MC2398

POOR DOCUMENT

THE GREAT WAR SYNDICATE.

BY FRANK R. STOCKTON,

—AUTHOR OF—

"RUDDER GRANGE;" "AMOS KILBRIGHT—HIS ADSICITITIOUS EXPERIENCES;" "THE BEE-MAN OF ORN;" "THE CHRISTMAS WRECK;" "THE LADY OR THE TIGER;" "THE LATE MRS. NULL;" "THE HUNDREDTH MAN;" "THE CASTING AWAY OF MRS. LECKS AND MRS. ALESHINE;" "THE DUSANTES;" ETC., ETC.

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[CONTINUED.]

This theory of mines worked by confederates was received throughout the civilized world, and was universally condemned. Even in the United States the feeling was so strong against this apparent alliance between the syndicate and British traitors that there was reason to believe that a popular pressure would be brought to bear upon the government sufficient to force it to break its contract with the syndicate and to carry on the war with the national army and navy. The crab was considered an admirable addition to the strength of a navy, but a mine under a fort, laid and fired by perfidious confederates, was considered unworthy an enlightened people.

The members of the syndicate now found themselves in an embarrassing and dangerous position; a position in which they were placed by the universal incredulity regarding the instantaneous motor, and unless they could make the world believe that they really used such a motor bomb, the war could not be prosecuted on the plan projected.

It was easy enough to convince the enemy of the terrible destruction the syndicate was able to effect; but to make that enemy and the world understand that this was done by bombs, which could be used in one place as well as another, was difficult indeed. They had attempted to prove this by announcing that at a certain time a bomb should be projected into a certain fort. Precisely at the specified time the fort had been destroyed, but nobody believed that a bomb had been fired.

Every opinion, official or popular, concerning what it had done and what might be expected of it, was promptly forwarded to the syndicate by its agents, and it was thus enabled to see very plainly indeed that the effect it had desired to produce had not been produced. Unless the enemy could be made to understand that any fort or ships within ten miles of one of the syndicate's cannon could be instantaneously dissipated in the shape of fine dust, this war could not be carried on upon the principles adopted, and therefore might as well pass out of the hands of the syndicate.

Day by day and night by night the state of affairs was anxiously considered at the office of the syndicate in New York. A new and important undertaking was determined upon, and on the success of this the hopes of the syndicate now depended.

During the rapid and vigorous preparations which the syndicate were now making for their new venture, several events of interest occurred.

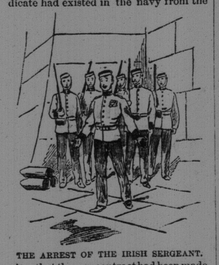
Two of the largest Atlantic mail steamers, carrying infantry and artillery troops, and conveyed by two swift and powerful men-of-war, arrived off the coast of Canada, considerably to the north of the blockaded city. The departure and probable time of arrival of the vessels had been telegraphed to the syndicate, through one of the continental cables; and a repeller with two crabs had been for some days waiting for them. The English vessels had taken a high northern course, hoping they might enter the Gulf of St. Lawrence without subjecting themselves to injury from the enemy's crabs, it not being considered probable that there were enough of these vessels to patrol the entire coast. But although the crabs were few in number, the syndicate was able to place them where they would be of most use, and when the English vessels arrived off the northern entrance to the gulf, they found their enemies there.

However strong might be the incredulity of the enemy regarding the powers of a repeller to bombard a city, the syndicate felt sure there would be no present invasion of the United States from Canada, but it wished to convince the British government that troops and munitions of war could not be safely transported across the Atlantic. On the other hand, the syndicate very much objected to undertaking the imprisonment and sustenance of a large body of soldiers. Orders were therefore given to the officer in charge of the repeller not to molest the two transports, but to remove the rudders and extract the screws of the two war vessels, leaving them to be towed into port by the troop ships.

This duty was performed by the crabs, while the British vessels, both rams, were preparing to make a united and vigorous onset on the repeller, and the two men-of-war were left helplessly tossing on the waves. One of the transports, a very fast steamer, had already entered the straits, and could not be signaled, but the other one returned and took both the war ships in tow, proceeding very slowly until, after entering the gulf, she was relieved by tugboats.

