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POOR DOCUMENT

THE EVENING GAZETTE

is published every evening (Sundays excepted) at No. 21 Canterbury Street.

JOHN A. BOWES, Editor and Publisher

SUBSCRIPTIONS.

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ST. JOHN, N. B., FRIDAY, APRIL 25, 1890.

For the Latest Telegraphic News look on the First Page.

ST. JOHN GOING AHEAD.

Today witnessed the inauguration of another new enterprise which will be of the greatest importance in the development of our trade—the establishment of the New York steamship line.

St. John is going ahead at a rapid rate. Some persons fail to recognise the truth of this remark but it is nevertheless true. Within a few years the means of communication between St. John and the bay ports has been greatly improved and the trade of St. John thereby much enlarged. Railroad connexions that were calculated to build up other parts of the province at the expense of St. John did for a time materially injure St. John but these new avenues of trade sought out by the enterprise of St. John merchants have not only maintained the trade of the port but increased it.

Last year witnessed the opening of the Short Line railway between St. John and the great Northwest which practically makes St. John the great shipping port of Canada, and the actual Atlantic terminus of the great trans-continental route of the Dominion. The opening of this line was the realization of the hopes of a quarter of a century, though some obtuse people in St. John still refuse to recognize how great the probabilities of the benefits arising from the completition of this railroad are. The passage of a number of immigrant trains through our city a few weeks ago, however, convinced them that Canada is growing.

Early this year the West India and South American Steamship Company, an organization composed almost wholly of local capitalists, sent out their initial steamer and already two round trips have been made with the result of firmly establishing a large trade between Canada and the numerous ports of call in the West Indies and South America, which trade is bound to pass through St. John.

To-day the steamer Valencia arrived from New York with a goodly list of passengers and a large freight. There is no doubt that there is a large trade between New York and St. John, and it is beyond question that this trade can be greatly increased by means of a new line of steamers. St. John has now seven lines of steamers connecting with Nova Scotia, the West Indies, Boston and New York. There are three lines of railway having their termini at St. John and the prospect very soon of having a fourth one.

There never has been a time in the history of St. John when a greater volume of trade was being handled or so many goods manufactured. Indeed all that is necessary to shove St. John to the fore and to make her the leading port of Canada is the completion of the necessary terminal facilities which we take it are practically secured.

MAINE TEMPLARS.

Report of the Committee on the Prohibitory Law.

AUGUSTA, Me., April 24.—The forenoon session of the Good Templars' meeting was devoted to hearing reports of committees. The report of the committee on prohibitory law created the most interest. The committee says the law when first enacted was intended to wholly break up the traffic in open saloons; that this law has accomplished its designs as well as other laws; that the old time open saloon is not found and that those engaged in secret sale have been outlawed and are looked upon as criminals and when apprehended so treated, and liquor selling made a crime against the state. The saloon has been prohibited without the slightest prospect of a reversal of the people's verdict. Though the saloon plague is a thing of the past, secret dens of vice are carried on largely by the foreign element in larger cities, owing to the unfaithfulness of local executive officers. This neglect has brought scandal upon the prohibitory law and the state, therefore be it resolved that this body exert its power with greater emphasis than ever before for a thoroughly impartial enforcement of the law.

A Great Popular Cyclopedia.

The last volume issued of ALDEN'S MANIFOLD CYCLOPEDIA is fully up to the high standard of the preceding volumes, and readers will be pleased to learn of the rapid progress the work is now making; strong financial allies have recently been secured in the publishing department, two large printing offices are now at work upon it, and the publication is to be hastened to completion with all the speed that abundant resource and energy can give it. People have wondered how a work of such superior merit and magnitude, and so handsomely and thoroughly well got up—a rival of the Britannica, Johnson, Appleton and the rest—could be published at all, at prices so remarkably low, and searchers after knowledge, as well as the publishers, are to be congratulated upon the new promise of success. A 40-volume Cyclopedia, including an unabridged Dictionary of language, large type, several thousand illustrations—all for $30.00, and that in such instalments as one pleases to ask, almost, is a great thing for the public! Specimen pages sent free to any applicant, by the publisher, John B. Alden, New York, Chicago, and Atlanta.

Literary Notes.

