MC2398

POOR DOCUMENT

THE EVENING GAZETTE

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

JOHN A. BOWES, Editor and Publisher

THE EVENING GAZETTE will be delivered at any house in the cities of St. John and Portland for a month for thirty-five cents. The subscription may be paid at the office, or to any news agent who sells the GAZETTE.

ST. JOHN, N. B., WEDNESDAY, JAN. 2, 1889.

IMPERIAL FEDERATION.

Our esteemed contemporary, the Sun, has republished from the Colonies and India, the remarks of Sir Charles Tupper on Imperial Federation, which read in the cabled summary something like a condemnation of that measure, so that the mendacious Globe was able to say that Imperial Federation had been repudiated by Sir Charles Tupper. The Globe was lying, of course, in this as it usually does when dealing with the affairs of Canada, but there was a better excuse for its falsehood than it commonly has, for its custom of twisting the truth frequently causes it to lie out of whole cloth. Sir Charles Tupper did not condemn or repudiate Imperial Federation; on the contrary he expressed his hearty sympathy with the movement, but he declined to go so far as Mr. Gisborne in affirming that it was morally impossible that the present loose relations of the United Kingdom with the colonies could long co-exist with the integrity of the Empire. This statement was made by Mr. Gisborne in a paper read before the Royal Colonial Institute, and it was in the course of the discussion which followed the reading of the paper, that Sir Charles Tupper's remarks was made. We publish elsewhere all that is essential of the worthy baronet's speech on the subject, and enough to enable the readers of THE GAZETTE to accurately understand his position in regard to Imperial Federation. Briefly stated it is this: Sir Charles Tupper is in entire sympathy with this great movement for the consolidation of the Empire, and it has his most hearty support, but he does not believe that the empire will go to pieces unless Imperial Federation is immediately brought about; and his reason for thinking this is the enormous progress the colonies have made in the past half century, under the existing system. Sir Charles, as one of the statesmen who have helped to make Canada great under the existing system, seems to have been somewhat annoyed at the very free criticism of Mr. Gisborne in regard to it, and speaking off hand, as it were, perhaps said rather more in its favor than he would be inclined to repeat on cool reflection. But he was very careful to express his sympathy with the agitation for Imperial Federation, and to admit that this agitation had done an immense amount of good both in the United Kingdom and the colonies. What more than this could any one ask of a Canadian statesman now approaching three score and ten, who can hardly hope to live to see Imperial Federation an accomplished fact. It is a work that will be taken up and carried by younger men, and, while he may be in sympathy with it, he will hardly be able to take any very active part in the discussion or elucidation of the question. Sir Charles Tupper, to use the slang of the day, is "all right" on Imperial Federation, and it is the duty of the Globe to tender him a most humble apology for misrepresenting his views on this great question.

AN EDITORIAL IGNORAMUS.

The pitiful ignorance of the present editor of the Telegraph was well illustrated in its article on "New Brunswick shipping" in its issue yesterday. This very dull individual remarks; "The maximum of St. John's tonnage was reached in 1875, when we had 802 vessels of all kinds with a total of 369,201 tons. In the 13 years between 1875 and 1882 our shipping had practically doubled. It has since diminished to 194,254 tons the amount now on the registry books here—a decrease of 174, 947 tons in the 13 years last past."

The editor of the Telegraph in copying from the Globe was too stupid to observe that the 369,201 tons credited to the port of St. John by Lieut. Ellis's paper was a misprint for 269,201, and that the "high water" year of St. John shipping was not 1875, as the Telegraph states, but 1876 when it reached a total of 280,073 tons.

The shipping of St. John therefore has not decreased by 174,947 tons in the past 13 years, as the Telegraph ignorantly states, but it has decreased by 74,947 tons, or just 100,000 less than the Telegraph's figures. Although the editor of the Telegraph has been dubbed Ananias by his good friend the present editor of the Toronto Empire, we acquit him of anything worse than ignorance and stupidity in the present case. Yet what a conspicuous proof of the decline of the Telegraph does this absurd article present. Here we have the once leading newspaper of New Brunswick delivering a long homily on the decline of our shipping, based on figures which were astray by 100,000 tons and which its editor was unable to correct. What confidence can the business men of St. John place in a newspaper which misleads them and abuses their confidence after this fashion? The answer to this question can be found in the diminishing circulation and decaying influence of the Telegraph.