Another event of a somewhat different character was the occasion of much excited feeling and comment, particularly in the United States. The descent and attack by British vessels on an Atlantic port was a matter of popular expectation. The syndicate had repellers and crabs at the most important points, but in the minds of naval officers, and a large portion of the people, little dependence for defense was to be placed upon these. As to the ability of the war syndicate to prevent invasion or attack by means of its threats to bombard the blockaded Canadian port, very few believed in it. Ever if the syndicate could do any more damage in that quarter, which was improbable, what was to prevent the British navy from playing the same game, and entering an American seaport, threaten to bombard the place if the syndicate did not immediately run all their queer vessels high and dry on some convenient beach?

A feeling of indignation against the syndicate had existed in the navy from the time that the war contract had been made, and this feeling increased daily. That the officers and men of the United States navy should be penned up in harbors, ports and sounds, while British ships and the hulking nine springers and rudder pinchers of the syndicate were allowed to roam the ocean at will, was a very hard thing for brave sailors to bear. Sometimes the resentments against this state of affairs rose almost to a revolt.



THE ARREST OF THE IRISH SERGEANT.

The great naval preparations of England were not yet complete, but single British men-of-war were now frequently seen off the Atlantic coast of the United States. No American vessels had been captured by these since the message of the syndicate to the Dominion of Canada and the British government. But one good reason for this was the fact that it was very difficult now to find upon the Atlantic ocean a vessel sailing under the American flag. As far as possible these had taken refuge in their own ports or in those of neutral countries.

At the mouth of Delaware bay, behind the great Breakwater, was now collected a number of coastwise sailing vessels and steamers of various classes and sizes; and for the protection of these maritime refugees two vessels of the United States navy were stationed at this point. These were the Lenox and Stockbridge, two of the finest cruisers in the service, and commanded by two of the most restless and bravest officers of the American navy.

The appearance early on a summer morning of a large British cruiser off the mouth of the harbor filled those two commanders with uncontrollable belligerency. That in time of war a vessel of the enemy should be allowed, undisturbed, to sail up and down before an American harbor, while an American vessel filled with brave American sailors lay inside like a cowed dog, was a thought which goaded the soul of each of these commanders. There was a certain rivalry between the two ships, and considering the insult offered by the flaunting red cross in the offing, and the humiliating restrictions imposed by the naval department, each commander thought only of his own ship, and not at all of the other.

It was almost at the same time that the commanders of the two ships separately came to the conclusion that the proper way to protect the fleet behind the breakwater was for his vessel to boldly steam out to sea and attack the British cruiser. If this vessel carried a long range gun, what was to hinder her from suddenly running in closer and sending a few shells into the midst of the defenseless merchantmen? In fact, to go out and fight her was the only way to protect the lives and property in the harbor.

It was true that one of those beastly repellers was sneaking about off the cape, accompanied, probably, by an under water tongs boat. But as neither of these had done anything or seemed likely to do anything, the British cruiser should be attacked without loss of time.

When the commander of the Lenox came to this decision, his ship was well abreast of Cape Henlopen, and he therefore proceeded directly out to sea. There was a little fear in his mind that the English cruiser, which was now bearing to the southeast, might sail off and get away from him. The Stockbridge was detained by the arrival of a dispatch boat from the shore with a message from the naval department. But as this message related only to the measurements of a certain deck gun, her commander intended as soon as an answer could be sent off, to sail out and give battle to the British vessel.

Every soul on board the Lenox was now filled with fiery ardor. The ship was already in good fighting trim, but every possible preparation was made for a contest which should show their country and the world what American sailors were made of.

The Lenox had not proceeded more than a mile out to sea when she perceived Repeller No. 6 coming toward her from seaward, and in a direction which indicated that it intended to run across her course. The Lenox, however, went straight on, and in a short time the two vessels were quite near each other. Upon the deck of the repeller now appeared the director in charge, who, with a speaking trumpet, hailed the Lenox and requested her to lay to, as he had something to communicate. The commander of the Lenox, through his trumpet, answered that he wanted no communications, and advised the other vessel to keep out of his way.

The Lenox now put on a greater head of steam, and as she was in any case a much faster vessel than the repeller, she rapidly increased the distance between herself and the syndicate's vessel, so that in a few moments hailing was impossible. Quick signals now shot up in jets of black smoke from the repeller, and in a very short time afterward the speed of the Lenox slackened so much that the repeller was able to come up with her.