"An Ocular Delusion," by F. H. Howe is one of the most fanciful conceits imaginable. Good rhetoric, a careful choice of words and an ingenious plot make the book extremely interesting.

"Los Cerritos," from the pen of Gertrude Franklin Atherton and the presses of the Lovell's, is a charming story of Southern California. A Mexican girl conceives an intense passion toward a giant red-wood tree. This is certainly better than the channel into which intense passions have been turned in recent issues from metropolitan presses.

Pascal Duplessy of St. Stephen was 101 years old on the 10th inst. He is totally blind but otherwise in good health.

ANOTHER NEW LINE.

Opening of the New York and St. John Direct Route.

THE INAUGURAL TRIP.

SPLENDID VOYAGE OF THE VALENCIA FROM NEW YORK AROUND CAPE COD.

Incidents of the Voyage—A Jolly Crowd of Passengers—Beautiful Weather and a Flowing Sea.

The establishment of a new line of steamships from St. John to New York is an event of such importance as to be deserving of the fullest notice that can be given to it by the provincial press. It was in consequence of a realization of the fact that on receiving an invitation from the New York Steamship Co., THE GAZETTE sent one of its staff to make the first trip from New York to St. John on the Valencia of the new line. THE GAZETTE man found himself the only representative of the Canadian press on board this fine vessel but this did not worry him in the least for this paper is accustomed to stand alone. But the motto *stare antiquas vias* does not apply to it, for the ancient ways often are unprogressive and lead to nothing, while change and improvement are the order of civilization. St. John has existed for a long time without direct steamship connexion with New York but the time has come when such connexion has become an imperative necessity, and the New York Steamship company has come to supply the want.

Mr. N. L. Newcomb, to whom this company is indebted for its existence, has labored for three years at the work of organizing it and bringing its plans to completion and only those who have passed through a similar experience can understand the amount of toil and anxiety involved in such a task. Before anything could be done capitalists had to be approached and convinced that it would be to their interest to embark in the new enterprise, and when this was done and the necessary capital secured, a vast amount of detail had to be attended to before matters could be brought to their present state of advancement. Mr. Newcomb had the advantage of a thorough steamboat education having been in the business from his earliest youth and but for this could hardly have succeeded in accomplishing what has been already achieved. His name will be always inseparably connected with the formation of the New York steamship line.

At 5 p. m. on Tuesday the steamship Valencia of the new line started on her first trip from New York to St. John. She carried with her considerable freight for Cottage City, Rockland, and Eastport the three ports of call, and also for this port, and about thirty passengers most of them making the round trip to St. John and return. Among them were several newspaper men and a few of Mr. Newcomb's personal friends. As the steamship moved out from the pier the crowd on the wharf displayed their appreciation of the occasion by vociferous cheering and waving of handkerchiefs, while rice and old shoes were thrown after the vessel as an emblem of good luck. Among those on the wharf none was more conspicuous than Mr. Newcomb's venerable mother, a handsome lady who took pride in sharing in her son's hour of triumph. It was a splendid send off for a most promising and pleasant voyage.

The Valencia is an iron steamship of 1,600 tons, built in 1882 for the Red D. Company by the Cramps, of Wilmington, Del. She was intended for the South American trade and ran for some years to Rio and other South American ports. Being built without regard to cost she is uncommonly strong and is as good a boat as she was the day she was launched. Her speed is twelve and a half knots, as was shown by the log and by the time of her run from point to point over known and measured distances. She will carry a very large amount of freight and has at present accommodation for 100 first-class passengers, and fifty second-class or intermediate. When certain projected improvements are carried out the Valencia will be able to accommodate about 400 passengers. The Valencia has been chartered by the New York steamship company from her owners under terms which make her charter an absolute sale in the event of her fulfilling certain conditions as to speed, &c., and as these conditions are likely to be fulfilled she may be regarded as virtually the property of the new company.

The commander of the Valencia is Capt. F. C. Miller, a native of Cape Cod, who has been in the service of a number of steamship companies with credit to himself and advantage to his employers. Capt. Miller, after serving as a deep water sailor in long voyages in sailing vessels began his service on board of steamships in the Ward line. He made for himself a great reputation and a good deal of money several years ago by raising and taking into port the new British steamship Dawn, which was wrecked in the Bahama Channel and which as the Caroline Miller had the distinction of being the first British ship not wrecked on the coast of the United States to receive an American register. Capt. Miller is a man who cannot fail to become popular with the travelling public, his manner being hearty and cordial and his attention unremitting. Capt. Miller, we need hardly say, is every inch a sailor.