STILL GOING UP.

The increase in the circulation of THE GAZETTE continues. Last month we reported an increase of over **3,300** copies in street sales, compared with the sales of the previous month.

The New Year opened well for THE GAZETTE. The street sales last night were **200** more than on any other evening (except Saturday,) and 100 more than on any Saturday previous to December 29. THE GAZETTE'S boom is a lasting one.

The circulation books of THE GAZETTE are open at all times for the inspection of advertisers.

There is at least one thing in which a vessel and a woman resemble each other. Each slips off her stays when she goes into the water

NEWSPAPERS ON HOLIDAYS.

The people of St. John were grateful yesterday to the GAZETTE for giving them a newspaper on New Year's day, filled with all the latest news, and up to the times in every respect. On a great holiday, such as yesterday was, both the literary and mechanical staff of a newspaper, would, no doubt, greatly prefer to be enjoying themselves than to be engaged in their usual routine work. So also, no doubt, would the conductors and drivers of horse cars, railway men and others to whom a public holiday brings no relaxation from labor. But these men and newspaper men likewise, have a duty which they owe to the public and cannot therefore neglect the interests of the public, no matter at what personal inconvenience to themselves. It was this view of the subject which caused THE GAZETTE to be published yesterday, and the public showed their appreciation of our enterprise by completely clearing the office of papers, though four editions of THE GAZETTE were issued. One horse papers, like the Globe, have an idea that they save money by not issuing on a public holiday. They save the wages of their hands and they cheat their advertising patrons and subscribers to the extent of one day's service. This narrow and mercenary view, however, does not prevail in the office of THE GAZETTE, where it is known that nothing is to be gained, and that much may be lost, by endeavoring to pursue such tactics. THE GAZETTE will speak to the public every day, except Christmas and Sundays and the people of St. John therefore will not be deprived of their news, no matter how universal the holiday may be. A holiday is of all days in the year the time when men most desire to read newspapers and when the advertisements of those who patronize the GAZETTE are most likely to be carefully read.

NOTE AND COMMENT.

The decline of the shipping of St. John to a point below 200,000 tons is not a pleasant subject for reflection, but it conveys a valuable lesson. It shows that the wooden ship can no longer compete with the iron ship or the tramp steamer, in foreign trade, and that, if St. John intends to remain a great ship-owning port, it will be necessary for our shipowners either to build or purchase ships and steamers of iron and steel. We hope it will be found that we can build such vessels as cheaply as they can be purchased abroad, but if not the example already set by one or two of our shipowners must be followed and such vessels bought.

The burning question of the day in the United States is whether the usual inauguration bill shall be held at Washington when the new president assumes office. Great pressure is being put upon General Harrison to induce him to dispense with it, or if some such affair must be held, to permit no dancing. As a ball without dancing would be an absurdity, the question is narrowed down to one of ball or no ball. A number of Methodist ministers have been interviewed on the subject, and they all declare that the ball should not be held, and that dancing is wrong and immoral. General Harrison is an elder of the Presbyterian Church, but his conscience, in this respect, may not be so tender as that of his Methodist friends. The chances are that the ball will be held.

The statistics of the transatlantic lumber trade of St. John, which we published yesterday, show an increase of about 30,000,000 superficial feet over the figures of last year, a result that must be considered highly satisfactory, when the sudden rise in freights in the summer is taken into account. Our shipments show an increase everywhere except to the Continent of Europe, in which there is a slight decline. Liverpool, as usual took the largest share of our deals, but the shipments to the Channel and to Ireland were also quite large. Mr. Gibson stood, as heretofore, at the head of the shippers with Mr. McKay a good second. A number of small shippers dropped out in 1888, but their absence did not affect the general result.

