely assured. All this is claimed to be simply a question of money; and it is believed the vast increase of ocean travel will warrant the necessary expenditure. One hundred thousand people now annually cross the ocean from America. This involves an outlay of $10,000,000. Each year this increases. Shortening the time of passage is held by steamship managers to greatly augment the proportion of natural increase in ocean travel. Briefly, it is the general conviction that while the travel amounts to 100,000 annually with six and seven day boats, it would reach 160,000 with five-day boats 200,000 with four-and-a-half day boats, and 300,000 with four-day boats. The builders on the Clyde say to the companies, "Gentlemen, if you wish to put $2,000,000 instead of $1,000,000 into single steamships, we can produce the four-day boat!" This is an open secret, and it is today not so much a question of whether it can be done, as whether the steamship companies are willing to have it done. The reason for their hesitancy, and that they are approaching the limit by easy stages is obvious. Any one company which would dare to astoundingly out-do the others by putting upon the ocean lanes four, or even five, day ships, must be prepared financially to withstand a deadly war of passenger and freight rates from the combined trans-Atlantic lines, as well as at the same moment to find all other of their own steamships a dead loss on their own hands. None of the British companies will do this. An American company with a capital of $50,000,000 of course, building on the Clyde, and flying the British flag could do so; and could instantly command the cream of the ocean traffic. There is an important element in the matter not usually considered. That is the already established fact that the class of Americans who are most desirable passengers, to the steamship lines, and who indeed aggregate the great bulk of ocean travel, are positively independent of any consideration as to fares. The fast and luxurious steamers now get, without question or objection from $200 to $1,000, per trip for choice accommodations; and these very steamships have, every trip, proportionately a larger number of passengers at these figures for their ordinary and still luxurious accomodations at from $80 to $500. Only this season a leading line nearly doubled its rates for its two crack six-day boats, expecting to thus give their higher priced passengers a little more elbow room; but there has so far been scarcely preceptible dimunition in the numbers carried.

When the four-day ship arrives in New York Harbor, and I believe a good while before that time, there will come a revolution in the manner of serving food on the Atlantic liners. At present there is enough wasted to provide for twice the number served. And yet with very meagre exception the ocean cuisine is an abominal travesty on delicate dining. There is no excuse on shipboard for illy-served food. The catering is bountiful, extraordinary, superb. But the system of compelling 500 ladies and gentlemen to partake of cold and clammy courses at given hours, whether or no, is unqualifiedly repulsive and beastly. If there is one spot, or time, in the individual's life when captivating dishes should be served in a captivating manner, it is when that individual is perhaps first realizing what a horrible instrument of torture the stomach may become. At best, at sea the average person is in an excruciating captious and vagarous mood about food. At one hour of one day he may be ravenously hungry; at the same hour of the next, wholly unfitted for even the contemplation of food. It is barbarous to force repletion or starvation upon one after this antiquated fashion. This is entirely outside of the manner in which ship's food is cooked. The long waits at the pantries and the long, cold drafts in the passages, chill your soup, cuts and roasts until they are simply cold swill and cold grease and flesh. Of all the great ocean passenger lines, but one serves food any other way; and this line makes celerity and sauce do what remedy is done. Its system is quite as faulty as the rest. Within the past few years, I have suggested the change I would substitute, to between two and three hundred of the millionaire frequent ocean travellers, and to chief stewards and managers of a few of the larger vessels of the more enterprising lines. The passengers have universally asserted that the first new steamships to adopt such plan should have their own and their friends' patronage; while stewards and managers have admitted that the system was not only feasible, but that the constant demand for improvement in ocean steamship service would compel its near adoption. Briefly, it is the substitution of the iron-clad, unvarying, remorselessly-regular, and ever-nauseating three-meals-and-two-lunches-per-day system for a regular, but lesser, table-d'-hote service, for those who wish passage to include meals, and a Delmonico a-la-carte service, independent of passage money, for those whose taste, convenience and disposition (or indisposition) would make this form of eating through a week's imprisonment a real godsend. We Americans pay from $15 to $50 per day for what little we get from New York to Liverpool. If ordinary passage-money were fixed at from $75 to $150, the steamships companies could well afford all they now give. The same accommodations, without meals should be secured for from $50 to $100. The rich could pay their $200 to $500 for luxurious suites. Then with half a dozen compartments, similar to those provided on the latest-built liners for childrens' and servants' mess-rooms, and make them as gorgeous as you please, one can eat, as desire prompted in peace and comfort, and it would be a sorry wight who would not be willing to pay handsomely for the change. These ocean restaurants, ordinaries, snuggeries, or whatever you might wish to call them should never be closed until midnight, and any other seasonable food or fruits procurable in the best restaurants in New York, London or Paris, should be securable, to order, at any hour of the day by any cabin passenger on shipboard. It must soon dawn upon the minds of those engaged in ocean transportation that while the question of speed is an important one to a few, the question of comfort is a more vital one to many. Great speed is being secured. Almost absolute safety is already assured through the "compartment" plan of steamship building. The problem of perfect ventilation has been so thoroughly solved that one can sleep in as pure air three decks below, as upon the hurricane deck. And now the great steamships must serve food to passengers as if to ladies and gentlemen entitled to gracious and hospitable attention; and not as though the 600 souls in their charge were so many cattle destined for the Birkenhead slaughter-houses.

