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POOR DOCUMENT

THE EVENING GAZETTE

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JOHN A. BOWES, Editor and Publisher

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ST. JOHN, N. B., MONDAY, FEB. 11, 1889

THE PROPOSED ANGLO-GERMAN ALLIANCE.

The despatches this morning tell of a conversation which is said to have taken place on Saturday between the Emperor of Germany, Prince Bismarck and Lord Charles Beresford in regard to a proposed alliance between Great Britain and Germany. Lord Charles Beresford was the plucky captain of the Condor, who distinguished himself in the bombardment of Alexandria in 1882, and is a member of what Goldwin Smith calls, in one of his books, "The great robber house of Beresford." He is member of parliament for Marylebone, East, a metropolitan constituency, and was for a time one of the Lords of the Admiralty, but resigned because certain reforms he suggested were not carried out. Any conversation which the Emperor and Bismarck had with him would therefore necessarily be of an unofficial character; nevertheless it might not be the less important on that account, if it represented the real sentiments of Germany towards Great Britain. According to the despatch already referred to, during the interview the conversation turned upon England's state of preparations for war against the combined naval forces of France and Russia. Bismarck, it is reported, advised Lord Charles that an Anglo-French conflict was nearly as probable as one between France and Germany, as, if the Boulanger clique saw a possibility of beating England by a sudden attack, they would prefer that risk to taking the chances of the results of a defeat by Germany. Bismarck declared his readiness to conclude a defensive alliance with England. He told Beresford to strongly represent to his government the urgent necessity that England should put her house in order.

If this conversation is correctly reported it shows that Bismarck has found reason to very materially modify his views in regard to the worth of an alliance with Great Britain which, at one time, he professed to care nothing for. There have been no recent signs of a French attack on England, nor is there likely to be any such conflict while France is nursing her resources for a conflict with Germany. No doubt an alliance with France and Russia against Great Britain would be a formidable combination to face, for it would involve a war in the east as well as in the west, because India would certainly be attacked. But the combined navies of France and Russia would be no match for the British navy, and France would be unable to send any troops out of Europe, to aid her ally in the East. Italy, which has a secret understanding with Great Britain, would find herself impelled to take a part against France, and would probably be rewarded by the acquisition of Tunis and Algiers. For these reasons, France is not likely to become an ally of Russia against England, however much French newspapers may rail at perfidious Albion. A defensive alliance between Great Britain and Germany looks like a good thing, but it would involve responsibilities of a very serious character for the British Empire, and might drag us into wars which otherwise we might be able to avoid. It seems certain that France and Germany will go to war some dayand if theydo,it would probably be better for Great Britain not to be involved in their quarrels. It seems almost equally certain that Great Britain and Russia will some day go to war, but in such a case an alliance with Germany would be of little value, as the great contest would be waged on the borders of India and, it is pretty well conceded that the position of Great Britain in that quarter of the world is so strong that an invasion of India by Russia would have no chance of success. A great commercial nation like Great Britain is safest when free from entangling alliances, which generally result in wars in which the richest nation is the greatest loser, however successful her armies may be in the field. The wars in which Great Britain engaged with France from 1793 to 1815, cost the country more than $3,000,000,000, and yet this expenditure, and all the bloodshed and misery connected with it, might have been avoided, but for certain alliances in which Great Britain was involved. It is safe to say, that if the same feeling, which prevails in England now, on the subject of foreign alliances, had controlled the policy of the British Empire in 1793, the great wars with France, which lasted almost twenty-two years, would never have been fought.

HOW BRITANNIA MANS HER WAR S HIPS.

Every one who has read Capt. Marryatt's delightful sea stories; and who has not, will remember what a prominent feature the impressment of seamen was in all of them. The fleets that enabled Britannia to rule the waves; the fleets by which Nelson destroyed the naval power of France, Spain and Denmark were largely manned by men who had been forcibly impressed into the service, and who were therefore fighting the naval battles of their country against their will.

The impressment of seamen, at length, after the Napoleonic wars were over became a hateful thing and was abandoned; nor could it be revived now any more than a conscription for the army could be introduced in the British Islands. Yet every other nation in Europe, to this day, mans its fleets by conscription. Great Britain alone relies on voluntary enlistments, and by this means gets all the men she wants, and better men than ever before sailed under the British flag in the palmiest days of her navy.

