MC2398

POOR DOCUMENT

FAITH, HOPE AND CHARITY

A SIMPLE SECT OF CHRISTIANS ABIDING IN JERUSALEM.

Diligent Searchers of the Scriptures Who Have Verified Many Landmarks Overlooked by Antiquarians—The Rebuilding of Jerusalem.

Together with bits of stone and like relics, which I threw into my valise, I gathered a few bits of information, which may not prove old, of this Palestine, ashen in physical aspect as morally its life seems reduced to ashes.

What made Jerusalem itself most interesting was the information given us by a sect of Christians whom we, in our explorations, chanced to stumble upon. In searching the Scriptures they have verified many landmarks overlooked by even antiquarians. One of these places were the wine presses of Solomon, which the government was beginning to have cut away for building purposes. These not only are located as indicated in the Bible, and indisputably like all the wine presses found in the country (cut out of solid rock with various vats for the wine in its successive stages, with channels of ingress and egress from one vat to another), but are too immense in scale, and have too tremendous a cistern to have been the property of any private individual. These, through their influence, are now in the hands of the Antiquarian society of Jerusalem, and are thus preserved from further harm. Close at hand to these are the quarries of Solomon. What a wonderful climate is this, that time does not alter the freshness of the rock. The grooves made by the chisel, as the last block was hewn from its place centuries ago, show the incision of the tool as freshly as if cut but yesterday. Even thus the rocky chambers in the tombs of the kings and judges show slight signs of decay, so hard and sharp are the edges. The catacombe of Rome, compared to these of modern build, appear ruinously old.

In a long donkey ride around the city these people pointed to literal fulfillments of prophecies concerning the rebuilding of Jerusalem. In this they have perfect faith.

A RELIGION OF LOVE.

How can I explain to you our impressions of this people as their lives and aims were unfolded to us? They are a society of now twenty-six people, young and old, unmarried and with families, who, viewed as fanatics, left Chicago some five years ago. They were a people to whom their church life seemed cold and barren, and in a bond of common feeling met often in private to commune on things spiritual. After a time they felt called of God, as they express it, to go where they could lead a life of pure seeking, feeling they would thus be preparing themselves for some work in the future for others. People of culture, used to all the luxuries of refined society, they left friends and came, by the call of God, as they felt, to settle in Jerusalem. Most of them had money, but their relatives at home made them out in the court as lunatics, who had no claim to common sense or the money that goes with it. So, with very little, they arrived at Jerusalem, and settled in a sunny house on the edge of the city wall. For two or three years they were subject to gross misrepresentations of the worst sort—our own consul, for some unaccountable reason, doing much to damage them in America. They took no name, have no creed, do not proselyte, abide by no laws peculiar to themselves, but simply search the Scriptures hourly for guidance to abide by the summing up of all doctrines: "Love the Lord thy God with all thy heart, and thy neighbor as thyself."

They do their own household work, and, during that time, if any one wishes help or guidance for anything, they drop everything until they have met and prayed, when they resume their occupations. They labor outside for pay, if, after praying over it, they are led to do so, but nothing must interfere with their spiritual life. They claim no mission, but daily work has come to them, ministering to the rich and poor alike, receiving nothing in return. They have never wanted for the bare necessities of life. They speak the truth to each other, and, as one of the ladies told me, the constant friction of different dispositions is what makes it a life of discipline. Some have come to them attracted by their peaceful life, but there is no glamour about it, no rigidity to attract ascetics, no rites and ceremonies embellishing the simple life of truth to attract the sentimental. They labor now on the precept: "First take away the beam that is in thine own eye, and then thou shalt see clearly to take out the mote that is in thy brother's eye." Though they do not preach, their daily living and communication with their neighbors have drawn many Mohammedans, Greeks and even Jews to learn of their simple religion of love.

REBUILDING OF JERUSALEM.

They fully believe that the rebuilding of Jerusalem is at hand; that the prophecies, which by many people are considered symbolic of the coming of the heavenly kingdom, apply to Jerusalem of today. Certainly, consulting certain predictions of the Old Testament, as found in Jeremiah xxxi, 38-40, and Zechariah xiv, 10, 11, where even landmarks of the new city are cited, just there and nowhere else are the new buildings going up of Jews and Mohammedans.