There is another evil, a great and growing curse in ocean travel, that American public sentiment should put an end to. That is gambling and other forms of swindling at sea. It is an undeniable fact that the smoking-room of every passenger vessel now afloat, the only place on a steamship where a gentleman may enjoy his customary cigar, is, from port to port, no less than a veritable gambling-hell of the most pernicious and vicious sort. It is all very well for the humorous weeklies, and the wit columns of our great dailies, to have their occasional skits at gambling in general, as though the vice were a national weakness of the most inimitably funny character, or for the telegraph columns of our dailies to now and then give a quarter column account of how the brilliant editor of a brilliant journal has had a sitting with some brilliant senator from a great American commonwealth state, with interesting details of the result of "bluffs," "raises," and the seductive "jack-pot." But in sober truth, a gambler is a gambler, whether he be an "Honorable" or otherwise, an editor or a shilling shocker; and I modestly venture the statement that there are fifty or sixty millions of American people who like neither gambling nor gamblers, on land or sea. One is therefore at loss to understand why 95 per cent of the passengers of an Atlantic liner are compelled to be imprisoned for six or seven days in what is simply a huge floating gambling hell, conducted, as far as the rapaciousness, cruelty and persistency is concerned, on quite the same principles as the lowest bum-boat of the Ohio and Mississippi rivers. The bland agents and blander officers of these vessels will point with Pecksniffian unction to the little placards in the smoking rooms which read, "No gambling allowed;" and assert solemnly that all that sort of work is a thing of the past. But they know better. Every passenger knows better, I have instances, and proof, where scores of men have been all but ruined on these steamships. I also have over a dozen letters from ship's captains and ex-commanders deploring the evil and professing that any movement for its abolition would meet with their hearty support. But this is all nonsense. Any one with common sense knows that any ship's commander could abolish it on his ship, in an instant, with a single sentence. But he does not. One can hardly believe he profits from it. The company itself is in small business to permit, with its cognizance, organized bands to travel on their vessels for the purpose of robbing those it is their duty to protect. And yet they do. One can find no motive for the infamy save the paltry one that the environment of poker and daily pool-selling, in others words the anxiety and excitement of the ordinary gambling-house, tremendously increases the sales of liquors at the bar. But it does.

