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POOR DOCUMENT

The Great War Syndicate.

By FRANK R. STOCKTON.

Author of "Rudder Grange," "Amos Kilbright," "The Bee Man of Orn," "The Christmas Wreck," "The Lady or the Tiger," "The Late Mrs. Null," "The Hundredth Man," "The Casting Away of Mrs. Lecks and Mrs. Aleshine," "The Dusantes," etc.

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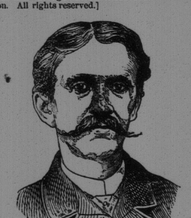

FRANK R. STOCKTON.

In the spring of a certain year, not far from the close of the Nineteenth century, when the political relations between the United States and Great Britain became so strained that careful observers on both sides of the Atlantic were forced to the belief that a serious break in these relations might be looked for at any time, the fishing schooner Eliza Drum sailed from a port in Maine for the banks of Newfoundland.

It was in this year that a new system of protection for American fishing vessels had been adopted in Washington. Every fleet of these vessels was accompanied by one or more United States cruisers, which remained on the fishing grounds, not only for the purpose of warning unwary American craft who might approach too near the three mile limit, but also to overlook the action of the British naval vessels on the coast, and to interfere, at least by protest, with such seizures of American fishing boats as might appear to be unjust. In the opinion of all persons of sober judgment there was nothing in the condition of affairs at this time so dangerous to the peace of the two countries as the presence of these American cruisers in the fishing waters.

The Eliza Drum was late in her arrival on the fishing grounds, and having, under orders from Washington, reported to the commander of the Lennehaha, the United States vessel in charge at that place, her captain and crew went vigorously to work to make up for lost time. They worked so vigorously and with eyes so single to the catching of fish, that on the morning of the day after their arrival they were hauling up cod at a point which, according to the nationality of the calculator, might be two and three-quarters or three and one-quarter miles from the Canadian coast.

In consequence of this inattention to the apparent extent of the marine mile the Eliza Drum, a little before noon, was overhauled and seized by the British cruiser Dog Star. A few miles away the Lennehaha had perceived the dangerous position of the Eliza Drum, and had started toward her to warn her to take a less doubtful position. But before she arrived the capture had taken place. When he reached the spot where the Eliza Drum had been fishing the commander of the Lennehaha made an observation of the distance from the shore, and calculated it to be more than three miles. When he sent an officer in a boat to the Dog Star to state the result of his computations the captain of the British vessel replied that he was satisfied the distance was less than three miles, and that he was now about to take the Eliza Drum into port.

On receiving this information, the commander of the Lennehaha steamed closer to the Dog Star and informed her captain by means of a speaking trumpet, that if he took the Eliza Drum into a Canadian port, he would first have to sail over his ship. To this the captain of the Dog Star replied that he did not in the least object to sail over the Lennehaha, and proceeded to put a prize crew on board the fishing vessel.

At this juncture the captain of the Eliza Drum ran up a large American flag; in five minutes afterward the captain of the prize crew hauled it down; in less than ten minutes after this the Lennehaha and the Dog Star were blazing at each other with their bow guns. The spark had been struck.

The contest was not a long one. The Dog Star was of much greater tonnage and heavier armament than her antagonist, and early in the afternoon she steamed for St. Johns, taking with her as prizes both the Eliza Drum and the Lennehaha.

All that night, at every point in the United States which was reached by telegraph, there burned a smothered fire; and the next morning, when the regular and extra editions of the newspapers were poured out upon the land, the fire burst into a roaring blaze. From lakes to gulf, from ocean to ocean, on mountain and plain, in city and prairie, it roared and blazed. Parties, sections, politics were all forgotten. Every American formed part of an electric system; the same fire flashed into every soul. No matter what might be thought on the morrow, or in the coming days which might bring better understanding, this day the unreasoning fire blazed and roared.

With morning newspapers in their hands men rushed from the breakfast tables into the streets to meet their fellow men. What was it that they should do?