When the two vessels were abreast of each other, and at a safe hailing distance apart, another signal rent up from the repeller, and then both vessels almost ceased to move through the water, although the engines of the Lenox were working at high speed, with her propeller blades stirring up a whirlpool at her stern.

For a minute or two the officers of the Lenox could not comprehend what had happened. It was first supposed that by mistake the engines had been slackened, but almost at the same moment that it was found that this was not the case, the discovery was made that the crab accompanying the repeller had laid hold of the stern post of the Lenox, and with all the strength of her powerful engines was holding her back.

Now burst forth in the Lenox a storm of frenzied rage, such as was never seen perhaps upon any vessel since vessels were first built. From the commander to the stokers every heart was filled with fury at the insult which was put upon them. The commander roared through his trumpet that if that infernal sea beetle were not immediately loosed from his ship he would first sink her and then the repeller.

To these remarks the director of the syndicate's vessels paid no attention, but proceeded to state as briefly and forcibly as possible that the Lenox had been detained in order that he might have an opportunity of speaking with her commander, and of informing him that his action in coming out of the harbor for the purpose of attacking a British vessel, was in direct violation of the contract between the United States and the syndicate having charge of the war, and that such action could not be allowed.

The commander of the Lenox paid no more attention to these words than the syndicate's director had given to those he had spoken, but immediately commenced a violent attack upon the crab. It was impossible to bring any of the large guns to bear upon her, for she was almost under the stern of the Lenox, but every means of offense which infuriated ingenuity could suggest was used against it. Machine guns were trained to fire almost perpendicularly, and shot after shot was poured upon that portion of its glistening back which appeared above the water.

But as these projectiles seemed to have no effect upon the solid back of Crab H, two great anvils were hoisted at the end of the spanker boom and dropped, one after the other, upon it. The shocks were tremendous, but the internal construction of the crabs provided, by means of upright beams, against injury from attacks of this kind, and the great masses of iron slid off into the sea without doing any damage.

Finding it impossible to make any impression upon the mailed monster at his stern, the commander of the Lenox hailed the director of the repeller, and swore to him through his trumpet that if he did not immediately order the Lenox to be set free, her heaviest guns should be brought to bear upon his floating counting house, and that it should be sunk if it took all day to do it.

It would have been a grim satisfaction to the commander of the Lenox to sink Repeller No. 6, for he knew the vessel when she had belonged to the United States navy. Before she had been bought by the syndicate, and fitted out with spring armor, he had made two long cruises in her, and he bitterly hated her, from her keel up.

The director of the repeller agreed to release the Lenox the instant her commander would consent to return to port. No answer was made to this proposition, but a dynamite gun on the Lenox was brought to bear upon the syndicate's vessel. Desiring to avoid any complications which might ensue from actions of this sort, the repeller steamed ahead, while the director signaled Crab H to move the stern of the Lenox to the windward, which, being quickly done, the gun of the latter bore upon the distant coast.

It was now very plain to the syndicate director that his words could have no effect upon the commander of the Lenox, and he therefore signaled Crab H to tow the United States vessel into port. When the commander of the Lenox saw that his vessel was beginning to move backward he gave instant orders for all steam. But this was found to be useless, for when the dynamite gun was about to be fired the engines had been ordered stopped, and the moment that the propeller blades ceased moving the nippers of the crab had been released from their hold upon the stern post, and the propeller blades of the Lenox were gently but firmly seized in a grasp which included the rudder. It was therefore impossible for the engines of the vessel to revolve the propeller, and, unresistingly, the Lenox was towed, stern foremost, to the breakwater.

The news of this incident created the wildest indignation in the United States navy, and throughout the country the condemnation of what was considered the insulting action of the syndicate was general. In foreign countries the affair was the subject of a good deal of comment, but it was also the occasion of much serious consideration, for it proved that one of the syndicate's submerged vessels could, without firing a gun, and without fear of injury to itself, capture a man-of-war and tow it whither it pleased.