There have been an unusual number of accidents upon the Intercolonial railway recently, most of them fatal, a fact for which it is difficult to account, as the line is generally understood to be well manned. That of yesterday at Maccan, where a special was run into by the regular freight train, seems to have been wholly inexcusable and might have had very serious consequences. As it is no lives have been lost, but it will take a large expenditure to repair the damages to the engines; which were smashed together, and the cars. The presence of a special on the line must certainly have been known to the conductor of the freight train, unless some of the railway operators had been celebrating too freely, and the question naturally arises, why did such a collision take place?

The people of St. John enjoyed themselves on New Year's day, the day being finer than any similar day for many years and extremely favorable to out door amusements. One noticeable feature of the day was the great decrease in the drinking indulged in by the young men of St. John. Twenty-five years ago, when the custom of New Year's calls was carried to its highest pitch, there was far too much wine taken by the callers. Now the fashion of offering wine to callers has largely fallen into disuse, and even when offered it is declined by a very large proportion of our young men. This is a feature of St. John life which is a subject of congratulation and which it is to be hoped will continue to distinguish it.

The most important measure before Congress at present is the bill to provide for the admission of new States, and it will no doubt be passed. Dakota desires to be advanced from its position as a Territory, and the majority of its people are said to be anxious that it should be divided into two States. An enabling act will undoubtedly be passed and then the people of the Territory will decide at the polls whether Dakota shall be two States or one. The other Territories embraced in the bill are Montana, Washington and New Mexico. If Dakota is divided there will be five new States, which will give Congress ten new Senators and probably six or seven members of the House of Representatives.

IN THE CAROLINAS.

NEW ASPECTS OF THE LAND OF CYPRESS AND PALMETTO.

Wilmington and Raleigh—Forests Primeval and Swamps Malarious—Cape Hatteras, the Terror of Mariners—The Splendid Sea Coast of the Carolinas.

[Special Correspondence.]

NEW YORK, Dec. 20.—The country which lies immediately south of Richmond and Petersburg is not exhilarating. There is, to be sure, a more dismal area of swamp lands between Norfolk, Va., and Elizabeth City, at the head of the Albemarle sound, but no earthly paradises can be found in any locality watered by either the Chowan or Roanoke rivers. One, who was a great lover of nature, and who enthusiastically sought its beauties in every clime, wrote of this region, eighty years ago, that its general features were "immense pine savannas, through which the road winds among stagnant ponds, swarming with alligators; dark, sluggish creeks, over which are thrown high wooden bridges, without railings, and so crazy and rotten as not only to alarm one's horse, but also the rider, and to make it a matter of thanksgiving with both when they got fairly over." Improved means of travel have somewhat modified this picture, but very slightly beyond the denuding of pine forests and cypress swamps of their original growth. In northern markets the latter named timber, while appreciated for its durability, has never commanded a high price. Being a soft, pliable wood, susceptible of a fine polish, it must in time become favorite material with our house builders for interior fitting and wainscoting. At present it is extensively used for shingling roofs. Lordly and leafless, it rises from almost impenetrable morasses, its gray trunks bedecked with silver gray moss hanging in lengths from three to ten feet.

We crossed the North Carolina line at Pleasant Hill. It probably deserves its title, but a glance from the car window showed a very small hill and a battered, rain sprinkled sign board marked "No Admittance." The landscape was too dreary to contemplate with resignation. At Weldon there is a network of railways, with the usual noise and nuisance. Beef, mutton and poultry from New York and Richmond, butter from Philadelphia, and fish and oysters from Chesapeake bay, with home made bread and pastry, was Weldon's depot meal, hastily devoured. Three pickaninnies balanced on a string piece, outside the restaurant, unanimously implored me to buy corncake and fried bacon "to eat on de keers." A promiscuous group of darky children, standing upon a platform barrow, gave us a ringing hurrah as the train moved off. Rushing past Halifax, an antiquated county town on the Roanoke, we halted a few minutes at Enfield, a place which looked as if it had been rifled like its single barreled namesake of army days. Enfield's village belle was abroad for Sunday inspection in a leghorn hat, a purple velveteen bodice and a white muslin skirt. Her pastoral giggle must have been the greatest effort of her life, for it was heard at regular intervals mildly pumped from her corset imprisoned lungs.