Detailed accounts of the affair came rapidly, but there was nothing in them to quiet the national indignation. The American flag had been hauled down by Englishmen, an American naval vessel had been fired into and captured; that was enough! No matter whether the Eliza Drum was within the three mile limit or not! No matter which vessel fired first! If it were the Lennehaha, the more honor to her; she ought to have done it! From platform, pulpit, stump and editorial office came one vehement, passionate shout directed toward Washington.

Congress was in session, and in its halls the fire roared louder and blazed higher than on mountain or plain, in city or prairie. No member of the government, from president to page, ventured to oppose the tempestuous demands of the people. The day for argument upon the exciting question had been a long and weary one, and it had gone by. In less than a week the great shout of the people was answered by a declaration of war against Great Britain.

When this had been done those who demanded war breathed easier, but those who must direct the war breathed harder.

It was indeed a time for hard breathing, but the great mass of the people perceived no reason why this should be. Money there was in vast abundance; in every state well drilled men by thousands stood ready for the word to march, and the military experience and knowledge given by a great war was yet strong upon the nation.

To the people at large the plan of the war appeared a very obvious and a very simple one. Canada had given the offense, Canada should be made to pay the penalty. In a very short time 100,000, 200,000, 500,000 men, if necessary, could be made ready for the invasion of Canada. From platform, pulpit, stump and editorial office came the cry:

"On to Canada!"

At the seat of government, however, the plan of the war did not appear so obvious, so simple. Throwing a great army into Canada was all well enough, and that army would probably do well enough. But the question which produced hard breathing in the executive branch of the government was the immediate protection of the sea coast—Atlantic, Gulf, and even Pacific.

In a storm of national indignation war had been declared against a power which at this period of her history had brought up her naval forces to a point double in strength to that of any other country in the world. And this war had been declared by a nation which, comparatively speaking, possessed no naval strength at all.

For some years the United states navy had been steadily improving, but this improvement was not sufficient to make it worthy of reliance at this crisis. As has been said, there was money enough, and every ship yard in the country could be set to work to build ironclad men-of-war, but it takes a long time to build ships, and England's navy was afloat. It was the British keel that America had to fear.

By means of the continental cables it was known that many of the largest mail vessels of the British transatlantic lines, which had been withdrawn upon the declaration of war, were preparing in British ports to transport troops to Canada. It was not impossible that these great steamers might land an army in Canada before an American army could be organized and marched to the province. It might be that the United States would be forced to defend her borders, instead of invading those of the enemy.

In every fort and navy yard all was activity; the hammering of iron went on by day and by night, but what was to be done when the great ironclads of England hammered upon our defenses? How long would it be before the American flag would be seen no more upon the high seas?

It is not surprising that the government found its position one of perilous responsibility. A wrathful nation expected of it more than it could perform.

All over the country, however, there were thoughtful men, not connected with the government, who saw the perilous features of the situation, and day by day these grew less afraid of being considered traitors and more willing to declare their convictions of the country's danger. Despite the continuance of the national enthusiasm, doubts, perplexities and fears began to show themselves.

In the states bordering upon Canada a reactionary feeling became evident. Unless the United States navy could prevent England from rapidly pouring into Canada, not only her own troops, but perhaps those of allied nations, these northern states might become the scene of warfare, and whatever the issue of the contest, their lands might be ravished, their people suffer.

From many quarters urgent demands were now pressed upon the government. From the interior there were clamors for troops to be massed on the northern frontier, and from the seaboard cities there came a cry for ships that were worthy to be called men-of-war; ships to defend the harbors and bays; ships to repel an invasion by sea. Suggestions were innumerable. There was no time to build, it was urged; the government could call upon friendly nations. But wise men smiled sadly at these suggestions; it was difficult to find a nation desirous of a war with England.

In the midst of the enthusiasms, the fears and the suggestions, came reports of the capture of American merchantmen by fast British cruisers. These reports made the American people more furious, the American government more anxious.