The authorities at Washington took instant action on the affair, and as it was quite evident that the contract between the United States and the syndicate had been violated by the Lenox, the commander of that vessel was reprimanded by the secretary of the navy, and enjoined that there should be no repetitions of his offense. But as the commander of the Lenox knew that the secretary of the navy was as angry as he was at what had happened, he did not feel his reprimand to be in any way a disgrace.

It may be stated that the Stockbridge, which had seemed for the open sea as soon as the business which had detained her was completed, did not go outside the cape. When her officers perceived with their glasses that the Lenox was returning to port stern foremost they opined what had happened, and desiring that their ship should do all her sailing in the natural way, the Stockbridge was put about and steamed, bow foremost, to her anchorage behind the breakwater, the commander thanking his stars that for once the Lenox had got ahead of him.

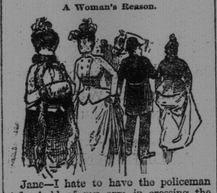
The members of the syndicate were very anxious to remove the unfavorable impression regarding what was called in many quarters their attack upon a United States vessel, and a circular to the public was issued, in which they expressed their deep regret at being obliged to interfere with so many brave officers and men in a moment of patriotic enthusiasm, and explaining how absolutely necessary it was that the Lenox should be removed from a position where a conflict with English line of battle ships would be possible. There were many thinking persons who saw the weight of the syndicate's statements, but the effect of the circular upon the popular mind was not great.

The syndicate was now hard at work making preparations for the grand stroke which had been determined upon. In the whole country, there was scarcely a man whose ability could be made available in their work, who was not engaged in their service, and everywhere, in foundries, workshops and ship yards, the construction of their engines of war was being carried on by day and by night. No contracts were made for the delivery of work at certain times; everything was done under the direct supervision of the syndicate and its subordinates; and the work went on with a definiteness and rapidity hitherto unknown in naval construction.

In the midst of the syndicate's labors there arrived off the coast of Canada the first result of Great Britain's preparations for her war with the American syndicate, in the shape of the Admiral, the largest and finest ironclad which had ever crossed the Atlantic, and which had been sent to raise the blockade of the Canadian port by the syndicate's vessels.

[TO BE CONTINUED.]

A Woman's Reason.



Jane—I hate to have the policeman take hold of my arm in crossing the street.

Ethel—Yes; it is very impertinent of him.

Jane—Oh! I don't mean that; but I almost die of mortification, my arm is so thin.—Harper's Bazar.

Miss Bessie H. Bedloe, of Burlington, Vt., had a disease of the scalp which caused her hair to become very harsh and dry and to fall so freely she scarcely dare comb it. Ayer's Hair Vigor gave her a healthy scalp, and made the hair beautifully thick and glossy.

"A fowl tip."—A chicken's tail.

IT ENDED WELL.

A Betrothal Which Was Accomplished Under Difficulties.

The voice of the young man had a tremulous, vibrant quality, and a glow like that of a June sunset spread over his face as he took the vacant seat by the side of the young woman and greeted her joyfully.

"This is an unexpected pleasure, Miss Beane," he said. "I did not know you were on the train. I am not presuming too much, I hope, in rejoicing in the anticipation of a delightful trip instead of the long, tiresome journey of half a day that I had resigned myself to suffer when I came aboard."

"Certainly not, Mr. Winterbottom," she replied, and the observant young man noted an increasing quickness in the fluttering movements of the feathers and flummadiddles on the traveling hat of his fair companion not due altogether to the jar of the train.

"Her heart is beating faster," he said to himself, but even in the rapture that thrilled his frame and tingled to the ends of his fingers at this discovery he felt he had taken a sneaking advantage of her and learned something he had no right as yet to know.

For months Cyrus Winterbottom had carried in his heart the image of the lovely girl who now sat by his side. For months he had hoped that the time and the opportunity might come when he—but let us not anticipate.

The train thundered along over rocky gorges, around the base of precipitous cliffs and down into spacious valleys upon which the promise of a glorious spring was already showing itself in a landscape that glowed and smiled beneath the ardent rays of the sun; but the young man heeded not the panorama of surpassing loveliness that was unfolding itself on either hand. He had something better to look at.

"Miss Vanilla," he said, with a beating heart, as he braced himself with a superhuman effort, "this may seem an inopportune moment for the confession I am about to make, but I am impelled by a feeling I can no longer resist. My heart hungers for"——

"Tickets!"