Instead of impressing men for her navy, Great Britain relies on the naval apprentice system and the naval reserve. By the first, boys for the navy are enlisted between the ages of fifteen and sixteen and a half years, and they are bound to serve until they are twenty-eight years of age. Then, if the sailor chooses to enlist for another term of ten years, when his time expires, he is entitled to a service pension for life. Nearly all do choose to re-enlist and, with few exceptions, they all retire at the end of their second term of enlistment. The results which flow from this system are that practically all the sailors in the British Navy are trained naval apprentices; that all are continuous service men, and that all are young men under thirty-eight years of age, and, therefore, in the very prime of life. The training of 2,500 apprentices every year suffices to keep the ranks of the navy always full. There are always far more boys offering for service in the navy than can be enlisted, and the requirements as to good character and physique are very strict. They are thoroughly educated and necessarily so, for a British sailor of the present day requires to know more than an average officer did eighty years ago. Science and skill have taken the place of brute force in the navy, and 100 ton rifled cannon are not to be handled, loaded and fired, except by men thoroughly and scientifically trained in the art of gunnery. So the British man of war sailor is no longer an ignorant and shiftless being, but a well educated, self respecting and respected man. In the event of war the strength of the navy would be supplemented by the Naval Reserve.

The British naval reserve, at present numbers about 20,000 men and costs less than $1,000,000 a year. As there are usually about 30,000 petty officers and seamen serving in British naval vessels, the reserves, if they could be all called in, would furnish men enough to add 66 per cent to the strength of the fleet. Of course they would not all be immediately available, but probably three fourths of them would and this number would add 50 per cent, to the manned strength of the British fleet. The reserve is divided into first, second and third classes. In the first class the retainer is $30 a year; in the second $10 and a suit of uniform clothing; in the third a suit of uniform only. Two thirds of the reserve belong to the first class.

The third class reserve consists wholly of boys in the mercantile training ships, not of a reformatory character. These boys, after being six months at sea and nineteen years of age, may pass into the second class and afterwards to the first when fully qualified. The applicant for admission to the first class must be of good character, and in good health and must have served five years at sea, one as able seaman. He must not be over thirty years of age. He must also declare his intention of following the sea at least five years longer, and show that he has been at sea within four months of his application. For the second class the qualifications are the same, except that three years service at sea only is required. The term of enrollment in all the classes is for five years, and four enrollments must be served in order that a pension may be had.

During each year the men of the reserve are drilled for twenty-eight days. Except in the first year this drill may be taken in terms of seven days at a time. When assembled for drill the reserves are rated and paid as seamen of the navy, and have their travelling expenses paid from and to their homes. They are subject to naval discipline and law and must appear in uniform. The drill is one relating to arms only, the time being taken up with pistol, cutlass, musket and great gun exercises. There are many stations where the men can assemble for drill, at some of which shore batteries have been specially built for the purpose. There are also ships at various ports wholly used as drill ships, and the reserve ships of the coast guard are also employed in the same service. A reserve man cannot go on a voyage of more than a year's duration in any case, nor one beyond six months without obtaining leave to do so. In England every effort has been made to draw the fishermen and seamen of the coasting trade into the reserve and fully two thirds of it consists of that class. The advantage of enrolling them is obvious; they are always available. Thus it is that Great Britain, without resorting to impressment, conscription or any other device of a similar character, is always able to keep 30,000 seamen afloat in her navy, and can call on 20,000 more at a day's notice. And so, by the operation of a system worthy of a free country and a free people Britannia, still continues to rule the waves.

NOTE AND COMMENT.

Moncton and Fredericton have heretofore been working together for the benefit of the Short Line from Harvey to Moncton via Fredericton. Now it would seem they are likely to quarrel over the question of where the workshops of the Short Line are to be located. Fredericton and Moncton wants them, and it is clear both places cannot have them. The Fredericton people have been interviewing Mr. Vanhorne on the subject, and the Moncton Times thinks the result of the interview shows that Moncton and not Fredericton will get the workshops. As this part of the Short Line is not yet built, this dispute between the great allies seems rather premature.