Almost from the beginning of this period of national turmoil, a party of gentlemen met daily in one of the large rooms in a hotel in New York. At first there were eleven of these men, all from the great Atlantic cities, but their number increased by arrivals from other parts of the country, until at last they numbered twenty-three. These gentlemen were all great capitalists, and accustomed to occupying themselves with great enterprises. By day and by night they met together with closed doors, until they had matured the scheme which they had been considering. As soon as this work was done, a committee was sent to Washington, to submit a plan to the government.

These twenty-three men had formed themselves into a syndicate, with the object of taking entire charge of the war between the United States and Great Britain.

This proposition was an astounding one, but the government was obliged to treat it with respectful consideration. The men who offered it were a power in the land, a power which no government could afford to disregard.

The plan of the syndicate was comprehensive, direct and simple. It offered to assume the entire control and expense of the war, and to effect a satisfactory peace within one year. As a guarantee that this contract would be properly performed, an immense sum of money would be deposited in the treasury at Washington. Should the syndicate be unsuccessful this sum would be forfeited, and it would receive no pay for anything it had done.

The sum to be paid by the government to the syndicate, should it bring the war to a satisfactory conclusion, would depend upon the duration of hostilities. That is to say, that as the shorter the duration of the war, the greater would be the benefit to the country, therefore, the larger must be the pay to the syndicate. According to the proposed contract, the syndicate would receive, if the war should continue for a year, one quarter the sum stipulated to be paid if peace should be declared in three months.

If at any time during the conduct of the war by the syndicate an American seaport should be taken by the enemy, or a British force landed on any point of the seacoast, the contract should be considered at an end, and security and payment forfeited. If any point on the northern boundary of the United States should be taken and occupied by the enemy, $1,000,000 of the deposited security should be forfeited for every such occupation, but the contract should continue.

It was stipulated that the land and naval forces of the United States should remain under the entire control of the government, but should be maintained as a defensive force and not brought into action unless any failure on the part of the syndicate should render such action necessary.

The state of feeling in governmental circles, and the evidences of alarm and distrust which were becoming apparent in congress and among the people, exerted an important influence in favor of the syndicate. The government caught at its proposition, not as if it were a straw but as if it were a life raft. The men who offered to relieve the executive departments of their perilous responsibilities were men of great ability, prominent positions, and vast resources, whose vast enterprises had already made them known all over the globe. Such men were not likely to jeopardize their reputations and fortunes in a case like this, unless they had well founded reasons for believing that they would be successful. Even the largest amount stipulated to be paid them in case of success would be less than the ordinary estimates for the military and naval operations which had been anticipated; and in case of failure, the amount forfeited would go far to repair the losses which might be sustained by the citizens of the various states.

At all events, should the syndicate be allowed to take immediate control of the war, there would be time to put the army and navy, especially the latter, in better condition to carry on the contest in case of the failure of the syndicate. Organization and construction might still go on, and, should it be necessary, the army and navy could step into the contest fresh and well prepared.

All branches of the government united in accepting the offer of the syndicate. The contract was signed, and the world waited to see what would happen next.

The influence which for years had been exerted by the interests controlled by the men composing the syndicate had its effect in producing a popular confidence in the power of the members of the syndicate to conduct a war as successfully as they had conducted other gigantic enterprises. Therefore, although predictions of disaster came from many quarters, the American public appeared willing to wait with but moderate impatience for the result of this novel undertaking.

The government now proceeded to mass troops at important points on the northern frontier; forts were supplied with men and armaments; all coast defenses were put in the best possible condition; the navy was stationed at important ports, and work at the ship yards went on. But, without reference to all this, the work of the syndicate immediately began.