It was the conductor who spoke.

A shade of annoyance crossed the brow of the young man at the interruption. He produced his ticket, handed it to the official, and in a few moments resumed:

"I was about to say that I have carried in my breast a burden I can bear no longer. It is for you to say whether I must suffer a still heavier one or whether life shall have a new meaning for me henceforth. Vanilla Beane, I love"——

"Caramels, peanuts, figs, gum?" inquired the train boy.

"No!" said Cyrus, shortly. "Have you ever felt that the instant comes, sooner or later, Vanilla, when"——

"'Life of Jesse James?" suggested the train boy, returning to the attack; "magazines, latest railway guide, 'Robert Ele'"——

"I tell you I don't want anything!" exclaimed the exasperated young man. "May I tell you what is in my heart, Vanilla? I—no, sir; I don't know what the next station is, sir, and I don't care!—I have looked forward to the time, my own Vanilla, when I could summon the courage to tell you how inexpressibly dear to me you are and to ask you if you will be my wife. Will"——

There was a sudden crash. A broken rail had thrown the train from the track. The car rolled down the embankment. At the first wild lunge of the coach Vanilla Beane had seized the young man about the neck with a convulsive clasp, and though the passengers were cavorting and plunging from floor to ceiling and ceiling to floor in the careless, unstudied freedom of motion and absence of all ceremony that may always be observed in an affair of this kind, she did not lose her self possession.

"Cyrus Winterbottom," she shrieked into his ear, with the resolute, fearless, let-no-guilty-man-escape voice of a young woman attending strictly to business, "I"— Bang! "Will"— Thud! "Be your"— Crash! "Little"— Crunch! "Wife!" Boom! Rattle! Bang! "There, Cyrus, darling! We've got down to the bottom at last. Straighten out my hat, love."—Chicago Tribune.

Important to Workingmen.

Artizans, mechanics and laboring men are liable to sudden accidents and injuries, as well as painful cords, stiff joints and lameness. To all this troubled we would recommend Hagyard's Yellow Oil, the handy and reliable pain cure for outward or internal use.

The Cypress Tree.

A cypress tree in Somma, Lombardy, is said to have been standing since the time of Julius Cæsar. Napoleon, in making a road over the Simplon, deviated from a straight line that he might not be obliged to cut it down. Cypress wood is very enduring, and for this reason, no doubt, it was used for mummy cases and statues. Pliny tells us a statue of Jupiter carved from cypress wood remained standing for 600 years. In Turkish cemeteries it is a rule to plant a tree of this variety at every interment. Cypanissus, a beautiful youth, was transformed into a cypress by Apollo that he might grieve all the time. The cypress is an emblem of mourning.—Vick's Magazine.

Try to Benefit Others.

"I had a very bad pain in my side, of which one bottle of Hagyard's Yellow Oil made a complete cure. I hope that this may be of some benefit to those who read it." A. T. Walker, 444 High St. City. Hagyard's Yellow Oil is a specific for all inflammatory pain.

Not Obedience but Soap.

The scholars in a girl's primary department of a Camden public school were in the habit of bringing small bottles of soap suds to school to use in cleaning their slates. The thing soon became a nuisance. The children neglected their lessons and spent their time in shaking bottles of suds. The teacher forbade them bringing any more. A few days afterward the teacher caught one of the little girls with a bottle which she was shaking.

"Didn't I tell you not to bring that here again?" she demanded.

"Yes'm," was the answer.

"Well, is that obedience?" inquired the teacher.

"No, ma'am."

"Then what is it?"

"Soap."

The teacher bit her lips to keep from laughing, while the other scholars joined in a general titter.—Philadelphia Press.

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

Metals in the Sun.

Of the metals discovered in the sun the most important are sodium, magnesium, barium, acalsium, zinc, copper, aluminum, nickel, chromium and iron. Many of the rarer and less known metals would also appear to be there in some abundance, judging by the facility with which their presence may be detected. Although heavier metals, such as platinum and gold, have not been seen, it by no means follows that they are absent. Their weight would prevent them being easily found by the spectroscope.—New York Telegram.

A Feeble Failure.

Many persons become feeble and fail in health from disease of the blood, liver, kidneys and stomach when prompt use of Burdock Blood Bitters, the grand purifying and regulating tonic, would quickly regulate every bodily function and restore to perfect health.