An advertisement appears in one of the papers to the effect that application will be made to the Local Legislature, at its next session, for the passing of an act to incorporate a Railway Company, for the purpose of constructing and operating a line of Railway from the terminus of the Temiscouta Railway at Edmundston to some point on the Intercolonial Railway at or near Newcastle or between Newcastle and Moncton; with power to construct and operate a line extending from the main line to some point on the Intercolonial Railway at or between Sussex and Saint John, or to connect with the Central Railway at or near the head of Grand Lake. Also, with power to amalgamate with any other Railway Company, or otherwise acquire the line of such Railway Company, or to lease its line to any other Railway Company, and with the usual powers necessary or incident thereto. This is a bill which will be well worth watching. There does not seem to be any urgent necessity for a railway between Edmundston and Newcastle, or in fact for any of the lines described in the notice. If this company is asking incorporation with a view to a subsidy, it ought to be promptly suppressed, for no more subsidies should be granted to new lines of Railway, unless a much stronger case is made out in their favor than this company seems likely to be able to show.

We publish elsewhere to-day the essay of a school-boy on Canada, and commend it to the attention of our readers. There is no work in which the teachers of this province can be better employed than instilling into our youth the principles of patriotism, and teaching them that the country in which they live and the institutions under which it has flourished, are worthy of their regard. The boys who are now going to school will, twenty years hence, have the destiny of Canada in their hands, and it is well that they should be trained and fitted for the responsibilities that await them.

The Cumberland Leader, which has information from the Springhill company, states that the difference between the old rates for coal and the new rates is as follows:

	I. C. R.	G. T. R.
Old rate	$1.67.	$0.82.
Total $2.49 per gross ton of 2,240 lbs.		
	I. C. R.	G. T. R.
New rate	$2.23.	$0.82.
Total $3.05 for nett ton of 2,000 lbs.		

The only difference in rates, made by the Grand Trunk company, was charging 82 cents for a ton of 2,000, where the same figure had formerly been charged for a 2,240 lbs., making the charge 92 cents for the gross ton. The Leader makes out the increase of freight on the nett ton to be 71 cents; we make it out to be 73 cents, but the difference is not material, the important fact that it is likely to stop the transportation of coal to Montreal by rail by the I. C. R. and Grand Trunk.

If Mr. Mowat, the Premier of Ontario was sincere in the statement he made the other day, that he is in favor of giving women the right to vote, then we should soon have a female suffrage law in force in the largest province of the Dominion, for Mr. Mowat is strong enough to carry almost anything he likes in the Legislature of Ontario. It is quite clear that, although many women profess to be opposed to female suffrage, a great deal is likely to be heard on this question in the course of the next few years.

The Springhill people were paying $2.34 per nett ton for the carriage of coal from Springhill Junction to Montreal a distance of 727 miles. The Intercolonial Railway and Grand Trunk have raised their rates to $3.05 a ton, so that the forwarding of coal by that route has ceased. The new I. C. R. rate, which is $2.23 for the carriage of a nett ton of coal 555 miles, professes to be a paying rate, so that it will be interesting to see what the prospects of the Springhill people are in view of the opening of the Short Line. At the new I. C. R. rates the Short Line will be able to place Springhill coal in Montreal for $2.43 a ton or only 7 cents more than the rate formerly charged by the I. C. R. The Short Line therefore should solve the coal rate difficulty.

HERE AND THERE.

The Dakota House defeated the woman's suffrage bill yesterdayby a vote of 26 to 22.

Thirteen tons of postal stamps were sold in New York City last year. The licker law resulting from the sale was not often violated.

Gen. Harrison has not yet promised to banish wine from the White House table; still, he is evidently trying to please the prohibitionists, for it has been arranged that the special train which is to carry the president-elect to Washington shall make frequent stops for water on the way to the national capital.

It depends on where you live as to what you do. If you quarrel with somebody in Paris, Vienna, or St. Petersburg, you fight a duel; in London you cut him dead at the club; in New York you dun him for an old debt; while in Cleveland you build houses at each other on Euclid avenue.—Pittsburg Chronicle Telegraph.

A petition was presented in due form and in sober earnest to the lower house of the Kansas Legislature the other day, from the National Anti-Horse Thief Association. It prays for the enactment of a law to authorize the lynching of horse thieves wherever they may be found, and to limit the right of jury service to men able to read.

The violet season is at its height, and a woman's toilet is scarce complete without a bunch of these fragrant little blossoms nodding at her corsage, nestling against the broad fur collar of her wrap, peeping out from the fanciful little muff, or carried loosely in her hand. A cluster of artificial blossoms, so closely imitating the real ones as to defy detection, are tucked into the folds of the snug little black velvet turbans now so much affected by ladies in the street and at the theatre.