This body of men were of various politics and of various pursuits in life. But politics were no more regarded in the work they had undertaken than they would have been in the purchase of land or of railroad iron. No manifestos of motives and intentions were issued to the public. The syndicate simply went to work. There could be no doubt that early success would be a direct profit to it, but there could also be no doubt that its success would be a vast benefit and profit, not only to the business enterprises in which these men were severally engaged, but to the business of the whole country. To save the United States from a dragging war, and to save themselves from the effects of it, were the prompting motives for the formation of the syndicate.

Without hesitation, the syndicate determined that the war in which it was about to engage should be one of defense by means of offense. Such a war must necessarily be quick and effective; and with all the force of their fortunes, their minds and their bodies, its members went to work to wage this war quickly and effectively.

All known inventions and improvements in the art of war had been thoroughly considered by the syndicate and by the eminent specialists whom it had enlisted in its service. Certain recently perfected engines of war, novel in nature, were the exclusive property of the syndicate. It was known or surmised in certain quarters that the syndicate had secured possession of important warlike inventions, but what they were and how they acted was a secret carefully guarded and protected.

The first step of the syndicate was to purchase from the United States government ten war vessels. These were of medium size and in good condition, but they were of an old fashioned type, and it had not been considered expedient to put them in commission. This action caused surprise and disappointment in many quarters. It had been supposed that the syndicate, through its agents, scattered all over the world, would immediately acquire, by purchase or lease, a fleet of fine ironclads culled from various maritime powers. But the syndicate having no intention of involving, or attempting to involve, other countries in this quarrel, paid no attention to public opinion, and went to work in its own way.

[TO BE CONTINUED.]

Stranger Than Fiction.

Some information has just been obtained of a remarkable case in Birmingham, a series of circumstances having been brought to light from which it is expected that a laboring man in the town is likely to come into possession of a fortune of something between £20,000 and £25,000. Some years ago the borough was noted for its hat making. Among the hatters was one William Thursfield, and a young man in his employ became attached to one of his daughters. They married and went to a Yorkshire town, where they established themselves successfully in business. No children resulted from the marriage, and the couple amassed a large fortune. Mr. Thursfield died at a ripe old age, and soon after Loftus, his son-in-law, died. He divided the life interest in his extensive property to his widow, at whose death it was to go to the next of kin on the Thursfield side. About three years ago Mrs. Loftus died. Afterward efforts were made to obtain information as to the next of kin, but the usual advertisements did not yield the desired information. A Yorkshire gentleman has been at Newcastle and has obtained valuable information. The man for whom search was made proves to be Alfred Thursfield, who is a bricklayer's laborer over 60 years old and who has a grown up family. Thursfield is believed to be the heir, and if that is proved he will pass from poverty, in his little house in Salter's lane, to riches and ease.—Boston Herald.

Partly Gave Up.

"In the year 1885 I coughed for six months, and having unsuccessfully tried many remedies, I partly gave up thinking I had the consumption. At last I tried Hagyard's Pectoral Balsam, less than one bottle of which cured me, leaving me as well as ever I was.' Henry W Carns, Wabash, Ont.

A Reverie.

(Pencilled in a spare moment, while contemplating one of "mine Host" Raymond's charming paintings, in the parlor of the Royal entitled "An evening scene on the Irish Coast."

In the glow of the fading Sun,
On a golden Summer day,—
Where the billows sweep
From the briny deep,
And with dashing foam and spray

Lave the rocks, and the shore beyond,—
Rolling in with the rising tide,—
While the Sea gulls play,—
Sweeping down, or away
To the cliffs on the other side,—

I sit on the sheltered shore,—
—Up out of the wild waves reach,—
And list to their dash,
And incessant splash,
As they break on the rock-bound beach.

Far away, where the brilliant bars
Flash up from the blended blue,
As I like the fresh'ning rays
Flush the earth'ring haze
With the sunsets crimson hue.