The Letter That Came

From Mr. J. Hayden, 139 Chatham St., Montreal, says: "I was troubled for years with biliousness and liver complaint, and I never found any medicine to help me like Burdock Blood Bitters, in fact one bottle made a complete cure."

The queen dowager of Bavaria is dying of dropsy.

A Life of Ease.

Miss Lizzie Ratcliffe, writing from Falkirk, Ont., says: "I had such a cough I could not sleep and was fast going into consumption; I tried everything I could hear of without relief, but when I got Hagyard's Pectoral Balsam I soon got ease. It is the best medicine I ever tried." Lizzie Ratcliffe, Falkirk, Ont.

William Cummings, a leading wholesale merchant in Truro, is winning considerable reputation as a preacher, licensed by the Baptist church. He went to Halifax last Sunday and preached before the African Baptist church with great acceptance. Mr. Cummings is a combination of John Wanamaker and Rev. C. H. Spurgeon; and his admirers claim that had he been educated for the ministry instead of commercial life, he would have been a great power in a pulpit.

Eighty Per Cent.

Of the human race, according to a high authority, suffer from one or other form of blood taint. Never allow this latent evil to develop into serious disease while the blood can be kept pure and the system clean by proper precautions, such as using Burdock Blood Bitters, whenever any scrofulous symptoms appear. No medicine equals B. B. B. as a blood cleanser.

N. A. Rhodes, John W. Lowe, C. Osborne Tupper, M. L. N. Curry, M. D. Pride, Lewis Fillmore, Wm. A. Fillmore, J. R. Lamy and J Medley Townsend, of Amherst, have applied to the local legislature of N. S. for the incorporation of the Amherst Street Railway company, for the purpose of constructing and operating street railways in that town and neighborhood. The proposed capital is $50,000, in shares of $50 each, and work may commence as soon as $25,000 of the stock is subscribed and 50 per cent. thereon paid up.

ADVICE TO MOTHERS.

Are you disturbed as night and broken of your rest by a sick child suffering and crying with pain of cutting teeth? If so, send at once and get a bottle of MRS. WINSLOW'S SOOTHING SYRUP FOR CHILDREN TEETHING. Its value is incalculable. It will relieve the poor little sufferer immediately. Depend upon it, mothers, there is no mistake about it. It cures dysentery and diarrhœa, regulates the stomach and bowels, cures wind colic, softens the gums, reduces inflammation, and gives tone and energy to the whole system. MRS. WINSLOW'S SOOTHING SYRUP FOR CHILDREN TEETHING is pleasant to the taste, and is the prescription of one of the oldest and best female nurses and physicians in the United States, and is for sale by all druggists throughout the world. Price 25 cents a bottle.

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Office, Warehouse and Manufactory: GEORGES STREET, - - ST. JOHN, N. B.

H. JONAS & CO.
—
GROCERS' SUNDRIES
ESSENTIAL OILS AND Flavoring Extracts

SOMETHING NEW —IN— BELTING

SEND FOR ILLUSTRATED CIRCULAR OF KNUCKLE-JOINT LINK LEATHER BELTING

J. C. McLAREN BELTING CO. MONTREAL

PLATE GLASS

French, Mirror, Plate, Rolled, Rough, Obscure, Ribbed, Wire, Colored, Stained, Painted, Enameled, Etched, Sand Blast, Decorated, Bent, Beveled, Silvered, Mirrors, Fancy Glass, Window Glass, Insurance Plate.

MONGENAIS, BOIVIN & CO. MONTREAL

PAINTS

OILS, COLORS,
ARTISTS' MATERIALS,
WINDOW GLASS,
VARNISHES, ETC.

A. RAMSAY & SON, MONTREAL.

COCKLE'S ANTIBILIOUS PILLS.

COCKLE'S PILLS—Free from Mercury.

COCKLE'S PILLS—For Liver.

COCKLE'S PILLS—For Indigestion.

COCKLE'S PILLS—For Heartburn.

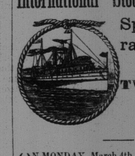
COCKLE'S PILLS—In use eighty-six year.

Sold by Druggists everywhere.

Wholesale by EVANS & SONS, Lim., Montreal.