Among those who have returned to Jerusalem are 500 Gadites, bringing with them their ancient scrolls proving them to be of the twelve tribes of Israel, who, during one of the political dispersions of the Jews, settled about the Persian Gulf, 940 B. C. Silversmiths by trade, their workmanship proved too crude for the market, and so for a long while they were in great distress.

Our American colonists helped them for several months, and finally they worked themselves up to the market and refused help, showing them to be honest and industrious.—R. H. K. in Boston Herald.

The Laugh That Rings.

A young man who is credited by his friends with being a good deal of a philosopher penned me up in a corner today and harangued me as follows:

"Did you ever study the human laugh as an index to human character? It is an infallible test, me boy. Did you ever know a man who simpered and giggled like a girl who wasn't a sneak in his heart? And, on the contrary, did you ever know a fellow who laughed squarely out with a good honest roar who wasn't the prince of good fellows?

"A shrill laugh is indicative of deceit, and a deep chuckle proves sincerity and good nature. By this I don't mean that a man with a tenor voice can't laugh as though he was honest, or one with a bass voice cover his insincerity with a mere bellow. It's the ring that talks. If the laugh has no ring in it you can put the fellow down as a half hearted cuss, no matter if his laugh is loud enough to lift the roof of the Auditorium. Stand twenty men up in a row before me and do something to get them all laughing, and I'll separate the good fellows from the Miss Nancies about as quickly as you could get outside of a beefsteak after a year's famine. See?"

I said I saw, and made a successful dive for liberty.—Chicago Journal.

With the Coming In of Railways.

As a rule, on the great through lines, in 1843, everything except passenger traffic was a very secondary affair. The Great Western was earning £13,000 a week from passengers and only £3,000 from goods. On the London and Birmingham the goods receipts were much the same, but the passengers returned some £15,000. On the latter line, for the first five months of its existence, the passenger receipts were about £130,000, while the total goods earnings were £3,225 9s. 3d. On the Southwestern the proportion was six to one, on the Brighton more than seven to one, on the Southeastern more than ten to one.

Even on the Midland Counties and North Midland, where nowadays passengers are far less important than goods and minerals, five-eighths of the whole receipts came from the coaching traffic.

Taking England as a whole, the goods traffic was only about a quarter of the total instead of three-fifths, as it is today. * * * The highways were unoccupied. The turnpike tolls from Swindon to Christian Malford, in Wilts, which had been let at £1,992 in 1841, only produced £654 in 1842. For the tolls on the road from Wakefield to Sheffield not a single tender was sent in, and the trustees were obliged to collect them themselves. The forty coaches which had run daily through Northampton were all dead within six months of the opening of the London and Birmingham. Almost every week came a notice that some famous line of coaches had ceased to run.

Here is one under date of Oct. 15, 1842: "A few years since ninety-four coaches used to pass through St. Albans daily. On Saturday last the Leeds express, formerly called the 'Sleepy Leeds,' which has been on the road upward of a hundred years, ceased running, it being no longer a profitable speculation; and it is said another out of the four remaining is likely soon to follow the example."

Six weeks later we read: "The mail from Worcester to Ludlow, after running for half a century, made its last journey on Tuesday, Nov. 29, thus leaving the public without official conveyance of letters from Worcester to Tenbury."

In March, 1842, a few weeks after the opening of the Edinburgh and Glasgow railway, The Glasgow Courier reports: "The whole of the stage coaches from Glasgow and Edinburgh are now off the road, with the exception of the 6 o'clock morning coach, which is kept running in consequence of its carrying the mail bags."—The Railways of England—Acworth.

Newspapers the Popular Reflector.

Newspapers, after all, only reflect the mind of the average man, who likes to read about things easily understood, and which demand no intellectual exertion on his part. Culture is equally absent from all other forms of popular literature. Look at the books which are the most read. "Called Back" and "Mr. Potter of Texas" are examples taken at random. To such stuff it is absurd to apply the name of literature. Then, again, if we are a cultured people, it is a remarkable fact to how small a class books that are really works of art and masterpieces of style appeal. When Shelley wrote his "Epipsychidion" there were in England at the time only about twelve men to whom he deemed it worth while sending that famous poem.