The steward of the Valencia, Mr. Pittman, is next to the captain the most important man on board the vessel, to the passengers at least. Mr. Pittman is a native of New Bedford, and his history contains at least one romantic incident. He was the steward of the ill-fated City of Columbus, which was wrecked on Gay Head on the 19th January, 1884, on which occasion out of 134 persons on the vessel only 28 were saved. Mr. Pittman was eleven hours in the rigging and was almost frozen before he was rescued. The Columbus was bound from Boston to Savannah, and her loss, which resulted in such a pitiful waste of life, was due to the gross carelessness of the captain, who delegated to the second officer duties which he ought to have performed himself. Mr. Pittman's experience is one that he is not likely to forget.

The Valencia carrived on her first round trip, Lent's Orchestra of Brooklyn, who furnished delightful music during the voyage, and as there was plenty of amateur musical talent the trip was rendered doubly pleasant in consequence. It was also rendered very agreeable by the character of the company on board which consisted of men who understood how to enjoy themselves and make the most of life, and Mr. Newcomb being one of the party himself, nothing was lacking but the presence of more ladies—there was but one—to make the trip perfect in every detail.

The weather when we left New York was delightful and it continued so during the entire trip. If it had been specially ordered by the company of the clerk of the weather, they could not have selected it better. It rained a little on Wednesday evening and blew pretty fresh during the night, but during most of the trip the sun shone brightly in a clear sky and the water was smooth, with the exception of the usual long Atlantic roll off the coast of Maine.

There was some curiosity as to the speed of the Valencia and we had hardly entered the East river before we had an opportunity of testing it by measuring it against the Pilgrim of the Fall river line. That fine boat passed us, as did also the Rhode Island of the Stonington line, but, we made a good race with them and kept them well in sight all the way down the Sound. What was still more gratifying was the fact that we made better than schedule time during the entire trip and passed the Lucy P. Miller somewhere in the Sound during the night, although that vessel had left New York five hours ahead of us. The Valencia, when running at full speed, steadily made 12½ knots which is fast as fast as it is necessary for a coasting steamer to go.

The sail down the Sound at night was a delightful one and enlivened by music on board and abundance of good fellowship. The water was perfectly smooth and many a steamship light dotted that great highway of commerce. As the staunch steamship ploughed her way through that much frequented water it seemed like a passage down some broad and beautiful river rather than an arm of the ocean.

At about six a. m. Wednesday Gay Head light on the western extremity of the island of Martha's Vineyard was reached and the party aboard were enjoying the beauties of the passage through Vineyard sound, the favorite cruising ground of the New York and New Bedford yacht clubs. The beautiful variegated cliffs of Gay Head, made promising introduction to the undulating shore on the vineyard side and from the port side of the Valencia the Elizabeth Islands group, its irregular outlines, bays, coves, and "Holes' as they call them down there, —a corruption from the Norseman "Holl" or hill, from the broken cliff-like shores which skirt the opening between the islands of Cuttyhunk, Pasque, Uncatena, Nashewena and Naushon, and their south shores. Naushon, the largest of the Elizabeth Islands, is the summer residence of Hon. J. M. Forbes, of Milton, Mass., and is the largest private estate north of Mason's and Dixon's line and east of the Mississippi; the length of the island is about seven miles, and its breadth a mile and a half to two miles at its widest. Forbes is many times a millionaire, and Naushon is an ideal summer spot. Hadley harbor or Wood's Holl or Woods' Hole, as it was formerly called, and the older neighbors still persist in calling it, is on the east end of Naushon and penetrates it with diverse creeks and bayous, which are completely landlocked, and suggest the ideal anchorage of the typical Captain Kidd, pirate of nickel literature, so familiar to the youth of the American states. Gay Head and its environments will always bring painful reminder to at least one of the officers of the Valencia, for, as already stated, her able steward, Mr. Andrew F. Pittman, was the steward of the ill-starred City of Columbus, of the Savannah line, at the time of her fatal wreck on Devil's Bridge, less than a mile from the well known vineyard promontory, in January, 1884.

