July 14, 1886.



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VOL. 8.

ST. JOHN, N. B., WEDNESDAY, JULY 21, 1886.

DOST THOU REMEMBER ? ost theu remember, love, one night in June? Above our heads the stars their tapers Dost thou ren

And from her fleecy couch the fair young

moen Lifted herself and smilling o'er us, hung. Dost thou remember, lovs ? Ah ! life for Can never hold a brighter memory. The waves crept up and whispered at our As the' they had a tender tale to tell ; Across the hills there came in cadence swe The silvery swayings of a distant bell. And with thy kisses ruby-lipped divine, My scul was reeling as from draughts

Dost thou remember, love ? Canst thou forg How is my hand thy vibrant fingers lay ? How quickly moon and evening star had set, And how the moments sped, like draw

AWAY ? Thou dost remember ? Thou didst only feign Say it again, my own ! again-again ! -Philip Power Palmer.

A SOUTHERN SONG OF SUMMER.

ELI SHEPPERD. He redbird died er de whoopin' cough, Batcher bird died er de colic ! I met Mister Frog, his fiddle on's back, 'Qairin' de way ter de frolic !

De woedgecker he's a top-knot bird, Ea he hol's his head mighty high ! Twas chuck-will's wider des now yer he Ea de joree er passin' by !

Oh, de owl's laid up wid bad so' eyes, De rain-crow's down wid er fever ! Mis' Frog's trig out in her bes' wash cloze, Mister Frog's got on his beaver !

De kill dee died uv er shakin' chill, De robin died er de gout, oh ! I met Mr. Frog des los' in de march, 'Quirin' er de dryes's route, oh ! -N. O. Times-Democrat

> A MISAPPREHENSION. (From the Bambler.)

Thou puking and pugnacious child That, without ceasing prattlest; And drivest both thy parents wild, As with their hair thou battlest, What holds the future grim for thee Aught grand and consequential? Perhaps some time thou yet mayst be A person Presidential.

Perchance a judge of mien profound And patience and endurance. Ard patience and endurance. Thou'it be; or one who wanders round Soliciting insurance; Mayhap a grave tragedian, A butcher or a brewer;

on the previous night, but the wisd shifted hree times and whipped to the south before it settled down. I had to fairly drive the A GHOSTLY WARNING. 'While I am ready to acknowledge that

While I am ready to acknowledge that seafaring men are more or less superstitious as a class,' said Captain Day of the bark Rover, 'I must at the same time insist that me and said :-perience that were hard to explain away by ing. some things have happened in my own exe and said:— ⁴Captain Day, we must take it as a warn-ig. Mr. Barnes was twenty-seven years

any line of natural reasoning. Along in 'Pooh! man, when daylight comes we shall see everything explained. If you are afraid you can go forward with the men.' The threat to disrate him braced him up the sixties I was in command of a brig called the Osprey, flying the British flag, and I

made a charter from Jamaica to the port of The threat to disrate him braced him up a little, but it was easy to see that I had a job on my hands. I made up my mind that when daylight came we would make a thor-ough search of the brig. If the missing man could not be found and a vessel was in sight, I would signal her and secure the ser-vices of a mate. It not, and the crew did not recover from their fright, I would hold away for Hayti and make a port. As the dawn came I put every man into the search, and we didn't leave a rat hole which wasn't looked into, but it was all in valo. From all that I can see with my own eyes the man had turned in, slept for I could not say how Georgetown in British Guiana. We loaded in fair time and got away with a fair breezo, and we had run the island ont of sight behind us when the first of several strange things happened. At midaight with everything going well on board, the brig's bell began to toll. I have seen and heard a sh p's bell strike now and then in a heavy sea, but in this case, mind you, there was no sea to peak of, and the brig wasn't lifting a foot as she climbed the waves. Without the slightest warning and in the dead of the night, the bell began tolling and it did not cease until it had struck thirty one times. The sound rang through the brig loud and clear, roushad turned in, slept for I could not say how losg, and then got up and disappeared. The fact that we could not find him aboard ing everybody up, and I had just given orders to have the bell muffled when it was proof that we could not ind nim aboard was proof that he had gone into the sea, but why? He was a sober, honest fellow, a good sailor, and apparently in the best of health. What could the toiling of the bell ceased tolling. The mate and myself stood right beside it when it struck the last half dozen strokes. There was no oscillation of the tongue, as would have been the case if the brig had been pitching in a heavy sca, but every time a stroke was struck the have to do with his mysterious disappearance. Not a sail of any sort was in sight, and as the sun came up the brezs which had held with us through the night began to die away, and by 8 o'clock there was a dead calm. I saw from the actions of the men

torgue was pulled quick and heavy to one side, as if a human hand had hold of the 'Captain Day,' said the mate, as we fell that they were broken up, and I called them aft and made a little speech, promising to speak the first ship or bear away for Rico. I gave them to understand that I would back, 'that's meant for me.' 'How?'