I can see,—by the gates of the light;
Where the glory outward rolls,—
With her outspread sail
In the kindly gale,
And a freight of human souls,

Which she bears from the sea girt Isle
(Fleck'd with phosphorescent foam)
Now an exiled band,
To a stranger land,
From their well-loved emerald home.—

I can see a ship as she sails—
With her snowy wings unfurled
And her pennant fair,
Like a child of air,
Pointing on to a hoped-for world—

But the hearts that are down below
Are sore with the pain of years:
And the eyes that gaze,
Through the ev'ning haze,
Scarce see for the blinding tears.

And the vessel fades in the gloom.—
While across the white-cap'd sea,
And the sunny land,
And the wave-washed strand,
Comes a message—glad and free:—

"It will be all right in the end"
"I will come though I tarry long."
And the breeze that trills,
O'er the laurel'd hills,
Set the sunlight's hope in song:

And th' land and seas are at one again,
—Enwreathed in the sunset's smile—
For the nearest spot
To the Heaven, on earth,
Is Ireland's Emerald Isle.

L. A. MORRISON.

St. John, N. B., March 16, '89.

CAPITAL NOTES.

The work of Parliament Yesterday.

OTTAWA, March 15.—Sir John Macdonald moved that for the rest of the session government business have precedence on Wednesdays. He said if the members wished for prorogation before Easter they would have to make short speeches, consent to long sittings and be animated with a sincere desire to return to their families.

Hon. Mr. Laurier objected to the government taking this extra day when so much business promoted by private members remained to be done. Only Mondays would be left for other than government business: he thought one day a week would not be sufficient for this. Much as he would like prorogation before Easter, he thought the business should not be allowed to suffer.

Sir John Macdonald agreed with Mr. Laurier that important business should not be left undone to secure an early adjournment. If the house wished to sit after Easter the ministry would be quite satisfied, as the inconvenience would be to the private members rather than to the ministers. In view of the opposition offered he amended his motion so as to leave next Wednesday for private members, and to appropriate the government measures the subsequent Wednesdays.—Agreed to.

The bill to make further provision respecting the speedy trials act was read a third time and passed; also the bill amending the act respecting certificates to masters and mates of ships.

The bill to amend the winding up act was read a second time and adopted in committee.

The house then went into committee on Hon Mr Costigan's resolution providing for commutation and amending of the laws relating to the inspecting, culling and measuring of timber. After recess considerable objection to it was taken by members on both sides of the house but the resolution was finally adopted on the understanding that an opportunity would be afforded for further discussion and such modification as might be desirable when the bill founded upon it came before the house.

Hon. John Haggart's bill respecting the appointment of post office inspectors without examination, and the increase of salaries to certain postmasters, and making other amendments to the civil service act, was read a second time, considered in committee and adopted. House adjourned at eleven o'clock.

THE RAILWAY COMMITTEE.

The railway committee room was crowded this morning in anticipation of the Canadian Pacific railway debt consolidation bill being considered. Sir Hector Langevin announced that the government were not yet ready and have to ask for another postponement until Thursday next. This was agreed to. Mr. Kirkpatrick intimated that there was a good deal of uneasiness abroad on account of the continued delay, and he asked if the delay was caused on account of any objections by the government to the provisions.

"It may be on account of something in the bill or something out of the bill," was the diplomatic reply of the chairman.

The true inwardness of the matter is that the government are determined not to let the bill pass in its present shape without a direct guarantee from the company that the Harvey and Salisbury link shall be commenced and finished within a reasonable time. Nova Scotia and New Brunswick conservative members are a unit in the matter, and when the bill comes up a clause will be proposed binding the company to proceed with and finish the link without delay. Meanwhile the company has the strongest contingent in the lobbies ever brought up by a railway company, including President Van Horne, Assistant Manager Shaughnessy, and their legal men Clark, Scott, Wells and Grier. They are operating chiefly among the Grits, hoping by aiding the opposition to defeat the clause.

Mr. Jones of Halifax gives notice tonight to add the following to the fourth clause of the C. P. R. bill after the word whatever: "After sufficient amount of the proceeds of the said consolidated stock has been reserved for the completion and equipment of the railway from Mattawamkeag to Harvey and Salisbury in the province of New Brunswick."