The one fact that distinguishes Whitaker, in Edgecombe county, N. C., from the other places en route to Wilmington, is the glaring information to tourists that it is twenty-five miles below Weldon. I think Weldon will keep on top for many years. Rocky Mount, also in Edgecombe, twelve miles farther south, has an iron works, a schoolhouse, and five awning curtains marked "LEMONADE SOLD HERE." In that locality they are evidently making a tight squeeze on the prohibition vote. One hundred and sixteen miles this side of Wilmington is Toisnot, a town which, judging from its railway appearance, will probably stay right there for the next 116 years.

Night was casting its mantle over the shire of New Hanover, when our train, slowed down, ding-donged its heavy, rumbling weight into the metropolis on the Cape Fear river. We couldn't see much of Wilmington in the dark, but a nicely dressed man, who said that a native born citizen told him so, claimed a resident population of 18,000 whites and colored. For the chief seaport of a state that contains 150,000 acres of malaria breeding swamps, Wilmington is doing quite as well as could be expected. Charlotte, formerly known as Mecklenburg Court House, in the southern central part of North Carolina, with a population of less than 9,000; New Berne, of about the same size; Raleigh, the capital, and Goldsboro' in Wayne county, are all thriving. In colonial days what is now known as Greensboro' was Guilford Court House, and Fayetteville was then called Cross Creek.

The entire ocean line of the Carolinas is 630 miles, from Currituck inlet on the north to the mouth of the Savannah river. Cape Hatteras, the extreme eastern point, is a terror to all mariners. It juts into the Atlantic from the middle distance of a sand heaped strip of land, which forms the bulwark, as it were, of Pamlico sound. English grants made by Charles II to Lord Clarendon and others date back two and a quarter centuries. Albemarle and Carteret were the names of the two colonies, north and south, in the Carolinas. Proprietary troubles led to their separation in 1729. The story of this section of the American republic is garlanded with romance. Its primitive settlement was at Port Royal, schnowledged to be the broadest, deepest and safest harbor on the coast. About the year 1520 to this spacious roadstead came Do Ayllon, the first European that landed on Carolina soil. Four decades later the expatriated Huguenots, led by Jean Ribault, made their first settlement, and it was also the first on the North American continent. Ribault's fort, shattered by its armed investors, is still to be seen. Here, some day in the golden lined future, will be founded a city that having unusual port facilities, and being the chosen eastern terminus of the great western and southwestern trunk lines from California, Mexico and Texas, will, within its first century, boast of a population exceeding the total number of inhabitants in Charleston and Savannah. This is no wild prophecy. Already local jealousy discriminates against Port Royal, and impolitic legislation is doing its best and worst to retard a prosperity that is written in the fears of the two cities less favored as to anchorage ground. It was in 1875 that Savannah's authorities memorialized congress to prevent the establishment of a naval station at Port Royal. They confessed the rivalry that has since become a nightmare, and then plainly said that the growth of commerce at that point would be a serious and a lasting disadvantage to Savannah's shipping interests. However, naval station or no naval station, Port Royal's day star will reach its zenith in the Twentieth century, and probably within the next fifty years.

With the steady development of the rich uplands of North and South Carolina, there will be a corresponding influx of German immigrants. They are the bone and sinew and brain of imported agricultural labor. With them farming, vine growing and floriculture are each reduced to a science. An acre in such hands is made to produce more than ten acres worked by the shiftless or inexperienced. It will be a happy era for the Carolinas when lands, which are now fallow and unproductive, become, by lease or purchase, the homes of those to whom toil, like virtue, brings ample recompense. What the sturdy children of the Rhine have done to expand and enrich the west, they will not fail to do in the more luxuriant southland's dairies and gardens.

HENRY CLAY LUKENS.

A Paradox.

"My son," said a mild parent, "it grieves me very much to see you keeping the company of worthless young spendthrifts. You should remember, my boy, that a fool and his money are soon parted."

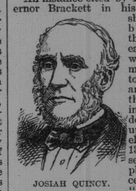
"Yes, father," replied the prodigal, "I know all about that. But don't the fools still seem to have the most money in this world?"—New York Evening Sun.