About 7 a. m. West Chop was sighted from the Valencia and at about 7.30 she was moored at the Nom's wharf, Eastville, Cottage City, which has been secured by the New York Steamship Co., and rebuilt for their use. The passengers amused themselves during the stop at the dock, by frisking about on the pier, and snapping kodaks on unsuspecting victims.

The Valencia and her companion boats bid fair to get the lion's share—the whole, is per old Latin fable—of the Cottage City passenger, baggage and passenger, freight patronage, judging from the appreciation manifested by those who knew of her quick time from New York, as twelve knots an hour is not to be sneezed at, and New York and Western summer people will not be slow to show their appreciation of an extra hour or two (up to seven) gained on their travelling time.

After a thorough inspection of the Valencia by the fair representation of the five thousand inhabitants of Martha's Vineyard who heard her saluting guns and whistles, or caught the sun's reflection from her brilliant bunting as she dressed ship, she steamed away for her long trip to Rockland, over the devious and dangerous Nantucket shoals. On we went passing Canadian schooners winging their way homeward, coal laden vessels from Deleware bound for Boston and the various crafts that frequent that water. Presently we were abreast of Monomoy Point, the southern promentory of Cape Cod, and could see the long range of Sand Beach which extends for more than thirty miles to the northward upon which the Pilgrim fathers gazed for the first time two hundred and seventy years ago. The Pollock Rip light ship which we passed at the distance of a cable's length, answered our salute with her bell and then we steamed away into the vast Atlantic whose long roll now began to be felt and made some of the landsmen on board rather nervous as to the state of their stomachs. That the inner man was well provided for during the trip may be judged from the following transcript of Wednesday's bills of fare, for breakfast dinner and supper:

Breakfast.

Fruit,
Beefsteak, Mutton Chops, Liver and Bacon, Pork Chops, Stewed Tripe.
Fresh Fish, Fish Cakes, Salt Mackerel, Hominy, Potatoes, Oatmeal.
Eggs,—Fried, Scrambled, Boiled.
Bread,— Pilot, Toast, Hot Rolls, Corn Bread.
Coffee, Tea, Chocolate, Watercresses and Tomatoes.

Dinner.

Italian Soup.
Boiled Halibut, Egg Sauce.
BOILED
Leg of Mutton, Caper Sauce, Corned Beef and Cabbage.
ROASTS.
Turkey, Cranberry Sauce, Rib of Beef, Brown Gravy.
ENTREES.
Lyonaise Tripe, Kidney Saute, Apple Fritter.
VEGETABLES.
Boiled and Mashed Potatoes, Sweet Corn, Green Peas,
SALADS AND RELISHES.
Chicken Salad, Potato Salad.
PASTRY.
Wortleberry Pie, Squash Pie, Rice Custard, Assorted Cake.
DESSERT.
Fruits, Coffee, Nuts, etc.

Supper.

Fried Fish,
Potatoes,—Baked and French Fried.
COLD
Ham, Mutton, Roast Beef, Corned Beef, Soused Halibut.
Hot Biscuit, English Muffins, Plain Bread, Toast, Crackers and Cheese.
Tea and Coffee.
Cake, Preserved Pears.

In the evening the passengers gathered in the smoking room of the Valentia for the purpose of expressing their views in regard to that vessel, the company that owns her and the captain and officers by which she is navigated, and the result of their deliberations will be found in the following set of resolutions which are to be handsomely engrossed, framed and hung up in the Company's offices in New York.

ON BOARD THE STEAMSHIP VALENCIA, APRIL 23, 1890.

To the General Manager, President and Officers of the N. Y. Steamship Co.

Gentlemen,—We, the undersigned, comprising the passengers of the Valencia, on her first trip from New York to St. John, N. B., desire to express to you our appreciation of your enterprise, complete and perfect equipments, and therefore we have unanimously

Resolved, That the enterprise in which your Company is engaged is one that merits the approval and support of all who are interested in international trade between New York, Maine and the provinces of Canada, and is destined to entirely revolutionize the present business relations between the maritime provinces and New York city.