If another Shelley were to burst on the public as a poet to-morrow, he would be under a similar difficulty. It is fully time that we recognized the truth. Culture is not by any means universal. What is widespread and assumes its name is the modern spirit of superficiality. We read reviews of books in The Spectator, and not the books themselves. We get our opinions second hand from where will to save ourselves the trouble of thinking. We prefer the commonplace and trivial in literature and art to what is great and noble. We have no love for philosophy, although it is fashionable to pretend we have. In fact, the whole system of our national education must be reversed and the attitude of the public mind altered before we can truly describe ourselves as a cultured people.—London Spectator.

The Farm.

Corn well put in the ground and well tilled will mature a crop on less moisture than any other crop.

The effect of fertilizers on the soil does not depend entirely upon the amount of available plant food provided, but to the chemical action upon substances already existing in the soil.

Barnyard manure has its disadvantages, it always contains the seeds of weeds, which often give much trouble. We do all we can to extirpate them and then sow a fresh crop of weeds whenever we apply barnyard manure.

It is, says an exchange, by no means a settled question whether red clover is not a better subsoiler than any plow that was ever invented. Its long roots penetrate the soil much deeper, and dying, as they do, the second year, they not only open up the soil more effectually to the influence of the sun and air, but by their decay serve to enrich it as well.

When a tree is to be transplanted, never leave more branches than are wanted for mains, four or five at most; never grow a mass of unnecessary limbs to be crowding, which must be cut out afterward, much to the injury of the tree; remove them from the head at first.—Lewiston Journal.

What Pianos Cost.

One of the most profound mysteries in the history of every day life in America is the cost of a piano. Apparently no two men ever pay the same sum for pianos which are similar in scheduled price and every detail of workmanship, and the manner in which prices are scaled down would astonish the manager of an English dry goods house. Grand pianos, which appear in the catalogue to cost $1,500, can be had at the ware rooms for about $1,200, and, if the purchaser says he is a professional musician, for $100 or $200 less. Then there are enormous discounts for cash, which bring the price down to about $800; and, after this, if the purchaser fights vigilantly, he will, in all likelihood, be able to throw off two or three commissions, so that the price would come to him at $500, or even below that sum. The inference is that there must be a very large profit on pianos when they are sold at the catalogued price—if they ever are. The expenses of piano ware houses in New York should, by all odds, be very great; for nearly all of the most eligible sites of Fifth avenue are occupied by firms of piano makers.

The writer, by the way, recently saw a remarkable product of the skill of piano makers, in the shape of an instrument which was built to harmonize with the music room of a magnificent house which a well known millionaire has just finished on Fifty-seventh street. The room is oval in shape, and so is the piano. The whole room is magnificently fitted out with bass wood, holly and white oak, and these woods were used in the manufacture of the piano case. All of the carvings and decorations of the room, which are exquisite, appeared in miniature on the piano case, and even the stool and legs were similar to the general spirit of the apartment. The cost of the case alone was $3,000. It indicates one way of spending a large income.—Once a Week.

WEAK EYES INCREASING.

AN OPTICIAN IN A HISTORIC BUILDING SAYS THEY ARE.

The Causes to Be Found Largely in Our Modern Sedentary Life—Why School Children Are Afflicted—The Kind of Glasses to Wear.

On the west side of Nassau street, just south of Fulton street, is an old building, the second floor of which was formerly used by Aaron Burr as a law office after his return from Europe in 1812. The floor is now used by an oculist and optician, who is a scientist, philosopher and merchant combined.

His reception room was formerly Aaron Burr's consulting room, and it is somewhat of a coincidence that whereas it was formerly used for a consultation of the mind, it is now devoted to the purpose of consultations for the sight.

"It is not generally known," remarked the oculist-optician to a News reporter, "except to, perhaps, a few old fashioned merchants, that this was the office of the famous Aaron Burr; but to some of the older members of the bar this place has a historical interest as well as a personal one, so far as their eyes are concerned.

"I make no spectacles or eye glasses for the trade. Every pair of glasses made here are made after a personal examination of eye, by myself, or upon the written prescription of a recognized oculist. It seems to me that defective vision was never so great as now.

CAUSES OF DEFECTIVE VISION.