CO-OPERATIVE BANKS.

Their Gratifying Success in the Towns of Massachusetts.

[Special Correspondence.]

BOSTON, Dec. 20.—The recent movement to form a sort of "bund" or commercial ounin of all the co-operative banks in this state, the accompanying banquet, the speeches there and the figures published giving the earnings of the banks and showing their success, have excited an interest in all parts of the country. The fact that these banks (they are really an improved kind of building associations) have had a powerful influence in making the working people home owners, also recommends them to statesmen and philanthropists and makes them worth the study of the social scientist.



JOSIAH QUINCY.

An instance cited by Lieutenant Governor Brackett in his address will show how these banks combine the maximum of earning power with the minimum of hardship to both investor and borrower. In this instance the investor paid the dollar per month upon his share for eleven years, or 132 months; the series was completed and he received his $200. "He receives," said the governor, "his $132 and $68 interest. If the whole $132 had been deposited at the beginning of the eleven years the interest would have been nearly 5 per cent.—a good investment. But it was in fact invested at $1 a month for all the 132 months. You will find that the rate is such as is very rarely enjoyed in any investment."

The explanation is simple. No man can loan $1 each month, but 200 men by their agent can loan $200; and so the investment goes to earning something at once. Hon. Josiah Quincy introduced the bill providing for these banks and secured its passage in the legislature of 1877; the Homestead bank was incorporated Sept. 11 of that year, and its shares have just come to maturity, which was the occasion of the banquet and celebration. But there are now sixty-six such banks in Massachusetts, of which fifteen were started in the last twelve months. The system is briefly as follows:

Twenty-five or more persons may associate themselves and form a bank. Each may take any number of shares, not exceeding twenty-five. Each share is $200. On that the stockholder pays $1 per month. Any stockholder can borrow, by giving proper security of course, paying 6 per cent. interest and a premium for the privilege. Of course, the amount of this premium varies according to the demand and number of bidders for the money loaned each month. The interest, paid in monthly installments, or at such frequent intervals as may be decided, is added to the co-operative fund, and all goes on drawing interest. Practically it is just the same to the association as if it loaned its money at 6 per cent., compounded many times a year, and the longer the series runs the greater the earnings.

The stockholder who is a borrower is paying interest to himself as well as the others, and in the easiest way possible, and need not repay so much of the principal as balances his stock, for his claim on the final dividend cancels that debt. The series now in operation will run out in ten years, as the system has improved a little by experience; so a man pays $120 and receives therefor $200. All the other advantages are such as the public is familiar with as to building associations. The rent of a house, for instance, built with the association's money pays the interest and something more. These banks have had a very satisfactory effect in all the suburban towns about Boston and have a marked tendency to encourage thrift and temperance.

MARK M. MUNSON.

THEATRE ETIQUETTE.

Never whistle during a death scene on the stage.

Do not play poker with your neighbor during the play.

Never try to be near your friends by sitting on the arm of an orchestra chair.

Be self possessed on all occasions. If the central chandelier falls upon you try to appear unconcerned.

Take the seats the usher gives you. Do not insist upon occupying a private box on the strength of a hat check.

Dress quietly for the theatre. A loud suit frequently keeps the other auditors from hearing what is said on the stage.

Those who affect the front row in the gallery must not drop peanut shells, derby hats or rubbers into the orchestra circle.

Do not spoil the plot of the play by yelling to the villain not to forget the incriminating papers he drops near the corpse.

Persons who take cold easily and are especially susceptible to draughts should never sit near the cornet player in the orchestra.

If you can hire a pair of opera glasses without paying a deposit it is only a weak sentiment that requires you to return them.

If you have the end seat do not stretch your legs all the way across the aisle. Leave a little room for the book-of-the-opera boy to pass.

If the gentleman next you goes out between acts, remember that no lady will place her tutti frutti on his vacant chair and forget all about it until next morning.

When you take your deaf uncle with you repeat all the jokes to him. Some jokes are so good that the rest of the audience will not mind hearing them a second time.