There is not a recorded passage between Liverpool and New York of any steamship upon which one or more men have not been robbed at cards. Every effort is made by ship's officers and agents to suppress not the robberies themselves but public information concerning them. Not content with the plunder of ordinary card-sharks and sweat-cloth devices in the smoking-rooms of the cabin, the most gorgeous suits of state-rooms are engaged by publicly known swindlers for extra-hazardous and profitable work. They secure access to advance passenger lists; select their victims; attend to every little detail of information regarding their quarry with the nicest calculation; and, with what practically amounts to connivance by the ship's officers, have their man in hand by the time he steps aboard the ship. They even know how much ready money he has with him; the amount of his bills of exchange, in what form they are, and on what banking-houses they are drawn. If by some inexplicable mischance he is not well done for aboard-ship, their confederates are ready to accompany the wealthy traveler to London, Paris, Berlin, or even Florence and Naples. An affair of this kind had its sequential termination while I was in Algiers in the early part of the present year, where a flock of this species of birds of prey, after winning nearly $1,000 at cards from their victim on shipboard and securing twice that amount in London and Paris, finally, by downright forgery, possessed themselves of the last dollar the brilliant American possessed, amounting to some $2,700, at Algiers. Nor is this the worst feature of this organized ocean swindling; for these large booties usually fall from the purses of those members of our latter American aristocracy who can afford the loss, and prefer to do so in silence rather than suffer the humiliation of exposure. In the second class cabin and also in the steerage are the same seductive "smoking room" and bar. Villains of a lower order conduct precisely the same kind of robbing in these. After the second day out, at any time of day or evening every imaginable device for swindling at cards, with besotting accompaniments, is in progress. It is saying little to assert that dozens of poor fellows are thus utterly ruined. There are perhaps four remedies for this shameful state of things. The companies' officials could at any moment drive the whole gang from every one of their vessels. The press of the United States could in three months' time compel the abolition of the growing evil. Ships' officers, could, at will, reduce the insulting offensiveness of it all to the plucking of rich fools in private suits, the character of whose occupants should be made known to apparent victims. And if ten per cent of those to which gambling in any form is abhorrent should flatly refuse to take passage on liners whereupon it is universally known to be allowed, or, make a condition of such a patronage that it should be rigorously prohibited in all cabins and smoking-rooms, to an end the whole nefarious business would come at once. As the matter stands, ocean gambling and swindling exceeds in shamelessness and enormity the darkest chapters and epochs of piracy ever known upon the high seas.

EDGAR L. WAKEMAN.

HOTELS.

UNION CITY HOTEL,
No. 10 King St., St. John, N. B.,

Now open to the public, centrally located on Market Square, *only 4 minutes walk* from I. C. R. Depot, Boston, New York and Nova Scotia Steamboat Landings. Street cars pass this building every 5 minutes from all lines. Pleasant Rooms, splendid view of harbor; &c. No big prices—but good fare at moderate prices. No pains spared to make all comfortable that call. Remember the "BLUE SIGN," No. 10 King Street. Permanent and transient boarders accommodated at low rates.

A. L. SPENCER, Manager.

New Victoria Hotel,
248 to 252 Prince Wm. Street,
SAINT JOHN, N. B.
J. L. McCOSKERY, Pro.

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

CAFE ROYAL,
Domville Building,
Corner King and Prince Wm. Streets

MEALS SERVED AT ALL HOURS.
DINNER A SPECIALTY.
Pool Room in Connection.
WILLIAM CLARK.

Having obtained the right to prepare this generally well known **RELIABLE TONIC** and **BLOOD MAKER** from the original formula, it can now be obtained from your druggists in 50c and $1.00 bottles.

DR. BAXTER'S FOR THE BLOOD. CHALYBEATE

Is an effectual remedy in all cases of
General Weakness,
Nervous Headaches,
Palpitation of the Heart,
Hysterical Weakness of Women and Children,
Loss of Appetite, &c., &c.
PREPARED BY
WILLIAM B. McVEY, Chemist,
Saint. John N. B.

☞None genuine without Blue Stamp on the top of each bottle.

Errors of Young and Old.

Organic Weakness, Failing Memory, Lack of Energy, Physical Decay, Cured by
HAZELTON'S VITALIZER.