"The peculiarities of defective vision are legion, but the prevailing affection of the eyes is nearsightedness. This arises from many causes, chief among which is the increase among sedentary occupations. Jewelers, journalists, especially doctors, analysts, clerks, bookkeepers who have to work in dark warehouses, typewriters, especially women; milliners, painters upon enamel, and in fact almost every business that demands close attention for any length of time, has its proportion of nearsighted workers.

"Not one man in a hundred has absolutely perfect vision, and that one man is usually an illiterate person, whose business is an out door one. Yet even sea captains, particularly in the German navy, wear eye glasses.

"Another cause for defective vision is the present mode of living. We eat too fast and choose our food at random. The laborer and the farmer, whose frugal fare is plain but substantial, are seldom troubled with bad sights. Severe mental troubles most surely affect the eyes where there is already a predisposition to sight failure.

"During the past five years there has been a noticeable increase of impaired vision among school children, caused by three things: First, too much study in badly lighted school rooms; second, 'boiling' their food instead of masticating it; third, the undue strain upon the nerve tissues, which is the result of both. A good many children of tender years often require glasses as strong as those worn by persons of advanced age.

"Others are born with a malformation of the cornea, or front part of the eye, the curvature of which being unequal, the rays of light do not harmonize. Such people see vertical lines clearly, but the horizontal lines indistinctly, or vice versa. The only remedy for this sort of thing is to use cylindrical glasses.

"Again, others are troubled with weakness in one of the muscles of the eye, so that the eyes do not move alike. Hence they may have double visual impressions and see two objects instead of one.

"There is one peculiarity, however, about near sighted people which does not apply to other visual disorders. Their sight improves when they get to be about 40 or 42 years of age, and continues to improve for a few years afterward. This improvement, however, is only confined to persons who use glasses of the requisite strength. A too strong eye glass is worse than none at all, and while dealing with this part of the subject I may say right here that the general tendency of nearsighted people is at first to wear glasses that are too strong for them. Many a person's sight has been ruined in consequence.

A FEW SIMPLE RULES.

"The knowledge of a few plain, simple rules about eye glasses would save a world of trouble to the uninitiated. Always buy spectacles in preference to eye glasses. They are not only more comfortable, but their use avoids the often unnatural presence of common frames upon the muscles of the nose. Never wear rimless glasses, but use them with frames, the reason being that the sight of the eyes is not injured by the refraction of the rays of light on the edges. Use pebbles in preference to glass, because pebbles are ten degrees cooler. Never buy cheap glasses until your eyes have first been examined, because very much depends upon the condition of the body when a person comes in to buy.

"It requires from twenty minutes to three-quarters of an hour to enable the oculist to properly test a person's eyes in order to get the right kind of glass to suit him. Dozens of persons come to me overheated and laboring under some degree of excitement. Their eyes are naturally affected by this condition, and they need to 'cool off' and become composed before I can attend to them. The graduation in the number of the glass under these circumstances will vary from one-half to a whole number in the strength of the glass. Never buy off peddlers, because they have not the facilities to suit you.

"Affectation is one of the most prolific sources of defective vision. Young people want to wear glasses because they look stylish, when in reality there is nothing the matter with them. In such cases I simply tell them so, but when they insist, a piece of clear, common glass is the best, even though that is unadvisable."—New York News.

A Touch of Nature.

The district messenger boy comes in for a vast amount of ridicule for his slowness and abuse for his shrewd observations and ways, but he is a pretty good lad, after all, if the following happening in New York is any criterion: "One day on Broadway," says an observer, "I heard a boy's voice ring out above the noisy roar of the vehicles, clear and distinct, saying, 'Hold on, blind man! stop still, blind man! wait till I get to you!' Looking for the owner of the voice, I discovered a slender but agile messenger boy of 15 or 16 years, threading his way through a mass of vehicles to a spot just by the opposite curb, where a gray haired man was standing as if riveted, with a look of mild despair on his face. It needed only a glance to see that the poor man had sightless eyes; that he had become bewildered and was likely to be run over; that the quick witted messenger boy alone of all the vast crowd had seen the dilemma and had rushed in to the assistance of the unfortunate creature. As the lad brought the blind man safely to the sidewalk I could not help thinking that here was an expression of that one touch of nature that makes the whole world kin."—Golden Days.

Peter Laing, who is 104 years of age, has recently been admitted to church membership in Elgin, Scotland.