In leaving the theatre, if you are a woman, put your muff in the small of the gentleman's back in front of you and push. If you are a man put your arms akimbo and waddle.

Men of short stature who find it difficult to see the stage will find a thick ulster and a sealskin sacque of great assistance when properly folded and used as a basis of operations.

You may throw a bouquet or a horseshoe of roses at the prima donna, but never heave a brick at the tenor or prostrate the bass profundo by hitting him in the neck with a cabbage.

Even if a play is stupid you have no right to snore so loud that the walking gentleman forgets his lines through nervousness. Snoring, however loud, will not make the play any better.

If the author of the play happens to sit next to you, do not advise him to go to some other theatre to see a show that is worth looking at. He may have done his best on the play you are witnessing.

On rainy nights gallery gods are not permitted by the rules of etiquette to hang their dripping umbrellas over the railing. Such a course is apt to dampen the ardor of the audience down stairs.

Read all the jokes printed on the programme and forever after eschew them. No jest ever gains admission to a theatrical programme until it has been found unavailable because of age everywhere else.

Do not step on the tall hat of the gentleman next you. This rule is respectfully dedicated to ladies, who are also advised not to throw their overshoes into the derby of the gentleman who sits in front.

If the lady in front of you obscures your vision with her winged hat leave the theatre. Do not trim the hat down with a pair of pocket shears, or sit on the back of your seat with your feet on the cushion.

Never refuse a return check, whether you are coming back or not. You may like the middle act of a play very much, and return checks, if used with discretion, will enable you to see it several times without additional expense.—New York Evening Sun.

Read The Evening Gazette.

GOSSIP ABOUT GLOVES.

The favorite is a medium tint verging on yellow.

Heavy stitching on the back of a glove is bad form.

Such atrocities as green gloves with white stitching on the backs can only be tolerated in shop windows.

White gloves are now fashionable with white dresses, but light tan shades are oftener used even by bridesmaids.

Do not have your gloves too tight; it is neither graceful nor fashionable to see a six and a half hand crowded into a six glove.

Occasionally the general woman fancies an all black toilet, and then the gloves are black kid, undressed or glace, as she prefers.

Evening gloves are as long as ever, and again reach to the lower edge of the short sleeves; they are in mousquetaire shape, and must be quite plain on the back, being very simply corded there.

Tan gloves may be worn with all costumes save those of gray or in which gray is most prominent, when gray gloves are substituted. Gray gloves are worn with gray dresses, as are black also.

The "drawn seams," with edges of the kid showing, are on stylish gloves, and are quite new on black gloves, showing white edges of the kid. Ladies' riding gloves are now "tilburied"—that is, faced double inside the palms and fingers, just like those worn by men, and they may be short enough to require but one button to fasten them, or long enough to require four buttons.

The undressed kid gloves of light quality, with corded backs, are the fashionable choice for visiting or carriage toilets, but heavier kid gloves have wide stitching of self color or of black, and are most used for morning walking toilets and with tailor gowns of cloth. Some of these are fastened by four large gilt buttons, while others are in the sac shape, without an opening at the wrist.

Tan, gray, black and white gloves are the only colors used in a fashionable woman's outfit, and it is quite possible for her to be well gloved with all her various kinds of gloves in tan shades, very dark tan color being used for the street in the daytime and very light tan for the evening, and as there are seventeen different tints of tan an individual tone is possible even when "everybody" wears tan.

Grayness, baldness, dandruff, and all diseases of the scalp, and falling of the hair can be cured by using Hall's Vegetable Sicilian Hair Renewer.

SOME REASONS WHY BOVINE LIQUID FOOD should be USED.

It is prescribed by physicians throughout the WORLD, because it is the best.

BOVINE LIQUID FOOD

Nourishes the system and makes new blood. New blood is better than to try and cleanse the old.

BOVINE LIQUID FOOD

is the only true cure for nervous exhaustion, weakness and prostration, as it is free from all acids, minerals and salts.

BOVINE LIQUID FOOD

Causes a gain in weight in two weeks, and increases the blood corpuscles over 20 per cent. in that time.

AT ALL DRUGGISTS.