Col. Bacon, headquarters staff, secretary of the rifle association, has been appointed commandant of the Wimbleton team, and Capt. Hood, of Montreal, adjutant.

The condition of Hon. J. H. Pope is critical.

Health Failing Fast.

I was swollen from head to foot from dropsy of six months standing, and my health was failing fast but after taking one bottle of Burdock Blood Bitters, I am quite well and think there is no medicine equal to B. B. B. and to it I remained a true friend." Joseph Herrick Linwood, Ont.

Alma Tadema is so very correct that he went to an old ruin in Rome and got down on his hands and knees to count the number of different shades in the tiles of the marble floor.

Nothing like It.

"I was troubled with liver complaint for a good many years, but was cured by one bottle of Burdock Blood Bitters. I have never found any medicine to help me like B. B. B., in fact one bottle made a complete cure." W J West, Parkhill, Ont.

The prices which are attached to 4x6 pictures with frames six inches wide refer to the paintings, as a rule, not to the frames.

Common Croup.

Is often fatal when not remedied in time. Leslie B Nicholson, 19 Wellesley Ave., Toronto, says: 'As a quick cure for croup, colds, sore throat, chilblains, etc., I can recommend Hagyard's Yellow Oil." It is a sure cure. Directions accompany each bottle.

Whenever a piece of Roman statuary a couple of thousand years old is found the scientists call it "new."

Bad blood causes dyspepsia and dyspepsia reacts by causing bad blood. So both go on, growing worse, until the whole system is poisoned. The surest means of relief for the victim is a certain and persistent course of Ayer's Sarsaparilla.

Some portraits which appear in newspapers are pretty bad, but the victims should be glad that they didn't live when the portraits would have been worked in tapestry.

A Dreadful Doom

To be unable to satisfy hunger without being distressed by heartburn, indigestion, sick stomach, dizziness or faintness seems a dreadful doom. All who suffer thus will find prompt relief and permanent cure in Burdock Blood Bitters. B. B B. positively cures dyspepsia in anyform.

A portrait painter makes himself popular with girls who possess hair bordering the tinge of sunset by doing their pictures in black and white.

If that lady at the lecture the other night only knew how nicely Hall's Hair Renewer would remove dandruff and improve the hair she would buy a bottle.

Reversible sunset scenes are those which look the same no matter which side is up.

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 diarrhœa, 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.

NEW GOODS,
NEW GOODS.

Just opened up at the
CITY MARKET CLOTHING HALL,
One of the finest stocks of Scotch and English Cloths for the Spring Trade.
New and Fashionable Petterns
—IN—
SPRING OVERCOATINGS, SUITINGS and TROUSERINGS,
—ALSO—
One of the largest and best assorted stocks of
GOOD READY MADE CLOTHING.
Cannot be excelled in St. John, and will be sold very low.
Gents Furnishing Goods in all the Leading Spring Styles.
—A—
First-class Cutter on the premises. Perfect Fitting Garments Guaranteed.
Call early and get first choice of New Spring Goods.
City Market Clothing Hall,
51 Charlotte st.,
T. YOUNGCLAUS,
Proprietor.

RECEIVED.
2 Cars Goldie's Star Flour,
50 Boxes Extra Quality Eaporated Apples,
1000 Boxes Smoked Herring,
GEO. S. deFOREST & SONS.

By Order of the Common Council of the City of Saint John.

PUBLIC NOTICE is hereby given that a Bill will be presented for enactment at the present session of the Provincial Legislature to provide for the extension of wharves on the "Pettingill" property.

The object of this Bill is to authorize the Common Council to issue Debentures to an amount not exceeding twenty thousand dollars, payable in twenty years, bearing interest, not exceeding four per cent, for the erection of wharves and building up the Slips on the Pettingill property, the annual interest and a sinking fund to provide for the payment of the debentures to be charged on the revenues derived from the wharfage.