STEAMERS.

International Steamship Co., Spring Arrangement.



TWO TRIPS —A— WEEK.

ON MONDAY, March 4th, the steamers of this Company will leave Saint John, MONDAY, and THURSDAY for Eastport, Portland and Boston at 8 a. m., local.

From March 12th to April 29th will leave Saint John, every TUESDAY and THURSDAY at 8 a. m.

And Boston every MONDAY and THURSDAY at 8.30 a. m., and Portland 5.30 p. m. same day, for Eastport and Saint John.

H. W. CHISHOLM, Agent.

tel. sun.

St. John and Digby and Annapolis.

Steamer LANSDOWNE

WILL LEAVE WHARF, REED'S POINT, ST JOHN, EVERY

Monday, Wednesday and Saturday,

at seven o'clock, local time, and return same day.

Freight received at warehouse daily up to five p.m.

J. H. HARDING, Agent Dept. Marine.

Tender for Steam Service.

—o—

St. John, Digby and Annapolis.

SEALED TENDERS addressed to the Minister of Finance, Ottawa, and marked "Tender for Steam Service, St. John, Digby and Annapolis," will be received at the Finance Department, Ottawa, up to and including Monday the 1st day of April next, for the following services by Steamer between St. John, Digby and Annapolis, N. S., viz:—

1st. A daily service from 1st April to 31st October, and a tri-weekly service from 1st November to 31st March; or

2nd. A daily service from 1st May to 31st October, and a tri-weekly service from 1st November to 30th April; or

3rd. A tri-weekly service all the year round.

Tenderers are requested to send in tenders for all of the above services.

Full particulars as to the terms and conditions thereof and specifications of the steamer required, may be obtained from the Post Office Inspectors at St. John and Halifax.

The Minister of Finance does not bind himself to accept the lowest or any tender.

J. M. COURTNEY, *Deputy Minister of Finance.*

Finance Department,
Ottawa, 19th Feb., 1889.

[This advertisement is not to be copied by other papers without authorization from the Queen's Printer.]

CHOICE PERFUMES

Just received a full assortment

—OF—

Lubins, Atkinson's, Gosnell's Ect, in small bottles.

—ALSO—

A complete stock of first quality of PERFUMES IN BULK.

Prices low.

WILLIAM B. McVEY
CHEMIST,
185 Union St., St. John N. B.

GODEY'S LADY'S BOOK FOR 1889.

Madam! See what **15 Cents** will do! It will bring you a sample copy of GODEY'S LADY'S BOOK, which will tell you how to get the SEAL-SKIN SACQUE, the SILK DRESS, the GOLD WATCH, the COTTAGE ORGAN, and other valuables, without a dollar.

YOU CANNOT GET A BETTER

two dollars' worth of Magazine than by subscribing to "GODEY," THE LADY'S BOOK, AND MAGAZINE OF AMERICA.

For 1889 it will contain:—Fashions in Colors. Fashions in black and white; latest from Europe. Original Novelties in Needle Work and Embroidery. Latest and most popular Music. Plans for the house you want to build. Directions for decorating your home. Cookery and household help, by MRS. CHAS. HORN, teacher in several fashionable New York academies, and selected by the Board of Education for the New York Public Schools. Literary enrichments by NELLY BLY, *who got herself locked up in a insane asylum to find out how they treated the insane*, ELLA RODMAN CHURCH, EMILY LENNOX, OLIVIA LOVELL WILSON, MRS. HIESTAND, EDGAR FAWCETT, DAVID LOWRY, etc.

Every Lady Her Own Dressmaker

who subscribes to Godey's Lady's Book. The [coupon] which you will find in each number enables you to cut your selection of any cut paper pattern illustrated in Godey's Lady's Book. Your 15c. Sample copy will contain coupon; three coupons. **Send 15 cents for Sample, which will be allowed on your subscription when received.** The pattern shows you how to cut out the garment you want. That's all we can say in this space. For the rest see your sample number, for which send **15c.** at once. **"Godey"** is only **$2.00** a year.

Address **"GODY'S LADY'S BOOK," Philadelphia, Pa.**

J. W. MASURY & SON'S

Superfine Carriage Paints

—AND—

Pure Colors in Oil and Water Colors,

At very low prices.