The styles of new gowns indicate that there will be a return to full sleeves. Even heavy cloth dresses and wraps have made the step by lengthening the shoulder and elbow puffs. A pretty young woman in town wears with her simple street dress a long coat of cigar-brown ladies' cloth that fits the figure closely, has a touch of brown velvet at the corner and full wrinkled velvet sleeves that extend from the puffed shoulder to the elbow to meet a tight brown cloth cuff.

In the case of Joseph Pauquette of Haverhill, Mass, charged with keeping children from attending public school and heard in the police court there Judge Carter discharged the defendant, holding that the law did not require the approval of the school committee in all cases of private schools, and that parents might use their own judgment in the matter of what school to send their children. This decision ends the French parochial school case, which has created great interest here.

In the race for sensational popularity between Mr. Spurgeon, Mr. Haweis, and himself—each representing one of the three leading denominations in London—Dr. Joseph Parker at present is ahead. He has attained this supremacy by means of a series of Monday talks to workingmen at the City Temple. To these he invites workingmen to come in their working clothes, and eat their dinners and smoke their pipes while he talks to them. The topic of his first talk was "Mistakes About Preachers." Certainly, there can be no mistake about Dr. Parker, for one. As Mr. Spurgeon is wrestling with the gout at Mentone, Mr. Haweis must be looked to for the next bid for popular favor.—N. Y. Tribune.

The steam mills of Elgin, Albert Co., are in full force, and the hauling of logs (mostly hard wood) to them, and of deals, scantling etc, from them, affords employment to a large number of men and horses. These mills are owned and operated by Downing & Wilson at Prosser Brook; Steeves and Godard at Church's Corner; and the Messrs. Goggin at Elgin Corner.

SUPERSTITIONS OF BRITTANY.

A fried mouse is a specific for smallpox.

To meet a sow with a litter of pigs is very lucky.

A cinder bounding from a fire is either a purse or a coffin.

Cattle give warning of an earthquake by their uneasiness.

It is unlucky if a hare runs across the road in front of you.

A spider worn in a nutshell round the neck is a cure for fever.

Crickets bring good luck to a house; it is unlucky to kill them.

Pigs running about with straws in their mouths foretell rain.

Dogs give warning of death by scratching at the door of a house.

To eat the food which a mouse has nibbled will give a sore throat.

If a milkmaid neglects to wash her hands after milking, her cows will go dry.

The clicking or tapping of the beetle called the death watch, is an omen of death.

When porcupines are hunted or annoyed they shoot out their quills in anger.

If you count the number of fish you have caught, you will catch no more that day.

If a crow croaks an odd number of times it means foul weather; if an even number, fine.

If a rat or a mouse, during the night, gnaw on clothes, it is indicative of some impending evil.

Three hairs taken from the "cross" on an ass' back will cure the whooping cough, but the ass will die.

When cats wash their ears more than usual rain is at hand. The sneezing of a cat indicates good luck to a bride.

When ants are unusually busy fou weather is at hand, and ants' eggs are an antidote to love (this is not a joke).

If bees swarm on a rotten tree a death in the family will occur within a twelvemonth. It is unlucky for a stray swarm of bees to alight on one's premises.

If a swallow builds on a house it brings good luck. To kill a swallow is unlucky. When swallows fly high it will be fine weather, and vice versa.—Exchange.

HINTS TO HOUSEKEEPERS.

Use wandering milk root tea for dyspepsia.

Scraped raw potatoes are very soothing for a burn.

The moment you are instinctively prompted to rub your eyes, stop using them.

It is dangerous to fill an oil lamp too full; within an inch of the cap is near enough.

Salt and vinegar brighten brasses as well as any more modern and expensive potions.

When making up unbleached muslin you must allow an inch to the yard for shrinkage.

Drain pipes and all places that are sour and impure may be cleaned with lime water or carbolic acid.

If a dish gets burnt in using, do not scrape it; put a little water and ashes in it and let it get warm. It will come off nicely.

WILLIAM PUGSLEY, D. C. L.
Barrister and Attorney-at-Law.
OFFICES
Cor. Prince Wm. & Church Sts.

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.

REAL GRAND CLEARANCE SALE.