9th March, 1889.

GOVERNMENT HORSES

The Stallions belonging to the Government of New Brunswick will be leased at PUBLIC AUCTION, for the season of 1889, at
FREDERICTON,
—ON—
WEDNESDAY, March 27th
When the following Animals will be Leased:
THE MORGAN STALLION AUROKA
THE Thoroughbred Stallion SIR PETER;
THREE PERCHERON STALLIONS;
TWO SHIRE STALLIONS;
TWO CLEVELAND BAY STALLIONS;
ONE COACHING STALLION;
SIX CLYDESDALE STALLIONS.
HARRY WILKES.
The Standard-bred Stallion HARRY WILKES, 1886, will make the Season of 1889 at St. John, and will stand there from May 15th till the end of the Season.
TERMS: $35.00 FOR THE SEASON.
The Book is now open; a deposit of $10 must accompany each application, otherwise it will not be recognized.
CHAS. H. LUGRIN.
Secretary for Agriculture.
Department of Agriculture,
Fredericton, 25th Feb., 1889.

Burdock BLOOD BITTERS.
WILL CURE OR RELIEVE
BILIOUSNESS, DYSPEPSIA, INDIGESTION, JAUNDICE, ERYSIPELAS, SALT RHEUM, HEARTBURN, HEADACHE, DIZZINESS, DROPSY, FLUTTERING OF THE HEART, ACIDITY OF THE STOMACH, DRYNESS OF THE SKIN,
And every species of disease arising from disordered LIVER, KIDNEYS, STOMACH, BOWELS OR BLOOD.
T. MILBURN & CO., Proprietors, TORONTO.

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THE
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FORWARDS Merchandise, Money and Packages of every description; collects bills with Goods, Drafts, Notes and Accounts.
Running daily (Sunday excepted), with Special Messengers in charge over the entire line of the Intercolonial Railway, connecting the Riviere du Loup with the
Canadian Express Company,
for all points in the Province of Quebec and Ontario and the Western States, and at St. John with the
American Express Company
for all points in the Eastern and Southern States.
Branch offices in Summerside and Charlottetown, P. E. I. Europe n Express forwarded and received weekly.
Debenture Goods or Goods in Bond promptly attended to and forwarded with despatch.
Special rates for large Consignments and further information on application to
JAMES BYROE, Superintendent. J. R. STONE, Agent.

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

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MANUFACTURERS OF
Cut Nails & Cut Spikes, Tacks, Brads,
FINISHING NAILS,
Shoe and Hungarian Nails, &c.
Office, Warehouse and Manufactory:
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ESSENTIAL OILS AND Flavoring Extracts

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OILS, COLORS,
ARTISTS' MATERIALS,
WINDOW GLASS,
VARNISHES, ETC.
A. RAMSAY & SON,
MONTREAL.

COCKLE'S ANTIBILIOUS PILLS.
COCKLE'S PILLS—Free from Mercury.
COCKLE'S PILLS—For Liver.
COCKLE'S PILLS—For Indigestion.
COCKLE'S PILLS—For Heartburn.
COCKLE'S PILLS—In use eighty-six years.
Sold by Druggists everywhere.
Wholesale by EVANS & SONS, Lim., Montreal.

STEAMERS.

International Steamship Co.,
Spring Arrangement.
TWO TRIPS —A— WEEK.

ON MONDAY, March 4th, the steamers of this Company will leave Saint John, MONDAY, and THURSDAY for Eastport, Portland and Boston at 8 a. m., local.
From March 12th to April 29th will leave Saint John, every TUESDAY and THURSDAY at 8 a. m.
And Boston every MONDAY and THURSDAY at 5.30 p. m., and Portland 5.30 p. m., for Eastport and Saint John.
H. W. CHISHOLM, Agent.
tel. sun.