'How?' 'I am thirty-one years old this very day. It's tolling my birthday and funeral in one.' 'That's all nonsense, Mr. Brown. I can't say why the bell should ring as it did, but as for its being a warning that's all bosh. Send the men about their business, sir, and Send the men about their business, of my 'That's all nonsense, Mr. Brown. I can't say why the bell should ring as it did, but as for its being a warning that's all bosh. Send the men about their business, sir, and among them who could read the weather wall enough to understand that we'd get no the wanted to escape

the northwest to north, and then to north-

wind that day, and they wanted to escape passing another night on board. I selected the oldest sailor to fill the place of mate, and all day long we wallowed in the ground awell without wind enough to flutter a ribbon. the northwest to north, and then to north-east, and we could no longer lay our course. It came up strong, too, and in a little time the brig was lifting and pitching in a naty sea. We were reaching and farling to meet the change and great patches of foam were being driven inboard as the gusts caught them up, when of a sudden I heard a cry from the sea to leaward and in the one brief from the sea to leeward, and in the one brief look I got I saw the face and form of the mate as he was driving away in the darkness of the night, I couldn't oredit my senses, however motil I had run forward and dis-

by ins orders several of the sains were taken in, leaving only steerage way on her. Water, bread, meat, etc., were placed where they could be reached by one standing at the wheel, and I was unbound. 'Men, you will regret this,' I said, as I saw them preparing to go. 'The chances saw them preparing to go. 'The chanced are that we would sight a vessel by noon.'

are that we would sight a vessel by noon.' 'Aye, aye, sir,' was the reply, 'but sup-pose we do sight one and ship new mates, what's to prevent that bell from ringing again and taking off another man?' 'But we are headed for the island.' 'Exactly, sir, but, it's two or three days and nights away, and for every night a man must be.' 'Their arguments were unanswerable. It was a muther to save their own lives as

stick to his ship to the last. Don't blame us that we are trying to save our own lives. As I said, we'll do all we can for you.' By his orders several of the sails were taken is lower as a several of the sails were

was a muticy to save their own lives, as they believed. They spoke respectfully and kindly, and when ready to cast off one of them observed :--

We ask you sgain, captain, to come along with us and leave a craft which the devil

when us and leave a craft which the devil has certainly come to live in.' 'No, I can't go.' 'Then it's goodbye to you, and God knows we hope you may pull through all right. Would you mind giving us the course to ateer by?'

'By keeping due north you will run ashore on the Island of Hayti.'

steer by?"
By keeping due north you will run ashore on the Island of Hayti."
Next morning they were gone and I was alone on the brig. It was not long to day, light, however, and as I held to the northeast I could see them far away to the north. An hoar before neon a British bark bound is round to Rio Janeiro came up to me. In addition to reducing sail the men had run up a signal of distress for me, and this brought a boat aboard to be followed by men enough to help me work the Osprey into port. You must not could the the whole story of how I came to be alone. I put it down as a mutiny, saying nothing of the story of how I came to be alone. I put it down as a mutiny, saying nothing of the story of how I came to be alone. I put it down as a mutiny, saying nothing of the story of how I came to be alone. I put it down as a mutiny, saying nothing of the story of how I came to be alone. I put it down as a mutiny, saying nothing of the story of how I came to be alone. I put it down as a mutiny, saying nothing of the did it utter except when struck by human hands.

pointed out the locality of a decomposing rail by settling on the floor above it:
A Stratist inventor, Senor Pumaries, professional and progenetized that has a barget of the settle pointed out the locality of a decomposing rat by settling on the floor above it. A SPANISH inventor, Senor Pumariega, pro-poses applying an electric current to the body by a novel method. Flannel is impregnated with oxides of from, copper, zinc and tia, which are excited by the perspiration of the body and subject the latter to a weak but constant electric current.