G. BAYARD MASON,

FIRST CLASS

FAMILY GROCERIES,

FLAVORING EXTRACTS,

Canned Peaches,

Evaporated Peaches,

London Layer Raisins,

California Raisins,

Valencia Raisins,

LEMON, ORANGE, and CITRONS PEELS.

LIMA BEANS, GREEN PEAS, and CANNED GOODS generally.

All orders delivered promptly at residences.

BERRYMAN'S BUILDING,

Cor. Charlotte and Princess Sts.

SWEETS to the SWEET.

Do you like good Candy? Why, of course, every body likes good candy.

Then go to Murdoch's, he's got the best assortment of pure confectionery in St. John, and can sell you a barrel as well as a pound. Parties wishing to buy wholesale, would do well to call before purchasing elsewhere.

JOSEPH A. MURDOCH,

87 Charlotte St.

Ladies and Gentlemen's

Tailoring Establishment,

42 KING STREET.

ST. JOHN, N. B.

DeFOREST & MARCH.

HACYARD'S PECTORAL BALSAM CURES COUGHS COLDS HOARSENESS, ETC.

Choice Oysters

Received Daily from P. E. I. and Shediac to Order.

Fresh and Salt Fish

OF ALL KINDS AT

No. 19 N. S. King Square.

J. D. TURNER.

High-Pressure

Living characterizes these modern days. The result is a fearful increase of **Brain and Heart Diseases — General Debility, Insomnia, Paralysis, and Insanity.** Chloral and Morphia augment the evil. The medicine best adapted to do permanent good is Ayer's Sarsaparilla. It purifies, enriches, and vitalizes the blood, and thus strengthens every function and faculty of the body.

"I have used Ayer's Sarsaparilla, in my family, for years. I have found it invaluable as

A Cure

for Nervous Debility caused by an inactive liver and a vitiated state of the blood." —Henry Bacon, Xenia, Ohio.

"For some time I have been troubled with heart disease. I never found anything to help me until I began using Ayer's Sarsaparilla. I have only used this medicine six months, but it has relieved me from my trouble, and enabled me to resume work."—J. P. Carzanett, Perry, Ill.

"I have been a practicing physician for over half a century, and during that time I have never found so powerful and reliable an alterative and blood-purifier as Ayer's Sarsaparilla."—Dr. M. Maxstutt, Louisville, Ky.

Ayer's Sarsaparilla,

PREPARED BY

Dr. J. C. Ayer & Co., Lowell, Mass.

Price $1; six bottles, $5. Worth $5 a bottle.

FANCY SOAPS,

—IN IMITATION OF—

Apples, Pears, Walnuts, Oranges, Lemons and Strawberries. Also ROSES (PALE AND DEEP), Marguerites, Sunflower and Dahlias.

80 DOZEN JUST RECEIVED.

Will be sold low by the Doz. or Box containing three cakes each. CHRISTMAS CARDS and goods suitable for Holiday Presents now opening. Great reduction on former prices.

R. D. McARTHUR,

Medical Hall,

No 59 Charlotte Street,

Opposite King Square.

CAFE ROYAL,

Domville Building,

Corner King and Prince Wm. Streets.

MEALS SERVED AT ALL HOURS.

DINNER A SPECIALTY.

Pool Room in Connection.

WILLIAM CLARK.

OYSTERS.

No. 1 P. E. I. Oysters arriving daily and served in all styles at

M. A. HARDING'S,

Foot of Portland, N. B.

P. S. Large and commodious dining room upstairs.

HACYARD'S YELLOW OIL CURES RHEUMATISM

FREEMAN'S WORM POWDERS.

Are pleasant to take. Contain their own Purgative. Is a safe, sure, and *effectual destroyer of worms* in Children or Adults

CAUSEY & MAXWELL,

Masons and Builders.

Mason Work in all its Branches.

Slating and Cement Work a specialty

Boilers, Ranges, Mantels and Grates Set, of the most approved patterns.

JOBBING EXECUTED NEATLY AND PROMPTLY.

Order Slate at A. G. Bowes & Co., Canterbury Street.