Also Nervous Debility, Dimness of Sight, Loss of Ambition, Unfitness to Marry, Stunted Development, Loss of Power, Night Emissions, Drain in Urine, Seminal Losses, Sleeplessness, Aversion to Society, Unfit for Study, Excessive Indulgence, etc., etc. ☞ Every bottle guaranteed. **20,000 Sold Yearly.** Address, inclosing stamp, for treatise.
J. E. HAZELTON,
Graduated Pharmacist, 308 Yonge St., Toronto, Ont.,

Norman's ELECTRO-CURATIVE Belts and Insoles UNEQUALLED For the relief and CURE of NERVOUS DEBILITY, INDIGESTION, RHEUMATISM, SLEEPLESSNESS, SEXUAL WEAKNESS and all NERVOUS DISEASES. Established 1874. CONSULTATION and CATALOGUE FREE. A. NORMAN, M. E., 4 QUEEN ST. E., TORONTO, ONT.

N. B.—These Appliances are largely imitated, but never equalled.

DISSOLUTION NOTICE

NOTICE is hereby given that the Co-partnership Business heretofore carried on by the undersigned in Co-partnership under the name and style of DANIEL & BOYD has been dissolved by lapse of time and mutual consent, the said JOHN COWAN and WILLIAM K. MOLLISON retiring therefrom and the business hereafter will be carried on by the undersigned, THOMAS W. DANIEL and JOHN BOYD on their own account, and they will pay all the liabilities of said firm and have the sole right to collect and receive all debts and amounts due said firm.

Dated at the City of St. John in the Province of New Brunswick this 15th day of January, A. D., 1890.

T. W. DANIEL,
JOHN BOYD,
JOHN COWAN,
WM. K. MOLLISON.

IN THE SUPREME COURT.

In the Matter of The Maritime Bank of the Dominion of Canada and the Winding Up of the Same under the Winding-Up Act:

UPON the application of the Liquidators of the above Bank, the twentieth day of september, next, is hereby fixed as the day on or within which creditors of the said Bank and others who have claims thereon may rend in their claims; such claims to be sent to the Liquidators of the said Bank at the City of Saint John, in the City and County of Saint John, Province of New Brunswick.

This order is made under the fifty-ninth section of the Winding-Up Act of the Dominion of Canada.

Dated at Fredericton in the Province of New Brunswick, the twenty-first day of June, A. D. 1890.

JOHN C. ALLEN,
Chief Justice of the Supreme Court.

STEAMERS.

WEST INDIES.

THE CANADIAN WEST INDIAN and SOUTH AMERICAN STEAMSHIP CO. (Ltd), has placed the S. S. LOANDA, (Clyde built), 1478 tons gross register, on the route from St. John to Demerara, touching at Yarmouth, Bermuda, St. Kitts, Antigua, Dominica, Guadeloupe, Martinique, St. Lucia, Barbados and Trinidad.

The LOANDA has elegant accommodation for forty first-class passengers and 30 second do., with an experienced staff of officers and crew.

A first-class service guaranteed and ample freight spaces for 12,000 barrels provided.

Special inducements to travellers and shippers of freight, to all above ports, offered by this line.

The LOANDA will sail from St. John about the MIDDLE OF AUGUST.

GEO. F. BAIRD, Manager.
N. B.—For full information apply to GEO. ROBERTSON, Commercial Manager.

NEW YORK Steamship Co.

THE REGULAR LINE.

THE IRON STEAMSHIP,
VALENCIA!
(1600 tons, (CAPT. F. C. MILLER), will leave
COMPANY'S WHARF, Rear of Custom House,
ST. JOHN FOR NEW YORK
via Eastport, Me., Rockland, Me. and Cottage City, Mass., every
FRIDAY AT 3 P. M.
(Standard Time). Returning, steamer will leave
Pier 49, East River, Clinton Street, New York, every Tuesday at 5 p. m.,
For Cottage City, Mass., Rockland, Me., Eastport, Me., and St. John, N. B.

Freight on through bills of lading to and from all points south and west of New York, and from New York to all points in the Maritime Provinces.

CHEAPEST FARES AND LOWEST RATES.

Shippers and importers save time and money by ordering goods forwarded by the New York Steamship Company.

Through Tickets for sale at all Stations on the Intercolonial Railway.

For further information address
N. L. NEWCOMB,
General Manager, 53 Broadway, New York,
Or FRANK ROWAN, Agent.
228 Prince William Street, St. John, N. B.

UNION LINE.