MRS. McCONNELL,
No. 15 King Street.
While extending thanks to her many customers for very liberal patronage during past year, desires to inform the public generally that she has decided on a FURTHER REDUCTION IN PRICES.
15,000 pairs BOOTS SHOES and RUBBERS.
These goods must be worked off in the next three months and customers may depend that this is a GENUINE CLEARANCE SALE.
Now is the time to supply your families with their Spring Goods when you can get from Mrs. McConnell so much value for so little money.
Remember the Place, 15 King Street.

Steamboats and Wharf Properties FOR SALE.

THE UNION LINE STEAMSHIP COMPANY offers for sale, separately or en bloc, the following Steamboat property, comprising:
The splendid Side-wheel Steamer DAVID WESTON, 552 tons register, The "Queen" of the River St. John, and one of the very fastest and best equipped river steamers in Canada; cost over $40,000 to build.
The fine steamer ACADIA (Side-wheel), 291 tons register; well known as a staunch, fast steamer, and ranking as second only to the D. WESTON on River St. John.
The good steamer SOULANGES (Side-wheel), 200 tons register; an excellent Freight Boat, and comfortably fitted and furnished for Passengers also.
Included with these Steamers are a number of Skiff Boats at various points along the river, for passenger and mail service; also, certain other facilities coupled with charter rights, privileges and good will.
The subscriber is also authorized, on behalf of an estate, which must be closed, to offer for sale—
The Freehold Wharf Property in the city of Fredericton, N. B., commonly known as the Union Line Wharf, including the two large warehouses thereupon.
Also the Wharf and Block Property at Sand Point, Carleton, comprising Corporation lots Nos. 11 and 12, held under lease from the city of St. John at the annual rental of $12 each.
This latter property includes the slip, with blocks, wharf, dwelling house, carpenter shop and blacksmith shop.
This is the presentation of an unusual opportunity for securing an old established smooth-running business, and in view of the opening of the Short Line early in the coming season this river service may be expected to receive a large development, and is a rare chance for persons possessing some capital.
The Steamer and Wharf Properties will be sold free from any debt or encumbrance. Arrangements may be made for having part of the purchase money remain on mortgage, and also for some of the present owners to retain their interest if desired.
These three steamers have been well maintained and kept up and are in good general order, the Boilers and Engines particularly so. Extensive repairs having been made to each of the Steamers last year a comparatively small outlay upon the hulls will place them in complete order for the next season's service.
If not disposed of by private sale prior to WEDNESDAY, 20th February prox., the above properties will on that day be offered for sale at public auction at Chubb's Corner, in the City of St. John, at 12 o'clock noon.
R. B. HUMPHREY,
47 Main Street, Indiantown.

The Old Doctors

Drew blood, modern doctors cleanse it; hence the increased demand for Alteratives. It is now well known that most diseases are due, not to over-abundance, but to impurity, of the Blood; and it is equally well attested that no blood medicine is so efficacious as Ayer's Sarsaparilla.
"One of my children had a large sore break out on the leg. We applied simple remedies, for a while, thinking the sore would shortly heal. But it grew worse. We sought medical advice, and were told that an alterative medicine was necessary. Ayer's Sarsaparilla being
Recommended
above all others, we used it with marvelous results. The sore healed and health and strength rapidly returned."—J. J. Armstrong, Weimar, Texas.
"I find Ayer's Sarsaparilla to be an admirable remedy for the cure of blood diseases. I prescribe it, and it does the work every time."—E. L. Pater, M. D., Manhattan, Kansas.
"We have sold Ayer's Sarsaparilla here for over thirty years and always recommend it when asked to name the best blood-purifier."—W. T. McLean, Druggist, Augusta, Ohio.
"Ayer's medicines continue to be the standard remedies in spite of all competition."—T. W. Richmond, Bear Lake, Mich.
Ayer's Sarsaparilla,
PREPARED BY
Dr. J. C. Ayer & Co., Lowell, Mass.
Price $1; six bottles, $5. Worth $5 a bottle.