W. CAUSEY, Mecklenburg St. ROBT. MAXWELL, Saint David St.

New Victoria Hotel,

248 to 252 Prince Wm. Street,

SAINT JOHN, N. B.

J. L. McCOSKERY, Pro.

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

J. G. FORBES,

BARRISTER-AT-LAW,

Palmer's Chambers,

SAINT JOHN, N. B.

P. O. Box. 132.

E. & R. McLEOD.

BARRISTERS, &c.

Ritchie's Building,

SAINT JOHN, N. B.

E. McLEOD, Q. C. R. McLEOD.

WILLIAM PUGSLEY, D. C. L.

Barrister and Attorney-at-Law.

OFFICES

Cor. Prince Wm. & Church Sts.

BURDOCK PILLS

SUGAR COATED

A SURE CURE

FOR BILIOUSNESS, CONSTIPATION, INDIGESTION, DIZZINESS, SICK HEADACHE, AND DISEASES OF THE STOMACH, LIVER AND BOWELS. THEY ARE MILD, THOROUGH AND PROMPT IN ACTION, AND FORM A VALUABLE AID TO BURDOCK BLOOD BITTERS IN THE TREATMENT AND CURE OF CHRONIC AND OBSTINATE DISEASES.

BEST QUALITY

American and Canadian

Rubbers,

Women's 45 cents.

Men's 65 cents.

R. A. C. BROWN,

19 Charlotte St.

THE AMERICAN RUBBER STORE,

65 Charlotte Street,

St. John, N. B.

Wishes their numerous customers in the City and throughout the Provinces a Happy and Prosperous New Year.

1888. FALL AND WINTER GOODS. 1889.

WE are now showing a large and varied assortment of Goods Suitable for above seasons in latest London Styles.

STIFF and SOFT FELT HATS,
FALL STYLE SILK HATS,
CLOTH CAPS,
" CORDUROY CAPS, TWEED CAPS,
PLUSH CAPS, ASTRACHAN CAPS,
SEALETTE & Ect.,
SCOTCH KNITTED CAPS,
" HAVELOCK CAPS
ALMA CAPS,
PULLMAN CAPS,
T. O. SHANTERS Etc

FUR CAPS

—IN—

PERSIAN LAMB, BOKARAN ASTRACAN, CRIMMER, ICELAND, OTTER, SEAL, BEAVER. BALTIC SEAL, Etc.

BOAKARAN LAMB SACQUES, ICELAND LAMB SACQUES, CRIMMER LAMB SACQUES, B. ERMINE SACQUES.

Linings in Squirrell. Hampster, Musquash etc.

Bear Boas, Blk Marten Capes, Beaver Capes, Collars, Hoods, Muffs and Boas.

Gloves in Kid. Buck, Woollen, Fur, etc.

LOW PRICES.

Robert C. Bourke & Co.

61 Charlotte Street.

20 PER CENT. CASH

DISCOUNT on WATCHES, CLOCKS and JEWELRY

—AT—

GIBSON'S,

55 King Street, - - - St. John, N. B.

ROYAL INSURANCE COMPANY

OF LIVERPOOL, ENGLAND,

REPRESENTING

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

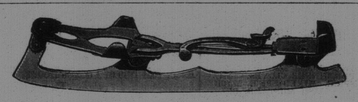
J. SIDNEY KAYE,

GENERAL AGENT FOR NEW BRUNSWICK,

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

1837-JARDINE & CO.-1888.

FOR THE FIFTY-FIRST TIME we invite our numerous Customers to Call and Examine our usual complete Stock of First-Class CHRISTMAS GROCERIES. We do not deem it necessary to particularize. Everyone knows the Quality of our GOODS---they speak for themselves.



ALL KINDS OF SKATES IN STOCK.

ACME SKATES,
LANSDOWNE SKATES,
LONG REACH SKATES,
WOOD TOP SKATES
STRAPPED SKATES.

ICE CREEPERS.

For sale as low as any in the trade.

CLARK, KERR & THORNE,

60 62 Prince William Street.

J. R. WOODBURN & CO.,

MANUFACTURING CONFECTIONERS,

No 44 & 46 Dock Street.,

SAINT JOHN, N. B.