Resolved, That the greatest credit is due to your general manager, Mr. N. L. Newcomb for his persistent, indefatigable and strenuous efforts in the promoting and organizing of this line, and that in his hands the business interests are safely lodged and your future success assured.

Resolved, That in Captain F. C. Miller, your company has an officer, courteous in manner, genial in disposition, who has already won great reputation for his courage and ability as a commander, who has shown himself master of his ship, and into whose hands may be safely committed, not only the interests of commerce, but the lives and the welfare of the passengers who sail with him.

Resolved, That we are glad to recognize the fact that Captain Miller is supported by an able and most competent staff of officers, including Pilot Captains Ingram and Brewster, ship masters of experience; Chief Officer, George Smith, who is every inch a sailor; Chief Engineer, John Platt; Purser, G. S. Terry and head Stevedore, Abram Gaggett, each a man in the right place, and last but by no means least Mr. Andrew F. Pitman as steward, whose attention and service to the wants of the inner man, have placed your line second to none.

Resolved, that your company is to be congratulated upon the selection of so speedy, staunch and excellent a steamship as the Valencia, and we do not hesitate to pronounce the verdict of your future passengers, that she will merit the title of "Queen of the East."

Joseph H. Morse, Brooklyn, N. Y.
H. B. Nickerson, New Bedford, Mass.
James Hannay, St. John, N. B.
Fred M. Lawrence, New York.
Edgar O. Gavette, "
Elbridge W. Morse, "
Theodore H. Sommers, Brooklyn.
Geo. W. Blair, New York.
Arthur V. Dean, Edgartown, Mass.
M. M. Gentheur, Rockland, Me.
Thos. S. Whitman, Annapolis Royal, N. S.
C. C. Langill, New York.
John Wilson, Washington.
Samuel Boyd, jr., Providence, R. I.
R. B. Valentine, New York.
E. F. Treat, Brooklyn.
L. O. deWitt, N. Y. city.
D. J. Lent, Brooklyn.
H. J. Meerholz, New York.
G. Faggiani, Brooklyn.
Geo. W. Currie, York Co., N. B.
Henry B. Hart, Portland.

At half-past ten at night we had Monhegan on our starboard bow five miles ahead and the ship was slowed so as to have no more than steerage way, as it was not considered desirable to reach Rockland, Me., at night, the first trip. Those who got up early enough enjoyed the beautiful sail among the islands to Rockland, where we arrived shortly after daylight, but not too early to receive a warm greeting from those on the wharf. At 6 a. m., we were again on our journey making for the open sea, and all day sailed along the coast of Maine. The sea was rather rough and the breakfast tables were not so well filled as usual, many of the passengers having retired to their staterooms no doubt to meditate on the vain and insubstantial character of all earthly things. At dinner, however, most of the delinquents had resumed their places and at supper all were there; indeed there was no excuse for absence for then we were lying at the wharf at Eastport. During the afternoon a mock trial was held at which the GAZETTE representative presided as judge, the prosecuting officer being Mr. Boyd of Providence, R. I., and the defendant's counsel Mr. Morse of New York. The prisoner was Mr. Nickerson who had been indefatigable in his efforts to make everything pass pleasantly, and who in his exceeding zeal brought a photographer with him to take a series of views which will in due time make their appearance. The prisoner was convicted after all the points taken by his lawyer had been over ruled by the judge in the most arbitrary manner and the result was the imposition of a fine upon a deserving citizen, who appears to have incurred the envy of his fellow passengers because he was seen conversing with a pretty Rockland young lady, with a long cloak on, who seemed to be much impressed with his affable manners and agreeable address.

At 3.30 p. m. we met the New Bruunswick of the Ietercolonial line ploughing on her way to Portland and greeted her with the steam whistle and Ault Lang Syne" on the cornet. At 5 p. m. we reached Eastport where we had a hearty welcome and leaving there at daylight reached this city at 9.30 after a passage of four hours and fifteen minutes against the tide. No more pleasant voyage or agreeable party of companions has been known to the writer.

Telegraphic Flashes.

It is stated in Paris that there are serious dissensions in the French ministry, and the early collapse of the Cabinet is feared.

Owing to the counsel of Davitt, the strikers at Cork and throughout the south of Ireland have yielded and the trouble for the present is at end.