NO. 36.

Perchance a man of elequence Thou'll be to bore a jury; A scientist of brain immense A warrior of fury; A barber with his head a'curl;

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EEKLY SUN. ST. JOHN.

Who loves to build a sewer. A clergy man verscious-What's that? Eb? What? The babes a girl What a mistake? Good gracious!

> FRIENDSHIP. JOHN M'BAR CAMEBON.

When the hour of night is nigh, And the clouds that lowly lie Shine effulgently, Turns my head to days of yore, Takes from memory's rich store Loving thoughts of thee,

Ab, how swift the years have flown, But they left me, carved on stone In my memory, Records naught can e'ar efface, U my friend ! and still thy place None has filled for me.

or Manne, Feb. 5, 1853, and by a series of legislative acts the capital stock was raised to \$1,000,000. In 1863 the firm. of Richardson, Dean & Co., of which the late George C. Richardson was the senior partner, ac-quire3 809 shares, or nearly the entire capital stock. George O. Richardson be-came the president and continued in that position during his life. On Feb. 14, 1881, the directors authorized the treasurer to issue additional stock, not te exceed 3,000 shares, but this amount was raised to 5,000, the value being \$500,000. For 20 vears the corporation carried a debt of \$1,500,000. The result of years of labor shows absolutely no dividends, large sanual losses and a heavy in-debtedness. During the past 22 years nothing has been charged to deprecation of plant, but, on the contrary, the plant account has steadily prown by additions from \$339,566.45 on June 30, 1864, to \$1,068 026 06 on Dec. 31, 1885, without any veritable increase whatever of its ultimats value in the meantime. The books show that from Jan. 1, 1865, to Jan. 1, 1879, there was not a single year, with the scoeption of 1871, (when the mills did not bring a loss ranging from \$36, 516.47, in 1873, to \$113,622.64, in 1869, besides the loss comprehended in what we think may be properly denominated the fictitious account of "plant," which increased as a matter of books \$1,009,576.92, in 1879, while during the same time the sales decreased from \$951,011.45, in the year 1865, te \$783,700.44, in the year 1878, 51,009,576.92, in 1879, while during the same period of 21 years, there was a loss of \$1,074,380.38, to which should be added the in-rease of production. The books on Jan. 1, 1886, (a period of \$19,507.55, or a net loss of \$1,074,380.38, to which should be added the in-rease of plant account, (which should have been treated as a loss and charged to profit and loss account instead of the plant, \$282,712.82,) making a total loss of \$1,708,093.20. At exactly midnight that bell began tolling again, and it rang off twenty-seven strokes and stopped. When it had struck about a dozen times I went forward and about a dozen times I went forward and stood beside it. Once I reached out my hand to restrain the tolling, but the thought came that if the signals meant disaster to us is would do them no good to cut them short. Was I frightened? Honestly I was

of the night. I couldn't credit my senses, however until I had run forward and dis-overed that he was not to be found on board, though nobody had seen him go overboard. We hadn't been boarded by a see, and just how it came about that he left us is something I have never been able to understand. We were so hard put to it just then that it was folly to think of lowering a boat, and the best I could do was to throw overboard whether been look to throw not out of the West and I held the brig up for the island I have named. I went helow soon after II c'clock to consult my charts, and I was just coming on deck again when we got a hard and sudden puff from the soutoward which made things crack for twenty minutes. There was cocasion for quick work, but none at all for fright. The did salt was of little use to me as a mate, and in the confusion I think be deserted the quarter deck and perhaps went along with the that all to do with its, and that this bell had all to do with its, and that this bell had all to do with its, and that this bell that alls to be sping aboard of any that they firmly believed the tolling of the lief was taking the courage out of them. However, when daylight came they seemed to think better of it, and the sight of twen their hearts back. If I had not been full handed and under stipulation to reach Georgetown at the earliest possible hour, I should have hauled

Records naught can e'r strace, O my friend : may flow still the place None has filled for me.
Friends may course and friends may go, Piscidly my life may flow
And forever blest;
But the days we spent together, I shall treasure up forevar As the happlest.
Doing Buiness at a Loss.
How THE LEWISTON COTTON MILLS WIRE MIN. Mathew in a law state allow in a state of the store of the s

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