Daily Trips to and from Fredericton.
FARE, ONE DOLLAR.

UNTIL further notice the steamers
'David Weston' and 'Acadia,'
alternately will leave St. John for Fredericton and intermediate stops every morning (Sunday excepted) at NINE o'clock, local time. And will leave Fredericton for St. John, etc., every Morning (Sunday excepted) at EIGHT o'clock.

Our usual popular Excursions up and back same day. To Hampstead and return 50c., any intermediate point 40c.

Tickets to Fredericton, etc., and from Fredericton to St. John, etc., issued on Saturdays at one fare. Good to return free on Monday following.

R. R. HUMPHREY, Manager.
Office at Wharf, North End, near Street Ry. Terminus.
H. CHUBB & CO., Special Agents, Prince Wm. street. u. p.

International Steamship Co.,

SUMMER Arrangement.
THREE TRIPS A WEEK.
FOR BOSTON.

ON and after MAY 5TH, the Steamers of this Company will leave Saint John for Eastport, Portland and Boston every MONDAY, WEDNESDAY, and FRIDAY, morning at 7.25 Standard.

Wednesday's Steamer will not touch at Portland.

Returning will leave Boston same days at 8.30 a. m., standard, and Portland at 5 p. m. for Eastport and Saint John.

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

☞Freight received daily up to 5 p. m.

SPECIAL NOTICE.—On and after SATURDAY, August Sixteenth, and up to and including SEPTEMBER 13th, a steamer will leave St. John for Boston, direct, every SATURDAY EVENING at 6.25 standard time.

C. E. LAECHLER, Agent.

For Washademoak Lake.

THE above first class swift, staunch and commodious steamer, having been rebuilt and refurnished under the strictest government requirements, will, until further notice, leave her wharf Indiantown, TUESDAYS, THURSDAYS and SATURDAYS, at 11 a. m., local time, and calling at all intermediate landings. Returning is due at Indiantown at 1 p. m. on alternate days.

J. E. PORTER, Manager.

A. MURPHY
has removed his stock of
Toys, Books, and Stationary
—TO—
No. 38 SYDNEY STREET,
two doors from the Corner of Leinster Street.
A. MURPHY,
38 Sydney street.

ACCOMMODATION LINE!

Saint John and Cole's Island, Washademoak,
Calling at all Intermediate Stops.

UNTIL further notice Steamer "SOULANGES" will leave Indiantown on MONDAYS at ELEVEN o'clock, and on WEDNESDAYS and FRIDAYS at TEN o'clock.

Returning, will leave Cole's Island on Tuesdays Thursdays and Saturdays at SIX o'clock.

WM. H. HUMPHREY.

SATURDAY-MONDAY SERVICE
To and From Long Island &c.

COMMENCING SATURDAY, July 26th, and until further notice, for the better accommodation of of the travelling Public, the splendid steamer "DAVID WESTON" will leave St. John, North End, every **SATURDAY EVENING** at Six o'clock, for Hampstead and intermediate stops.

Returning, will leave Hampstead on MONDAY MORNING at 5.30 to arrive at St. John at 8.30 o'clock.

FARE FOR THE ROUND TRIP **50 CENTS.**

This service has already become very popular and well patronized by the Steamer "Soulanges," and it is hoped that substituting the large, fast Steamer "DAVID WESTON" will create still greater favor and patronage.

RAILROADS.

New Brunswick Railway Co'y.

ALL RAIL LINE TO BOSTON &c.

"The Short Line" to Montreal &c.

ARRANGEMENT OF TRAINS: in effect June 29, 1890. Leaves St. John Intercolonial Station—Eastern Standard Time.

6.40 a. m.—Flying Yankee for Bangor, Portland, Boston, &c., St. Stephen, St. Andrews, Houlton, Woodstock and points North. Parlor Buffet Car St. John to Boston.

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

4.45 p. m.—Express for Fredericton and intermediate points

8.45 p. m—Daily Express for Bangor, Portland, Boston, and points west; Houlton, Woodstock, daily, except Saturday for St. Stephen, Presque Isle &c.

Pullman Sleeping Car for Bangor.