N. W. BRENAN,
UNDERTAKER,
555 Main Street,
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BRANCH,
88 Charlotte Street.
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SAINT JOHN, N. B.
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IMPERIAL TRUE FRUIT SYRUP.
A choice compound of the juices of our own lucious Strawberry
—AND THE—
Richest Fruits of the TROPICS.
If your grocer cannot supply, go to 43, Dock street.
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GROCERS' SUNDRIES
ESSENTIAL
OILS
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Flavoring Extracts

SOMETHING NEW IN BELTING
SEND FOR ILLUSTRATED CIRCULAR OF
KNUCKLE-JOINT LINK LEATHER BELTING
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COCKLE'S PILLS—Free from Mercury.
COCKLE'S PILLS—For Liver.
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Sold by Druggists everywhere.
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Ex Sch. "D. W. B." at Hare's Wharf,
BROKEN or FURNACE, NUT or STOVE AUTHRECITE.
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Order Slate at A. G. Bowes & Co., Canterbury Street.
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FREE $125 Field Gold Watch sold for $100, well lately. Best $50 watch in the world. Perfect timekeeper. Warranted. Heavy Solid Gold Hunting Cases. Both ladies' and gents' sizes, with watch and chain. Person in each locality can secure one free, together with our large and valuable line of Household Samples. These samples, as well as the watch, we send Free, and after you have kept them in your home for 3 months and shown them to those who may have called, they become your own property. Those who write at once can be sure of receiving the Watch and Samples. We pay all express, freight, etc. Address Stinson & Co., Box 812, Portland, Maine.

Intercolonial, Eastern Extension and Windsor Branch Railways.
TENDER.
SEALED TENDERS addressed to Chief Superintendent I. C. R., Moncton, and marked on the outside "Tender for Timber &c.," will be received until SATURDAY, 16th February, 1889, for all or any part of the timber or lumber referred to in a specification dated January 25th, 1889, and which can be obtained at all booking stations.
All the conditions of the specification must be complied with.
D. POTTINGER,
Chief Superintendent.
Railway Office,
Moncton, N. B., Jan'y 28th, 1889.

SCIENTIFIC AMERICAN
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Is the oldest and most popular scientific and mechanical paper published and has the largest circulation of any paper of its class in the world. Fully illustrated. Best class of wood engravings. Published weekly. Send for specimen copy. Price $3.00 a year. Four months' trial, $1.
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GENERAL OFFICE: 361 BROADWAY, N. Y.

Buchanan's Whiskies
LONDON, 2nd January, 1889,
TO ALL WHOM IT MAY CONCERN:
We have pleasure in intimating that we have this day appointed
MR. M. A. FINN, St. John, N. B.,
to act as our sole agent and responsible representative in the provinces of New Brunswick, Nova Scotia, and Prince Edward Island, for the sale of our several brands of Scotch Whiskey.
As we frequently receive from wholesale firms in these provinces orders both direct and through London and Liverpool Houses we take this opportunity of advising the trade generally that in future we can only receive and execute these orders that come to us through and on account of our accredited agent Mr. M. A. Finn.
JAMES BUCHANAN & CO.
By special appointment sole suppliers of Scotch Whiskey to the House of Commons.

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.

DR LOW'S WORM SYRUP
DESTROYS AND REMOVES WORMS OF ALL KINDS IN CHILDREN OR ADULTS. SWEET AS SYRUP AND CANNOT HARM THE MOST DELICATE CHILD

ESTABLISHED 1846.
M. N. POWERS.
Coffin and Casket Warerooms,
OLD STAND 77 AND 79 PRINCESS STREET,
SAINT JOHN, N. B.
Coffin and Casket Material of all kinds, for Sale at Lowest Prices. Orders in the City and County attended to with despatch.

Intercolonial, Eastern Extension and Windsor Branch Railways.
TENDER.
SEALED TENDERS addressed to the undersigned, and marked on the outside, "Tender for Fencing," will be received until SATURDAY, 16th February, for the erection of all or any part of the fencing referred to in a specification dated 18th January, 1889, and which can be obtained at all booking stations.
All the conditions of the specifications must be complied with.
D. POTTINGER,
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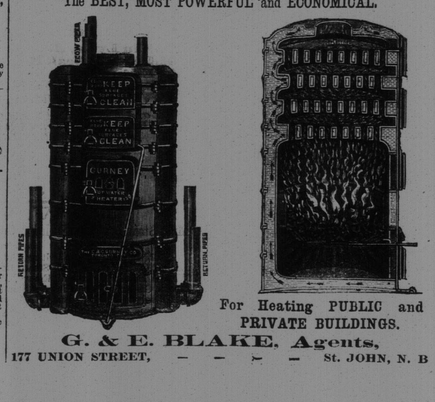

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