Lewis Ludwig of Nobleboro, who took strychnine and died early yesterday morning at Damariscotta, Me. was unmarried and about sixty-five years old.

The remaining portion of the ice bridge at Cape Rouge, gave way last night and the ice is now running up with the tide. The falling tide will probably clear the river.

The S. S. Lake Nepigon is still presumable in the ice off Cape Ray. She has plenty of provisions and only seventy passengers and no accident or suffering is anticipated.

Gladstone said in reference to the land purchase bill in the commons, he was opposed to it under an overwhelming conviction that it was complicated without undertaking to solve the difficulty.

Ruin and desolation meets the eye on every side in Pointe Coupe parish, Louisana. The destruction is complete—not a plantation is left above water and not a levee is unbroken. Hundreds of families are homeless and thousands of stock drowned.

There was a fire this morning in the ice house of A. G. Ring and others. Orono, Me., containing eight thousand tons ice. Part of the ice may be saved. Half of it had been sold at $3 per ton.

A notice has been issued by the manufacturers of Aix, France, warning the employes if any remain from work on May 1st, for any other reason than sickness or other disability, that they will be discharged.

In the supreme court at Concord, N. H., yesterday Madison G. Colby, indicted for murder in the first degree for shooting Mrs. Martha Fourtier of Franklin, pleaded guilty of murder in the second degree and was sentenced to 30 years in the state prison.

At Belleville, Ont. yesterday, Jane Arthurs, aged 58, was burned to death. Rescuers had reached the door with her when she slipped from their grasp and further attempt to save her was prevented by the intense heat. Her husband was badly burned.

About 21.30 last evening a very badly muddled and thirsty individual was endeavoring to find the handle of the door of the W. C.T.U. coffee rooms, and when asked what he wanted around there, replied, "Isn't this the Phœnix Hotel bar?" He seemed anxious to get a drink without any delay.—Moncton Transcript.

A rusty nail is a prized relic in the museum of Houlton (Me.) academy. It is one of the nails used in building the sea wall at Louisburg, C. B., is nearly one hundred and fifty years old and comes from the centre of the struggle which determined whether France or England should control North America.

A railway man who came down from the the north yesterday says he saw about 100 geese in Barnaby River Lake as the train passed. Duck are also numerous.

Last Wednesday while a constable was searching for liquor in a Rogersville hotel, he had his eyes filled with pepper and his body drenched with hot water by an irate female inmate of the house.

A COUCH

is a symptom of many diseases, including Inflamation of the Lungs and Phthisis. Often a cough is neglected, the patient believing it to be only a trifling affair, but when it once takes hold of the Lungs how difficult to cure.

OFTEN

you hear the patient say, "Oh, it's only a cough. I'll soon be over it," and so he lets it run until he can't be cured, and thus he brings his career to an early close,—all caused by simple neglect or refusal to take proper remedies and thus many a life

ENDS

that might have been prolonged but for carelessness. Don't neglect a cough; time and money can be saved by attending to it at once. Physicians now agree that Cod Liver Oil is the best remedy to use in all pulmonary diseases, and

In Consumption

it is prescribed extensively; but they often find that the patient cannot take it, as the stomach refuses to retain it. Estey's Cod Liver Oil Cream can be retained by the most delicate stomach,—it is as pleasant as milk. Try it. All druggists sell it.

PHYSICIANS PRESCRIBE

PHILLIPS'

Cod Liver Oil

—WITH THE—

WHEAT PHOSPHATES.

Miscible with Milk or Water and just as Palatable.

Retainable on the most delicate Stomach, and digested with ease.

FOR THE RELIEF AND CURE OF CONSUMPTION, BRONCHITIS, SCROFULOUS AND WASTING DISEASES, COUGHS, COLDS AND LUNG AFFECTIONS,

AND AS A FLESH MAKER,

IT HAS NO EQUAL.

For sale by all Chemists.

PHILLIPS' MILK OF MAGNESIA

FOR DYSPEPSIA.

Phillips' Phospho-Muriate of Quinine Compound. THE TONIC OF THE DAY.

LUBY'S

FOR THE HAIR,

Restores the color, beauty and softness to Grey Hair, and

IS NOT A DYE.

AT ALL CHEMISTS. 50 CENTS A BOTTLE

TEN POUNDS IN TWO WEEKS THINK OF IT!