10.45 p. m.—Except Saturday, Fast Express, "via Short Line," for Montreal, Ottawa, Toronto and the west.

Canadian Pacific Sleeping Car for Montreal.

RETURNING TO ST. JOHN

FROM BANGOR, 5.45 a. m., 3.20 Parlor Car attached; 7.35 p. m., Daily Sleeping Car attached.

MONTREAL, "via Short Line," 7.45 p. m: daily, except Saturday.

Canadian Pacific Sleeping Car attached.

VANCEBORO * 1.00, 10.20 a. m. and 7.00 p.m.

WOODSTOCK 7.45, 10.00 a. m., 3.60 *3.15 p. m.;

HOULTON 7.35, 10.00, 11.50 a. m., *3.15 p. m.;

ST. STEPHEN 7.40, 11.25 a. m, ‡10.00 p. m;

ST. ANDREWS 7.00 a. m. ‡10.30 p. m;

FREDERICTON 6.00, a. m., 3.03 p. m.

ARRIVE AT ST. JOHN * 5.40, 8.30 a. m., 1.15 7.00, 10.10 p. m.

LEAVE CARLETON

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

4.30 p.m—For Fairville, Fredericton, and points west.

ARRIVE AT CARLETON.

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

5.10 p. m.—From Fairville

* Trains run Daily. ‡ Daily, except Saturday.

INTERCOLONIAL RAILWAY.

1890 SUMMER ARRANGEMENT. 1890.

ON and after **MONDAY, 9th June, 1890,** the trains of this Railway will run daily (Sundays excepted) as follows:—

TRAINS WILL LEAVE ST. JOHN

Day Express for Halifax and Campbellton	7.00
Accommodation for Point du Chene	11.00
Fast Express for Halifax	13.30
Fast Express for Quebec and Montreal	16.35
Express for Halifax	22.30

A Parlor Car runs each way on Express trains leaving Halifax at 6.30 o'clock and St. John at 7.00 o'clock. Passengers from St. John for Quebec and Montreal leave St. John 16.35 and take Sleeping Car at Moncton.

Sleeping Cars are attached to through night Express trains between St. John and Halifax.

TRAINS WILL ARRIVE AT ST. JOHN.

Express from Halifax (Monday excepted)	6.10
Fast Express from Montreal and Quebec (Monday excepted)	8.30
Accommodation from Point du Chene	12.55
Day Express from Halifax, Pictou & Mulgrave	18.05
Express from Halifax, Pictou & Mulgrave	22.30

The 6.30 train from Halifax will arrive at St. John at 8.30 Sunday, along with the express from Montreal and Quebec; but neither of these trains run on Monday. A train will leave Sussex on Monday at 6.47, arriving at St. John at 8.30.

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

All trains are run by Eastern Standard Time.

D. POTTINGER,
Chief Superintendent.

RAILWAY OFFICE,
Moncton, N. B., 6th June, 1890.

Shore Line Railway.

COMMENCING WEDNESDAY, June 18th, Trains will leave St. John (daily Sunday excepted) East Side (Ferry) at 1.40 p. m., West Side, 2 p. m. arriving at St. George 4.30, St. Stephen, 6.30 p. m. Leave St. Stephen 7 a. m. arriving at St. John 11.30 a. m. Baggage and Freight received at Moulson's Water street. Eastern Standard Time.

FRANK J. McPEAKE,
Superintendent.

1841. ESTABLISHED 1841.
Eagle Foundry and Machine Shop,
MANUFACTURE
Steam Engines,
High, Low or Compound, (for marine and land purposes), high or low speed.
CASTINGS of any size made.
BOILERS MADE and REPAIRED,
—ALSO—
MILL and SHIP WORK.
All Sizes of WINDLASSES and PUMPS,
PIPES, STOVES and PLOWS.
PLANING and TURNING done to order.
All work done here to order in a thorough workmanlike manner.
Jack Screws for sale or hire on easy terms. All kinds of Blacksmith Work done.
PROPELLERS MADE.
JOHN SMITH.
Practical Engineer and Mill Wright,
St. David's St., St. John, N. B.