THEY BORROW, BUT NEVER RETURN.

Oh, the ills of this life are many,
And the heart breakings not a few.
Pure sympathy comes not from any,
It matters not much what you do.
I can sometimes trust my umbrella,
Nor ever its lingering years,
But the books I lend to a fellow;
They never, no, never return.

The harvest may wait for the reapers,
The tailor may sleep o'er your clothes,
But the earth is plagued with book keepers,
And no circumvent for its knows.
The sunshine that goes from the meadows,
Comes back when the frosts shall adjourn,
And the leaves play again with their shadows,
But my books will never return.

I once had the wisdom of ages
Shut up in my glass case for use.
Now 'tis gone, by invisible stages,
From Murray to old Mother Goose.
My Euclid, I still can remember,
Like the odor from some ancient urn
Went out, to come back in December,
That December will not return.

Lend your friend, your dog, yes, your sister
You will not each some day, no doubt,
But a book goes down the long vista,
And ten to one never comes out.
Do I know whom I made the loan to?
No, but my brains I need not churn,
What matters it where they have gone to?
I know they will never return.

—Union and Advertiser

The Sea Horse.

The sea horse is so called because he hasn't the least resemblance to a horse, and because he is never seen in the sea. The name was given him by some smart Alec who felt awfully funny that day. Some years later another smart Alec changed the name to sea cow, but that doesn't hit any closer. They are found in rivers and lagoons instead of the sea, and they resemble cows as much as a stuffed woodchuck does a live lion.

The principal occupation of a sea horse cow, as we are obliged to call him, is promenading around on the muddy bottoms of muddy rivers, satisfying his hunger on the best the land affords, and making the neighborhood highly uncomfortable for African gentlemen out fishing in their canoes. He has no ambition beyond that, and if undisturbed would let the world wag along and mind his own business. Naturalists claim that he is very docile and affectionate when in captivity, and the day may come when he will replace the poodle dog as a pet. His span of life is supposed to be sixty years, but that doubtless depends a great deal on the care he takes of himself. If the newly discovered elixir of life works as is hoped for, the sea horse-cow's days may be extended over a hundred years.—Detroit Free Press.

ADVICE TO MOTHERS.

Are you disturbed at night and broken of your rest by a sick child suffering and crying with pain of cutting teeth? If so, send at once and get a bottle of MRS. WINSLOW'S SOOTHING SYRUP FOR CHILDREN TEETHING. Its value is incalculable. It will relieve the poor little sufferer immediately. Depend upon it, mothers, there is no mistake about it. It cures dysentery and diarrhoea, regulates the stomach and bowels, cures wind colic, softens the gums, reduces inflammation, and gives tone and energy to the whole system. MRS. WINSLOW'S SOOTHING SYRUP FOR CHILDREN TEETHING is pleasant to the taste, and is the prescription of one of the oldest and best female nurses and physicians in the United States, and is for sale by all druggists throughout the world. Price 25 cents a bottle.

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ON and after MONDAY, August 12th, the Steamers of this Company will leave Saint John for Eastport, Portland and Boston every MONDAY, WEDNESDAY and FRIDAY morning at 7.30 Standard. In addition to above, a steamer will leave every SATURDAY EVENING at 6.30 standard, for BOSTON direct. Also, a steamer leaves Boston same evening for ST. JOHN direct until Sept 14.

Returning will leave Boston same days at 8.30 standard, a. m., and Portland at 5.30 p.m for East port 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.
H. W. CRISHOLM, Agent.

BAY OF FUNDY S. S. CO.
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SUMMER SAILINGS.

ON and after 1st June, the "CITY OF MONTICELLO" will sail from Her Company's Wharf, Reed's Point, on
Monday, Wednesday, Thursday, Friday and Saturday,
7.45 a. m., local, for DIGBY and ANNAPOLIS Returning same days, and due here at 6.45 p. m.
Excursion tickets will be issued on Saturdays at St. John, Digby, and Annapolis, good to return either way on Monday, at one fare.
Tourists and invalids buying full one way, and desiring to return same day, will be entitled to return tickets free, on application at the Purser's office on board.
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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 10 a. m. precisely, and calling at all intermediate landings. Returning is due at Indiantown at 1 p. m. on alternate days.
Persons wishing to enjoy a pleasant sail on this favorite steamer and return same day can go as far as Oak Point or nearer landings and return on down steamers for the small sum of 50cts.
J. E. PORTER, Manager.