As a Flesh Producer there can be no question but that

SCOTT'S EMULSION

Of Pure Cod Liver Oil and Hypophosphites Of Lime and Soda is without a rival. Many have gained a pound a day by the use of it. It cures

CONSUMPTION,

SCROFULA, BRONCHITIS, COUGHS AND COLDS, AND ALL FORMS OF WASTING DISEASES. AS PALATABLE AS MILK.

Genuine made by Scott & Bowne, Belleville. Salmon Wrapper; at all Druggists, 50c. and $1.00.

WHOLESALE AND RETAIL.

Just received a large lot of

Ready-Made Clothing

CONSISTING OF

Men's, Youths and Boys

Suits and Spring Overcoats.

—ALSO—

500 Pairs of Pants

—AND—

300 Odd Coats.

The above named goods in addition to our already large stock makes it a desirable one for intending purchasers to select from.

Our prices are lower than the lowest.

Also a fine assortment of Scotch, English and Canadian

Tweeds, Diagonals, Corkscrews, Cheviots, Serges, Yacht Cloths

and a variety of other goods for custom work. Special line of

SPRING OVERCOATINGS,

A perfect fit guaranteed. Gents' Furnishing Goods in great variety.

T. YOUNGCLAUS.

Market Clothing Hall, 51 Charlotte St.

CHEAP STOVES FOR SPRING TRADE.

Notwithstanding the recent advance in prices by the stove founders, we shall continue to sell our present stock of

COOK STOVES & RANGES

at old prices.

When present stock is exhausted we shall then be compelled to advance prices to cover the increased cost.

In the meantime those who anticipate making a change will save money by purchasing soon.

Our Stock embraces all the old favorites, viz: The Medallion, The New Hub, The Silver Acorn, The Coal Acorn, &c., also the the king of cook stoves, The Charter Oak.

EMERSON & FISHER,

75 to 79 Prince William Street.

Lacrosse Sticks, Hammocks,

Children's Carts, Waggons and Wheelbarrows;

Base Balls, Bats, Masks &c.. &c.;

Two Gross "The Parlor Pistol" just opened, Bronze 50c., Nickel Plated 75c.; Pictures Framed to Order;

Wall Papers selling at a shade over cost to clear the lot out.

D. J JENNINGS, - - 167 Union St.

ROYAL INSURANCE COMPANY

OF LIVERPOOL, ENGLAND,

REPRESENTING

The Largest Net Surplus of any Fire Insurance Co. in the World.

J. SIDNEY KAYE,

GENERAL AGENT FOR NEW BRUNSWICK,

Office, No. 8 Pugsley's - - - Building, Saint John, N. B.

75 QUARTS

ALDERBROOK JERSEY CREAM

140 Rolls Gilt Edge Butter.

Alderbrook Henery Eggs,

FRESH EVERY DAY.

GEORGE ROBERTSON & CO.

50 KING STREET.

N. B.—Lots of Oranges 18 Cents per Dozen.

STORAGE FOR STOVES.

The subscribers are prepared to take down stoves and store them on their premises until wanted in the fall or to remove and fit up stoves or ranges with the necessary plumbing work for hot or cold water.

—ON HAND—

STOVES, RANGES, FURNACES, STOVE PIPE AND TINWARE.

—FOR SALE LOW—

Several Large Cook Stoves and Ranges,

suitable for small hotels or boarding houses.

—IN STOCK FOR REPAIRS,—

Castings and Fire Brick for Climax and other Ranges.

Hot Water and Steam Heating Apparatus,

Plumbing and Gas Fitting. Special attention to repairs.

A. G. BOWES & Co., - 21 Canterbury St.

TELEPHONE CONNECTION.

LOCAL HOUSE ON WHEELS.

How? By every member and every other sensible man buying a

"WHIPPET" BICYCLE.

Yes, but our roads are very different from the English roads. True, but we have a *MACHINE* that runs as easy as any buggy.

Positively NO Jolting.

Perfect IN Simplicity.

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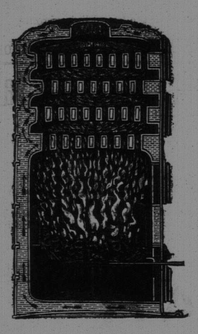

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