Tender for Steam Service.
St. John, Digby and Annapolis.
SEALED TENDERS addressed to the Minister of Finance, Ottawa, and marked "Tender for Steam Service, St. John, Digby and Annapolis," will be received at the Finance Department, Ottawa, up to and including Monday the 1st day of April next, for the following services by Steamer between St. John, Digby and Annapolis, N. S., viz:—
1st. A daily service from 1st April to 31st October, and a tri-weekly service from 1st November to 31st March; or
2nd. A daily service from 1st May to 31st October, and a tri-weekly service from 1st November to 30th April; or
3rd. A tri-weekly service all the year round.
Tenderers are requested to send in tenders for all of the above services.
Full particulars as to the terms and conditions thereof and specifications of the steamer required, may be obtained from the Post Office Inspectors at St. John and Halifax.
The Minister of Finance does not bind himself to accept the lowest or any tender.
J. M. COURTNEY,
Deputy Minister of Finance.
Finance Department,
Ottawa, 15th Feb., 1889.
[This advertisement is not to be copied by other papers without authorization from the Queen's Printer.]

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

$33 Sewing-Machine to be given away at our establishment on or about the 1st of April, to the person making the most use of our Paper during the month of March, we will give Free to one person in each locality a very first class sewing-machine made in the world, with all the attachments. We will also send Free a complete line of our costly and valuable samples. In return we ask that you show what we send, to your family and any call at your house, and after 2 days' free trial if you find your own sewing machine not equal to the Singer, you can return it at our expense. Many other reasonable offers. Best, strongest, most simple and lightest running sewing machine in the world. Price $20. No capital required. Fortune for the industrious. Many have made their fortunes at our employment. Reader, if you are in need of work, write us your address plainly and we will send you particulars, free, which you can work at and make money fast. Address TRUE & CO., Box 740, Augusta, Maine.

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

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

NOTICE.

Application will be made at the next ensuing session of the Legislature of New Brunswick for the passing of an act to incorporate the Exhibition Association of the City and County of St. John, giving to said Association power to hold exhibitions of an industrial and other character, and to do all lawful acts in furtherance thereof, to hold real and personal property for the purpose of exhibitions and for the management of the property of the Association, with further power to do anything necessary to holding exhibitions and making the same conductive to the development of the resources of the Province.

WM. J. PARKS, Secretary.
St. John, N. B., Feb. 5th, 1889.

RAILROADS.

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

Trains will Leave St. John.

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

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

Trains will Arrive at St. John:

EXPRESS FROM HALIFAX & QUEBEC	7 00
EXPRESS FROM SUSSEX	8 35
ACCOMMODATION	13 30
DAY EXPRESS	18 20

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

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

Grand Southern Railway.
ST. STEPHEN & ST. JOHN
EASTERN STANDARD TIME.
ON AND AFTER MONDAY, Dec. 31, Trains will run daily (Sundays excepted), as follows:—
LEAVE ST. JOHN at 7.24 a. m., and Carleton at 7.45 a. m., for St. George, St. Stephen, and intermediate points, arriving in St. George at 10.21 p. m.; St. Stephen at 11.25 p. m.
LEAVE St. Stephen at 8.15 a. m.; St. George at 10.22 a. m.; arriving in Carleton at 12.57 p. m.; St John at 1.12 p. m.
Freight, up to 500 or 600 lbs.—not large in bulk—will be received by JAMES MORLSON, 40 Water Street, up to 5 p. m.; all larger weights and bulky freight must be delivered at the Warehouse, Carleton, before 6 p. m.
Baggage will be received and delivered at MORLSON'S, Water Street, where a truckman will be in attendance.
H. LAWRANCE STURD
F. W. HOLT, Superindendent.
St. John, N. B., Dec. 27, 1888.

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

No. 1.			No. 2.		
Lv. Buctouche		8 30	Lv. Moncton		16 00
Little River		8 48	Lewisville		16 04
St. Anthony		9 04	Humphreys		16 08
Cocaigne		9 20	Irishtown		16 20
Norte Dame		9 22	Cape Breton		16 40