The Yarmouth Steamship Company.
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S. S. ALPHA
Leaves St. John for YARMOUTH every TUESDAY and FRIDAY EVENINGS at 7.30 p. m., (calling at WESTPORT when clear). Connecting with S. S. YARMOUTH for Boston, WEDNESDAY and SATURDAY EVENINGS and with Steamer CITY OF ST. JOHN for Digby, Annapolis, Westport and Intermediate Shore Ports on THURSDAY MORNINGS.
CHAS. McLAUCHLAN & SON, Agents.

UNION LINE.
Daily Trips to and from Fredericton—Fare One Dollar.

UNTIL further notice the splendid 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. Returning, will leave Fredericton for St. John, etc., every morning (Sunday excepted) at EIGHT o'clock.
Our usual popular excursion "out of the Hurly Burly," up and back same day. To Hampstead and return, 50 c, 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.
Change of time of leaving Fredericton on Saturdays.
For better accommodation of persons desiring a delightful sail and to have opportunity to picnic at Hampstead or one of the other beautiful spots on the River, the steamer DAVID WESTON will leave Fredericton on SATURDAYS at 10.30 a. m., local, to arrive at St. John at six that evening. This will also give tourists, etc, on Saturdays the unusual opportunity to make the full Round Trip to Fredericton and back in one day, viz: leaving St. John at 6.40 standard by N. B. Railway, due in Fredericton at 9.30 and coming down River by stmr DAVID WESTON as above.
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RAILROADS.

INTERCOLONIAL RAILWAY.
1889 SUMMER ARRANGEMENT. 1889.
ON and after MONDAY, 10th June, 1889, the trains of this Railway will run daily (Sunday excepted) as follows:—

TRAINS WILL LEAVE ST. JOHN

Day Express for H'f'x and Campbellton	7.00
Accommodation for Point du Chene	11.10
Fast Express for Halifax	14.30
Express for Sussex	16.35
Express for Quebec and Montreal	16.35

A Parlor Car runs each way daily on Express trains leaving Halifax at 8.30 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.

TRAINS WILL ARRIVE AT ST. JOHN.

Express from Sussex	8.30
Fast Express from Montreal and Quebec	10.50
Fast Express from Halifax	14.50
Day Express from H'f'x and Campbellton	16.45
Day Express from Hfx, Pictou and Mulgrave	23.30

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 Superindendent.
RAILWAY OFFICE, Moncton, N. B., June 8th, 1889.

New Brunswick Railway Co'y,
ALL RAIL LINE TO BOSTON &C.
"The Short Line" to Montreal &c.
ARRANGEMENT OF TRAINS; in effect July 8th, 1889. Leaves St. John Intercolonial Station—Eastern Standard Time.
6.40 a. m.—Fast Express for Bangor, Portland, Boston, &c.; Fredericton, St. Stephen, St. Andrews, Houlton, Woodstock and points north. Pullman Buffet Parlor Car for Boston.
8.45 a. m—Accommodation for Bangor, Portland, Boston, &c.; Fredericton, St. Andrews, St. Stephen, Houlton, Woodstock.
3.00 p. m.—Fast Express, "via Short Line," for Montreal, Ottawa, Toronto and the west; St. Andrews, St. Stephen, Houlton and Woodstock.
Canadian Pacific Sleeping Car for Montreal.
4.45 p.m—For Fredericton and intermediate points.
8.30 p. m—(Except Saturday night)—Express for Bangor, Portland, Boston, and points west; St. Stepaen, Houlton, Woodstock. Presque Isle &c.
Pullman Sleeping Car for Bangor.
RETURNING TO ST. JOHN.
FROM BANGOR, 6.00 a. m.; 3.35 p. m., Parlor Car attached; 7.30 p. m., Sleeping Car attached.
MONTREAL, "via Short Line," 8.30 p. m. daily, except Saturday and Sunday.
Canadian Pacific Sleeping Car attached.
VANCEBORO ¶ 1.15, 10.55 a. m. 7.10 p. m.;
WOODSTOCK 7.50, 10.30 a. m., 6.30 p. m.;
HOULTON 7.40, 10.30 a. m., 8.30 p. m.;
ST. STEPHEN 9.00, 11.40 a. m, 3.15 10.20 p. m;
ST. ANDREWS 7.55 a. m.; 3.25 p. m.
FREDERICTON 6.00, 11.20 a. m., 3.20 p. m.;
ARRIVE AT ST. JOHN 6.45, 8.20 a. m., 2.10, 7.10., 10.30, p. m.
LEAVE CARLETON.
7.55 a.m—For Fairville, and points west.
4.40 p.m—For Fairville, Fredericton, and intermediate points.
ARRIVE AT CARLETON.
8.45 a. m—From Fairville, Fredericton &c.
5.10 p.m—From Fairville and points west.
A. J. HEATH, Gen. Pass. and Ticket Agent.
F. W. CRAM, Gen. Manager.