Alabastine for Walls and Ceilings.

W. H. THORNE & CO.

Market Square.

NOTICE.

A 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 said Association power to hold exhibitions of an industrial and other character, and to do all lawful acts in furtherance thereof, to hold real and personal property for the purpose of exhibitions and for the management of the property of the Association, with further power to do anything necessary to holding exhibitions and making the same conductive to the development of the resources of the Province.

Wm. J. PARKS, Secretary.

St. John, N. B., Feb. 5th, 1889.

RAILROADS.

INTERCOLONIAL RAILWAY.

1888 WINTER ARRANGEMENT. 1889.

ON and after **MONDAY, November 26th,** the trains of this Railway will run daily (Sunday excepted) as follows:—

Trains will Leave St. John.

DAY EXPRESS	7 30
ACCOMMODATION	11 20
EXPRESS FOR SUSSEX	16 35
EXPRESS FOR HALIFAX & QUEBEC	18 05*

A Sleeping Car runs daily on the 18.00 train to Halifax.

On Tuesday, Thursday and Saturday, a Sleeping Car for Montreal will be attached to the Quebec Express, and on Monday, Wednesday and Friday a Sleeping Car will be attached at Moncton. 2[0]

Trains will Arrive at St. John:

EXPRESS FROM HALIFAX & QUEBEC	7 00
EXPRESS FROM SUSSEX	8 25
ACCOMMODATION	13 20
DAY EXPRESS	19 20

All Trains are run by Eastern Standard Time.

D. POTTINGER, Chief Superindendent

RAILWAY OFFICE,
Moncton, N. B., November 20th, 1888.

New Brunswick Railway Co'y.

(BALLAST LINE.)

ARRANGEMENT OF TRAINS; in effect Jan. 7th, 1889. Leaves St. John Intercolonial Station—Eastern Standard Time.

8.40 a. m.—Express for Bangor, Portland, Boston and points west for Fredericton, St. Andrews St. Stephen, Houlton, Woodstock, Presque Isle, Grand Falls and Edmundston. Pullman Buffet Parlor Car for Bangor.

3.35 p.m.—For Fredericton and intermediate points.

8.30 p.m.—(Except Saturday night)—For Bangor Portland, Boston, and points west. Houlton, Woodstock, St. Stephen, Presque Isle, Pullman Sleeping Car for Bangor.

ARRIVALS AT ST. JOHN.

5.45 a.m.—(Except Monday Morning)—From Bangor, Portland, Boston and points west, St. Stephen, Houlton, Woodstock, Presque Isle and Edmundston.

10.00 a.m.—From Fredericton and intermediate points.

4.00 p.m.—From Bangor, Portland, Boston and points west, Fredericton, St. Andrews, St. Stephen, Houlton, Woodstock, Presque Isle and Grand Falls.

LEAVE CARLETON.

8.25 a.m.—For Fairville, Bangor and points west, Fredericton, St. Stephen, St. Andrews, Houlton and Woodstock and points west.

3.20 p.m.—For Fairville, Fredericton, and intermediate points.

ARRIVE AT CARLETON.

10.10 a.m.—From Fairville, Fredericton &c.

4.10 p.m.—From Fairville and points west.

H. D. McLEOD, Supt. Southern Division. F. W. CRAM, Gen. Manager

A. J. HEATH, Gen. Pass. and Ticket Agent.

Grand Southern Railway.

ST. STEPHEN & ST. JOHN

EASTERN STANDARD TIME.

ON AND AFTER MONDAY, Dec. 31, Trains will run daily (Sundays excepted), as follows:—

LEAVE ST. JOHN at 7.24 a. m., and Carleton at 7.45 a. m., for St. George, St. Stephen, and intermediate points, arriving in St. George at 10.21 p. m.; St. Stephen at 12.25 p. m.

LEAVE St. Stephen at 8.15 a. m.; St. George at 10.22 a. m.; arriving in Carleton at 12.57 p. m.; St John at 1.15 p. m.

Freight, up to 500 or 600 lbs.—not large in bulk—will be received by JAMES MORTSON, 40 Water street, up to 5 p. m.; all larger weights and bulky freight must be delivered at the Warehouse, Carleton, before 9 p. m.

Baggage will be received and delivered at MORT