Shore Line Railway.
ST. STEPHEN & ST. JOHN
Eastern Standard Time.
ON and after MONDAY, June 24, Trains will run daily, Sunday excepted, as follows:
LEAVE St. John at 7.00 a. m., and Carleton at 7.30 a. m., for St. George, St. Stephen and intermediate points, arriving in St. George at 9.50 a. m.; St. Stephen 11.55 a. m.
LEAVE St. Stephen at 8.00 a.m., St. George 10.00 a. m.; arriving in Carleton at 12.30 p. m.; St. John at 12.40 p. m.
Freight up to 500 or 600 lbs—not large in bulk—will be received by JAS. MOULSON, on Water street, up to 5 p. m.; all larger weights and bulky freight must be delivered at the warehouse, Carleton, before 6 p. m.
Baggage will be received and delivered at MOULSON'S, Water street, where a truckman will be in attendance.
W. A. LAMB, MANAGER.
St. John, N. B., June 17, 1888.
sun, tel.

Buctouche and Moncton Ry.
ON and after MONDAY, June 10th, trains will run as follows:

No. 1.			No. 2.		
Lv. Buctouche	7 30	Lv.	Moncton	16 45	
Little River	7 46		Irishville	16 49	
St. Anthony	8 04		Humphreys	16 53	
Cocaigne	8 20		Irishtown	17 15	
Norte Dame	8 22		Cape Breton	17 25	
McDougall's	8 38		Scotch Settl	17 33	
Scotch Setl	8 50		McDougall's	17 45	
Cape Breton	8 58		Norte Dame	18 01	
Irishtown	9 08		Cocaigne	18 03	
Humphreys	9 30		St. Anthony	18 19	
Lewisville	9 34		Little River	18 35	
Ar. Moncton	9 38	Ar.	Buctouche	18 53	

Trains will connect at Moncton with I. C. R trains Nos. 9 and 2 to St. John and Halifax. Returning will leave Moncton after arrival of Nos. 4 and 1 from St. John and Halifax.
C. P. HANINGTON, Manager.
Moncton, June 9, 1889.

CANADIAN PACIFIC RAILWAY.
EXHIBITION
—AT—
TORONTO,
Sept. 9th to 21st.
Return tickets will be issued Sept. 9th to 13th good to return until Sept. 29th at
$20.50.
—AND—
On Sept. 14th and 16th, good to return until Sept. 24th at
$16.50.
For tickets and all information apply to
H. CHUBB & CO., City Agents,
Chubb's Corner, St. John, N. B.

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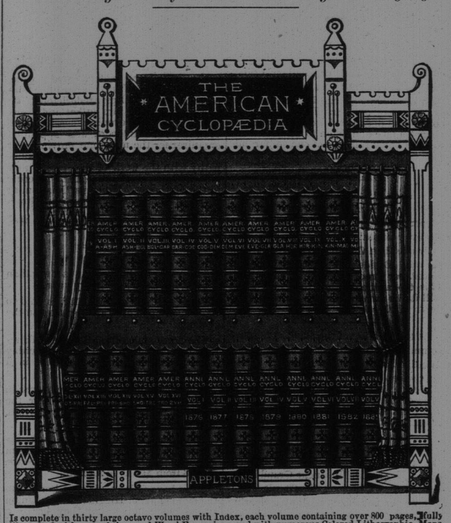

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